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CITY OF BURBANK

SUPERIOR COURT OF THE STATE OF CALIFORNIA

COUNTY OF LOS ANGELES, CENTRAL DISTRICT

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a public entity ,

Petitioner and Plaintiff,

v.

CITY OF BURBANK, a municipal entity; and DOES 1 to 10,, inclusive

Respondents, Defendants and cross-Complainants.

Case No. 26STCP01904

CITY OF BURBANK'S CROSS-COMPLAINT/PETITION FOR WRIT OF MANDATE TO COMPEL MANDATORY DUTY UNDER CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) *AND* CROSS-COMPLAINT FOR: (1)INVERSE CONDEMNATION (2)DECLARATORY RELIEF.

Action Filed: 5/19/26
Trial Date: None Set

CITY OF BURBANK,

Cross-Petitioner/Cross-Complainant

v.

LOS ANGELES COUNTY METROPOLITAN TRANSIT AUTHORITY, SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS,

Cross-Respondents/ Cross-Defendants.

Petitioner and Cross-Complainant, the City of Burbank (Burbank) files its Verified Petition for Peremptory Writ of Mandate and Cross-Complaint for Inverse Condemnation and Declaratory Relief, and alleges as follows:

I. INTRODUCTION

The City of Burbank brings this Petition and cross-complaint as a related cause of action as it arises out of the same transaction, occurrence, or series of transactions as the cause of action alleged by Petitioner and Plaintiff. In this cross-complaint, the City seeks to enforce the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et. seq.* and compel Respondent the Los Angeles County Metropolitan Transportation Authority (Metro) as the lead agency for a Bus-Rapid Transit Project to conduct a Supplemental EIR related to the density housing impacts of the Project due to the enactment of a previously unforeseen law, SB 79. This Project is known as the "NoHo to Pasadena Project." ("Project").. The City also requests a writ compelling Southern California Association of Governments (SCAG) to undertake an EIR with respect to its 2020-2045 Regional Transportation Plan ("SCAG RTP") and its Draft Senate Bill 79 Transit-Oriented Development ("TOD") Map and

Approach and Methodology ("SCAG Map") pursuant to CEQA.

In essence, the enactment and effective date of entirely new legislation—SB 79—in October 2025 with an effective date of July 1, 2026, mandates a further review of potential environmental impacts of the Project, the SCAG RTP, and SCAG Map. SB 79 results in new ministerial housing density requirements related to new transit routes and stops such as those proposed under the Project. SB 79 could not have been foreseen when Metro adopted the Final EIR in 2022 or when SCAG issued the SCAG RTP in 2020. Collectively, SB 79's effect on the Project and the SCAG RTP also requires an EIR with respect to the SCAG Map.

The Project, SCAG RTP, and SCAG Map merit consideration under a Supp. EIR under both the CEQA statute (Pub. Res. Code, §21166) and the CEQA Guidelines, Title 14, Section 15162, subdivision (a)(3) as:

> "New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
>
> (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
>
> (B) Significant previously examined will be substantially more severe than shown in the previous EIR; . . ."

The City requests an expedited hearing via a TRO/Preliminary Injunction as Respondent Metro has indicated that it intends to start construction immediately and the effective date of SB 79 is July 1, 2026. The City notes that Metro has already filed a separate request for a Preliminary Injunction on its writ, a motion currently set to be heard on July 16, 2026 before this Court.

This Cross-Petition for Writ of Mandate to Compel Mandatory Duty Under CEQA and Cross-Complaint arises out of the same series of transactions and occurrences as those set forth in Metro's Petition and Complaint on file in this matter.

II. JURISDICTION AND VENUE

1. This Court has jurisdiction under Code Civ. Proc., Section 426.10, Section 1060 and Section 1085.

2. Venue is proper in this Court pursuant to Code Civ. Proc. § 394(a) in that Respondent and Defendant Metro resides in the County of Los Angeles with its principal office located at One Gateway Plaza, Los Angeles, 90012. Respondent and Defendant Southern California Association of Governments has its principal office located at 900 Wilshire Boulevard, Suite 1700, Los Angeles, 90017.

3. This is a CEQA action, which requires mandatory filing in the Central District (Stanley Mosk) Courthouse.

4. The City has served Metro and SCAG with written notice of the commencement of this action regarding the Project. A proof of service of that notice will be concurrently filed with this Petition/Cross-Complaint.

5. This Cross-Complaint is brought pursuant to Code of Civil Procedure Section 426.10, *et seq*.

III. PARTIES

6. The City of Burbank is and at all times mentioned herein was, a municipal corporation and a Charter City.

7. Metro is a regional transportation agency created by the State of California. Metro has acted as the lead agency for CEQA purposes in planning the proposed Bus Rapid Transit system that is designed to go from North Hollywood in the San Fernando Valley through Burbank and other cities in the San Gabriel Valley.

8. SCAG is a joint powers authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under state law, SCAG is designated as a regional transportation planning agency and a council of governments.

9. The true names and capacities, whether individual, corporate, associate, or otherwise, of Roes 1 through 50, inclusive, are unknown to the City which therefore sues them by such fictitious names. The City will ask leave of court to amend its Cross-complaint to show the true names and capacities of such fictitiously named Cross-defendants when the same have been ascertained. The City is informed and believes, and thereon alleges, that each of the Cross-defendants designated as Roes 1 through 50, inclusive, is responsible under the law in some manner, negligently or otherwise, for the events and happenings referred to herein, and thereby proximately caused damages to the City as alleged herein.

10. The City is informed and believes, and thereon alleges, that at all times mentioned, the Cross-defendants, named and unnamed, and each of them, were the principals, agents, servants, employers, employees, and/or partners of each of their remaining Cross-defendants, and in doing the things herein described were acting in the course and scope of such relationships and with the permission and consent of each of the other Cross-defendants

IV. THE PROJECT, THE 2022 FINAL EIR, AND THE CITY'S REQUEST IN 2026 FOR A SUPPLEMENTAL EIR

A. The Project

11. In 2020 , Metro announced a proposed Project which included a bus rapid transit corridor connecting the San Fernando and San Gabriel Valleys. Metro issued a draft EIR for the Project that is the subject of this

action.

12. Six of the Project's stations are located within the City.

13. The Project's proposed lane configurations in the City includes dedicated bus lanes on segments of Olive Avenue that include side-running lanes between Buena Vista Street and Lake Street through Downtown Burbank, on Alameda Avenue, and on Glenoaks Boulevard.

B. The Final EIR

14. Metro is the "lead agency" for the Project under CEQA. (Pub. Resources Code, § 21067; 14 Cal. Code Regs. ("CEQA Guidelines"), § 15367.) As lead agency, Metro has principal responsibility for conducting environmental review of the Project, including preparation and certification of the EIR. (Pub. Resources Code, § 21002.1, subd. (d); CEQA Guidelines, §§ 15050–15051.)

15. The City is a "responsible party" for the Project as defined in CEQA regulations.

16. On October 26, 2020, Metro circulated a Draft EIR for public review and comment. (**Exhibit A.)** The City submitted numerous comments on the Draft EIR, which included objections to the use of dedicated bus lanes on Olive Avenue and the associated removal of curbside parking and narrowing of sidewalks. **(Exhibit B.)**

17. Metro responded to various comments to the Draft EIR. Among those comments that Metro responded to was one related to the City of Burbank and potential use of exclusively dedicated bus-only lanes within the City (referenced as BRTs). Metro directly rejected the City's comment that the Project as designed would constitute almost exclusively such bus-only lanes. Metro's response to the City's comment Metro designated as 3-2 was: "The comment mischaracterizes the definition of project alternatives. While the comment characterizes the Proposed

Project as implementing dedicated BRT lanes along 'virtually the entire corridor,' the Proposed Project has been planned and designed with the local context in mind. There are multiple instances along the proposed route where the Project has foregone proposing dedicated bus lanes and other BRT features based on local considerations and contexts. For example, the Proposed Project would operate in mixed-flow traffic for a portion of the route on Central Avenue between Glenoaks Boulevard and Doran Street and for the entirety of the route in Pasadena." **(Exhibit C.)**

18. In 2022, Metro recognized the possibility of likely future growth in various cities throughout the Project route: Metro responded to one of the City's comments that it designated as 3-24 by indicating that Metro was aware that increased transit locations could impact density housing in and around those locations. As Metro conceded: "Land uses surrounding the Proposed Project stations *may* intensify due to transit oriented development (TOD) pressures and zoning initiatives that have been planned and encouraged by the Project Area Cities including the Cities of. . . Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand." (emphasis added). (*Id.*) What Metro did not anticipate, nor address was increased land use outside of the control of regional or local planning and effectuated through a mandatory state law, SB 79, which was tied directly to increased density as of right near rapid transit stations.

19. On April 28, 2022, Metro certified the Final EIR, adopted CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program, and approved the Project. The Final EIR concluded that the

Project's impacts would be reduced to less-than-significant levels. **(Exhibit D.)**

C. The Cooperative Agreement

20. In January 2025, Metro and the City entered into a Cooperative Agreement for the design and construction of the Project (Cooperative Agreement). **(Exhibit E.)**

21. Under the Cooperative Agreement, the City is required to review and approve after its independent review various permits related to the Project. This includes any encroachment permits or other approvals related to changing mixed-flow lanes to dedicated bus lanes (e.g., street re-striping, street signage, etc.).

22. However, the timeframe and process for permitting and approval are required to be developed through the mutual cooperation and agreement of an annual work plan.

23. Further, the Cooperative Agreement requires Metro to submit relevant documents in compliance with a mutually agreeable final design of the Project, and that the City must review such submittals and provide its comments or objections to the design review prior to commencement of any Project related construction.

24. The Cooperative Agreement states that Metro will "obtain all necessary City permits and approvals and comply with City Standards relating to the design and construction" of the Project. The City in turn will process permits and approvals to support the timely delivery of the Project.

25. Based on the foregoing, prior to Metro's commencement of any Project-related construction in the City, Metro must provide all of its design submittals to the City for review and approval. If there is no approval by the City, the Cooperative Agreement requires the parties to

negotiate in good faith for a resolution, which involves a two-step dispute resolution process.

26. Between January 2025 and January 2026, Metro and the City collaborated on the design of the project pursuant to the Cooperative Agreement. Throughout this period, the City continued to notify Metro that the City object to a design that would permit Olive Ave. to be constructed with a full time dedicated bus lane between Buena Vista St and Lake St.

27. Metro's 85% plan set submittal included its plan for dedicated bus lanes along Olive Ave. between Buena Vista Street and Lake Street, and the City objected to the dedicated bus lanes on this segment and advocated for mixed-flow lanes.

D. SB 79

28. On October 10, 2025, Governor Newsom signed SB 79, a statute that drastically increases the densities and height limits of housing developments on properties located within a ½-mile radius of a transit-oriented development (TOD) station or stop, such as those for commuter trains, light rail, and bus rapid transit corridors.

29. Under SB 79, housing developments of 100 dwelling units per acre and at least 65 feet in height would, ministerially, be deemed permitted within commercial, mixed use, and residential (including single family residential) zones.

30. In the City of Burbank, Metro designed the Project to have six stops and to operate within dedicated full-time bus lanes on various streets in the City.

31. Due to SB 79, and based on preliminary maps issued by Defendant SCAG, five of the Project's Burbank's stops will likely be designated TOD Stops subject to increased density and height standards

under SB 79.

32. SB 79 becomes effective on July 1, 2026, and dramatically changes the environmental picture regarding transit stops and requires mandatory increases in City density in and around TOD Stops.

E. The City's Request for a Supplemental EIR

33. On February 17, 2026, the City advised Metro: "As discussed in the City's letter to Metro on January 30, 2026, the City believes that [SB 79's] mandatory upzoning constitutes new information that changes the circumstances under which the BRT [Bus Rapid Transit] project was proposed and renders its Final Environmental Impact Report (EIR) legally inadequate." **(Exhibit F** (Letter of February 17, 2026) and **Exhibit G** (Letter of January 30, 2026)**.)**

34. The City communicated to Metro that construction of the new bus stops served by full-time dedicated bus lanes would trigger SB 79 and require supplemental environmental review under CEQA of Metro's final EIR. Alternatively, the City offered that constructing the project as designed, provided that all bus lane segments are designated as mixed-flow lanes, making SB 79 inapplicable to TOD stops in Burbank. Metro responded that it would not conduct any further CEQA analysis despite the passage of SB 79 and that it would keep all dedicated bus lanes in the project.

35. Respondent Metro rejected the City's request for a Supp. EIR, stating in a letter dated March 5, 2026, a letter that was reiterated in summary form in a March 18, 2026, Metro letter: "As detailed in our letter dated March 5, 2026 to the City's Transportation Department, no additional environmental reviews are required, nor planned by Metro."

36. On March 3, 2026, the City also advised Respondent SCAG of its concerns about the impacts of SB 79 on the prior EIR. The City

requested that SCAG: "Conduct comprehensive CEQA review that evaluates the environmental impacts associated with the increased residential densities required by SB 79 TOD stop designation prior to map adoption. . ." **(Exhibit H.)**

37. Respondent SCAG has not responded to the City.

38. SB 79 creates statewide standards for increased density and building heights for qualifying housing developments near major transit stops (TOD Stops) that the City must ministerially approve. It introduces a tiered system for development intensity by categorizing transit stops into Tier 1 (heavy rail and very high frequency commuter rail) and Tier 2 (light rail, lower-frequency commuter rail, and qualifying bus rapid transit). A housing development project within a specified distance of a TOD Stop would be mandated as an allowed use in residential, mixed-use, or commercial zones.

39. Under SB 79, a proposed housing development must: (i) have a minimum density of at least 30 dwelling units per acre, (ii) meet minimum density required under local zoning (if applicable), and (iii) have an average total floor area of 1,750 net habitable square feet per housing unit.

40. SB 79 projects that have more than 10 units must include at least some below-market-rate units.

41. In addition, no portion of an SB 79 project can be designated for use as a hotel, motel, bed and breakfast or other transient lodging. Development must also meet the requirements of an applicable airport land use compatibility plan.

42. For bus rapid transit stops to qualify as TOD Stops under SB 79, the bus service must have a full-time dedicated bus lane or operate in a separate right-of-way with service intervals of 15 minutes or less during peak hours. (Gov. Code § 65912.156(o); Public Res. Code § 21060.2(a)(1).)

Notwithstanding any local requirements, properties within a ½-mile radius of a Tier 2 TOD Stop are subject to the following Statewide standards:

Feature	Radius	Standard
Maximum Density	less than ¼ mile	at least 100 du/ac
	¼ to ½ mile	at least 80 du/ac
Maximum Height	less than ¼ mile	at least 65 ft
	¼ to ½ mile	at least 55 ft
Floor Area Ratio (FAR)	less than ¼ mile	at least 3.0 FAR
	¼ to ½ mile	at least 2.5 FAR

43. In Burbank, Metro designed the Project to have six stops and to operate within dedicated full-time bus lanes on various streets in the City. Due to SB 79 and preliminary SCAG maps suggest that five of the Project's stops in the City will be designated TOD Stops subject to increased density and height standards under SB 79 if the stop is served by a full-time dedicated bus lane. This means that all properties within ½ mile of up to five of the six TOD Stops of the BRT will be subject to SB 79 applications, which the City must approve, and the increased density and height standards listed above.

44. Metro's Final EIR for the Project was adopted in April 2022 (FEIR), well before the passage of SB 79 in October 2025.

45. Once an EIR is approved, the lead agency is required to conduct a subsequent environmental review when one of three limited conditions exists: (i) substantial changes are proposed in the project that require major revisions to the EIR, (ii) substantial changes occur regarding the project's circumstances that require major revisions to the EIR, or (iii) new information becomes available that was not known and could not have been known at the time the EIR was certified. (Pub. Resources Code §

21166; 14 CCR § 15162(a).)

46. A proposed change in the project or its circumstances will require a subsequent EIR only if: (i) the change is substantial, (ii) involving new or more severe significant environmental impacts, (iii) which were not considered in the previously certified EIR, and (iv) will require major revisions to the EIR. If some changes or additions are necessary, but none of the three conditions calling for a subsequent EIR has occurred, then the lead agency must prepare an addendum instead. 14 CCR § 15164(a).) An addendum does not need to be circulated for public review, but may be included or attached to the final EIR. (14 CCR § 15164(c).)

47. The recent approval of SB 79 is a substantial change in the Project's circumstances, requiring subsequent environmental review.

48. An EIR must discuss the ways in which a project could directly or indirectly foster economic or population growth or the construction of new housing in the surrounding environment. (14 Cal Code Regs § 15126.2(e)). Here, SB 79 mandates streamlined/ministerial approval for housing developments of five or more units within ½ mile of any TOD Stop requiring minimum densities of 30 dwelling units per acre, maximum densities of at least 80-100 dwelling units per acre, and heights up to 55-65 feet. In contrast, current densities in such areas in Burbank range from 0-43 dwelling units per acre in residential zones, and between 20-87 dwelling units per acre in commercial zones. SB 79 effectively transforms the Project's BRT TOD Stops into triggers for by-right, high-density development that need not be consistent with the City's general plan or zoning, thus dramatically altering the regulatory framework as it relates to the City's obligation to analyze cumulative environmental impacts of foreseeable development and growth-inducing impacts.

49. The high-density residential projects mandated by SB 79 will impact the City's water, sewage, and power system, as well as have other unanticipated, environmental impacts. The City has meticulously planned for expected development in its already-adopted General Plan and its Sixth Housing Element. A sudden, unplanned increase in density in a wide portion of the City under SB 79 would make the City's current and anticipated infrastructure and provision of services to support housing inadequate to address the unplanned units.

50. Under CEQA, when infrastructure serves as "a catalyst for further development," agencies must comprehensively analyze all reasonably foreseeable growth-inducing impacts (. Further, projects providing capacity beyond immediate needs trigger heightened scrutiny under CEQA Metro's FEIR omits vital analysis of "reasonably foreseeable" and directly induced development that is virtually certain under SB 79. The FEIR's cursory treatment of growth-inducing impacts is legally insufficient under controlling precedent.

51. CEQA requires an agency to analyze the "physical conditions" that will foreseeably result from a project's approval, particularly when a change in development standards creates a reasonable likelihood of denser or taller structures). Here, the enactment of SB 79, with its by-right approval process and imposition of statewide height and density limits, eliminates any plausible claim that significant changes in transit-adjacent development patterns are merely speculative. Qualifying SB 79 projects will now proceed through state-mandated ministerial, non-discretionary approvals, with no environmental review.

52. If a lead agency knows that development restrictions will be lifted and significant environmental impacts will result, CEQA requires present analysis of those reasonably foreseeable impacts, and does not

permit deferral to hypothetical future project-level review. Metro's assertion that the Project does not propose a major infrastructure system extension that could serve as a vector for growth fundamentally misapprehends both the legal requirements of CEQA to analyze growth-inducing impacts, and the practical reality that the Project's proposed TOD Stops along Olive will directly trigger streamlined and by-right approvals of high-density, high-rise development under SB 79.

53. SCAG's 2020-2045 Regional Transportation Plan (SCAG RTP) was adopted September 3, 2020 and also did not anticipate the passage of SB 79 in October 2025. That law fundamentally transforms the development landscape around TOD Stops. Metro relied on the SCAG RTP to forecast population and housing growth as the basis for Metro's growth-inducing impact analysis, with Metro asserting that its projects, including the BRT, are designed to serve current and planned growth in population, housing, and employment along the corridor as forecasted in SCAG's planning documents.

54. With SB 79's ministerial approval process, the addition of new TOD Stops becomes the direct catalyst for development that would not otherwise occur. SB 79 accelerates and guarantees development that was previously subject to local control and environmental review; therefore, any growth projections anticipated by SCAG have been rendered obsolete by SB 79. The statute's ministerial approval pathway means individual housing projects will bypass project-level CEQA review entirely if they meet SB 79's criteria. This precludes future opportunities to analyze or mitigate the cumulative environmental impacts of transit-induced development, placing the entire burden on a project-level EIR to comprehensively evaluate these impacts.

55. A prejudicial abuse of discretion occurs under CEQA when an

agency's failure to include relevant information in an EIR "precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process." (Accordingly, Metro is required to recognize that the passage of SB 79 creates substantial change in circumstances of Metro's transit project under CEQA and must conduct additional analysis on SB 79's environmental impacts to determine wither a subsequent FEIR, supplemental FEIR, or an addendum to the FEIR is necessary. Failure of Metro to conduct such additional analysis with its FEIR is a violation of CEQA.

56. Metro issued two letters dated March 5, 2026 and March 18, 2026 stating that it would not prepare a Supp. EIR for this Project. Metro and the City unsuccessfully attempted to resolve their dispute pursuant to the Cooperative Agreement's dispute resolution procedures, resulting in this lawsuit.

F. SCAG'S SB 79 TOD Stop Map and Approach Methodology

57. On June 1, 2026, SCAG released its Draft Senate Bill 79 (SB 79) Transit-Oriented Development (TOD) Map and Approach and Methodology (SCAG Map). **(Exhibit I.)**

58. On June 12, 2026, the City responded to SCAG by letter regarding the SCAG Map, informing SCAG (1) that SCAG's Designation of SB 79 TOD Stops is a Project Subject to CEQA Review, (2) that SCAG should set an annual date for map updates, and (3) that SCAG will need to maintain precise and accurate data and respond to map challenges. **(Exhibit J.)**

59. The City's June 12th letter incorporated and attached the City's prior May 22, 2026 letter to SCAG, in which the City requested that SCAG conduct additional environmental review under CEQA of SB 79's impacts

on Burbank communities within a one-half mile radius of major transit stops, zones, and tiers (TOD stops) for the Project before finalizing its SCAG Map. **(Exhibit K.)**

60. The City's May 22nd letter to SCAG reiterated the need for a supplemental EIR pursuant to CEQA, as described above at Paragraphs 34 through 57. *Id.*

61. In addition, the City informed SCAG of its duty under CEQA to perform EIRs with respect to SCAG's adoption of SB 79 maps which impose unstudied land use impacts around the Project's stations: SCAG's mandate to create SB 79 maps for TOD Stops for development purposes is an action that necessitates environmental review under CEQA before adoption of those maps because SB 79 does not exempt agencies from conducting such additional environmental review in light of the additional changes in the physical environment, growth-inducing impacts, and cumulative impacts that SB 79 developments will have.

62. CEQA requires SCAG to conduct environmental review because its SCAG RTP and SCAG Map have omitted material information necessary for the public and decision-makers to understand the Project's true environmental impacts, which undermines CEQA's legislative objectives of fostering informed agency decisions and meaningful public participation.

G. Metro's Taking of the City's Property without Just Compensation

63. Olive Avenue from Buena Vista Street to Lake Street is a City-owned right of way that consists of two vehicle lanes in each direction (four total), curbside parking, and sidewalks.

64. Metro's proposed current scope for the Project will result in the loss of one vehicle lane in each direction (two total) on each side of Olive

Avenue.

65. Metro's proposed scope for the Project will result in the taking of the City's property for a public use: dedicated traffic lanes that only Metro is allowed to use for public transportation.

66. Article I, Section 19(a) of the California Constitution requires that Metro pay just compensation to the City for taking the City's property for public use. In addition, the Fifth Amendment to the U.S. Constitution guarantees a similar right to just compensation for an eminent domain type of taking.

V. FIRST CAUSE OF ACTION: A WRIT OF MANDATE TO COMPEL MANDATORY DUTY TO COMPLY WITH CEQA

(Against Metro, SCAG, and Roes 1-50.)

67. Cross-Complainant incorporates herein by reference the allegations of paragraphs 1 through 66 above, as if set forth in full.

68. A writ of mandate under Code of Civil Procedure 1085 is available when the petitioner has no plain, speedy, and adequate remedy at law; the respondent has a clear, present, and usually ministerial duty to perform, and the petitioner has a clear, present, and beneficial right to performance. (Code Civ. Pro., § 1086.)

69. Cross-Complainant is entitled to seek a writ of mandate to compel Respondent Metro and Respondent SCAG to comply with their obligations under CEQA.

70. Public Resources Code Section 21166 applies to situations in which an EIR has been prepared for a project. Section 21166 precludes a supplemental EIR "unless one or more of the following events occurs:

> (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
> (b) Substantial changes occur with respect to the

> circumstances under which the project is being undertaken which
> will require major revisions in the environmental impact report.
> (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available."

71. In this case, subdivisions (b) and (c) of Section 21166 apply. The enactment of SB 79, constitutes a "substantial change" to the circumstances surrounding TOD area that will require major revisions in the environmental impact report. In addition, SB 79, was not adopted until October 2025 and not effective until July 1, 2026. This constitutes new information about the mandatory density-related zoning for Metro's new BRT locations and stops that was not known and could not have been known at the time that the EIR for this Project was certified in 2022.

72. Section 21166 creates a mandatory duty on the lead agency, Metro, to consider and initiate a Supplemental EIR based on subdivisions (b) and (c) of that Section.

73. Metro issued two letters dated March 5, 2026 and March 18, 2026, stating that it would not prepare a Supplemental EIR for this Project.

74. SCAG has not responded to the City's requests that SCAG conduct its own EIR with respect to the SCAG RTP and SCAG Map.

75. Cross-Complainant has performed all conditions precedent to filing this petition.

76. An actual controversy exists between the parties concerning whether Respondents have engaged in conduct that violates the statutory requirements of the CPRA. A judicial determination to resolve this actual controversy is necessary and appropriate at this time.

/ / /

VII. SECOND CAUSE OF ACTION: EMINENT DOMAIN TAKING WITHOUT COMPENSATION

(Against Metro)

77. Cross-Complainant incorporates herein by reference the allegations set forth in paragraphs 1 through 76, above, as if set forth in full.

78. The City owns the right-of way along Olive Avenue from Buena Vista Street to Lake Street in Burbank, California.

79. The City-owned right of way consists of two vehicle lanes in each direction(four total), curbside parking, and sidewalks.

80. Metro's proposed scope for the Project will result in the loss of one vehicle lane in each direction (two total), curbside parking, revenue to the City from curbside parking, and reductions in the width of the sidewalks on each side of Olive Avenue.

81. Metro's proposed scope for the Project will result in the taking of the City's property for a public use: dedicated traffic lanes that only Metro is allowed to use for public transportation.

82. Article I, Section 19(a) of the California Constitution requires that Metro pay just compensation to the City for taking the City's property for public use.

VI. THIRD CAUSE OF ACTION: DECLARATORY RELIEF

(Against Metro, SCAG, and Roes 1-50.)

83. Cross-Complainant incorporates herein by reference the allegations set forth in paragraphs 1 through 82, above, as if set forth in full.

84. The City brings this cause of action under Code of Civil Procedure section 1060 to obtain judicial declarations resolving actual controversies between the parties concerning (i) Defendants/Respondents

duties and obligations under CEQA, (ii) the City's and Metro's respective rights and obligations under the Cooperative Agreement, and (iii) Metro's obligation pursuant to the California Constitution to justly compensate the City for Metro's taking of the City's property within the Olive Avenue right-of-way.

85. An actual and present controversy exists concerning Cross-Defendants/Respondents' duties and obligations under CEQA. SB 79 constitutes a substantial change in the Project, present new information of substantial importance within the meaning CEQA, or both that requires Cross-Defendants/Respondents' to conduct supplemental EIR. Cross-Defendants/Respondents dispute these contentions.

86. This controversy is concrete and ripe, as detailed above. In summary, the City has repeatedly and consistently informed Cross Defendants/Respondents of their obligations to conduct supplemental EIRs pursuant to CEQA since SB 79 was signed into law, and Defendants/Respondents have refused to conduct supplemental EIRs.

87. An actual and present controversy exists concerning the parties' respective rights and obligations under the Cooperative Agreement. Metro contends that the Cooperative Agreement gives it unfettered authority to design and construct the Project and that the City agreed that the *proposed* scope of the Project was final and unalterable; the City contends that if the Cooperative Agreement is a valid contract supported by valuable consideration, then it has the authority to demand changes to the scope and elements of the Project through the design review process, and condition approval of plans upon condition of making changes to elements with which it disagrees.

88. This controversy is concrete and ripe because Metro and the City unsuccessfully attempted to resolve their disagreement under the

Cooperative Agreement's dispute resolution procedures.

89. An actual and present controversy further exists concerning Metro's authority and obligations under state law and the California Constitution. Metro contends that it possesses broad statutory authority to construct and operate transit facilities within public rights-of-way and is not subject to local regulations absent its consent. The City disputes these contentions and further contends that Metro is obligated to provide just compensation to the City for taking the City's property along the rights-of-way along Olive Avenue and converting the City's property to Metro's exclusive public use.

90. This controversy is also concrete and ripe. Metro's underlying Petition and Complaint seeks to force the City to issue permits to allow Metro to commence construction that will result in the taking of the City's property along the Olive Avenue right-of-way without just compensation in violation of the California Constitution.

91. The City seeks judicial declarations resolving these controversies, including the declarations set forth in the Prayer for Relief.

92. A judicial declaration is necessary and proper at this time to resolve the parties' rights and obligations.

PRAYER FOR RELIEF

WHEREFORE, Cross-Complainant respectfully prays that this Court:

On Cross-Complainant's Petition for Writ of Mandate:

1. Issue a writ of mandate directing Defendants/Respondents to comply fully with CEQA and conduct supplemental EIRs that takes SB 79 into account;

2. In the alternative, issue an order to Cross-Defendants/Respondents to show cause why the court should not

issue such a writ and thereafter issue a peremptory writ compelling Cross-Defendants/Respondents to perform their public duty as set forth above;

3. Enter a preliminary and permanent injunction to prohibit Cross-Defendants/Respondents from proceeding with the Project until Cross-Defendants/Respondents perform their public duty as set forth above;

4. Enter judgment in Cross-Complainant's favor for nominal damages; and

5. Order such additional relief as the Court may deem just and proper.

On Cross-Complaint's Injunctive and Declaratory Relief Causes of Action:

1. Enter a preliminary and permanent injunction to prohibit Cross-Defendants/Respondents from proceeding with the Project until Cross-Defendants/Respondents perform their public duty as set forth above;

2. Order Metro to provide the City with just compensation for taking a portion of the City's property along the Olive Avenue right-of-way from Buena Vista Street to Lake Street;

3. A judgment declaring:

a. That Metro and SCAG are required to conduct further EIRs pursuant to CEQA;

b. That Metro's authority under the Cooperative Agreement to design and construct the Project is not unfettered and that the City has the authority to demand changes to the scope and elements of the Project through the design review process, and condition approval of plans upon

condition of making changes to elements with which it disagrees; and

c. That Metro is liable to the City for inverse condemnation and owes the City just compensation for taking the City's property along the right-of-way on Olive Avenue from Buena Vista Street to Lake Street for Metro's exclusive use.

4. Attorneys' fees to the extent authorized by statute or other applicable authority;

5. For such other and further relief as the Court deems just and proper.

DATED: June 22, 2026

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By: 

NORMAN A. DUPONT
Attorneys for Plaintiff
CITY OF BURBANK

Exhibit A

LA Metro Releases Draft EIR and Begins Public Comment Period for North Hollywood to Pasadena Bus Rapid Transit Corridor Project

---

Contact Media Relations

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Brian Haas October 26, 2020

Monday October 26, 2020

The Los Angeles County Metropolitan Transportation Authority (Metro) has released the Draft Environmental Impact Report (EIR) and has commenced its public review and comment period for the North Hollywood to Pasadena

Bus Rapid Transit Corridor Project. Metro will hold virtual public hearings to provide information and gather feedback from the community on the project. The public comment period runs through Dec. 10, 2020.

The $267-million, 18-mile project aims to build a high-quality Bus Rapid Transit line that will connect the San Fernando and San Gabriel valleys, traveling east-west between the North Hollywood Metro B (Red)/G (Orange) Line Station and Pasadena City College with stops in downtown Burbank, Glendale and Eagle Rock, depending on the route option.

The report released today is designed to provide the community with information on potential environmental impacts, identify ways to prevent potential damage to the environment and provide information about the decision-making process used by Metro on this project. It also includes information on potential route options and alternatives to be considered by the public.

The full Draft EIR can be viewed at http://metro.net/nohopasbrt.

The official review and comment period will end Dec. 10 and the public has multiple ways to submit comments on the project:

By mail to:
Scott Hartwell
LA Metro
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles CA 90012

By email to:
nohopasbrt@metro.net

By phone:
213.418.3228

Virtual platform:
Metro has created an online, virtual platform that will remain open through Dec. 10, with exhibits, information, a project video and an opportunity to provide official comment on the Draft EIR.

The virtual platform can be visited at: http://metro.net/nohopasbrt.

Virtual Public Hearings:
Metro will host two virtual public hearings that can be attended online or by phone:

Thursday, Nov. 12, 6-8 p.m.
Online link: https://zoom.us/j/93362737314
Webinar ID: 933 6273 7314
Telephone (toll free): 877.853.5247, 888.788.0099, 833.548.0276 or 833.548.0282

Saturday, Nov. 14, from 11 a.m.-1 p.m.
Online link: https://zoom.us/j/93255094044
Webinar ID: 932 5509 4044
Telephone (toll free): 833.548 0276, 833.548.0282, 877.853.5247 or 888.788.0099

More about the project
The project's goal is to provide a fast and affordable bus line that will service a corridor that sees more than 700,000 daily trips. This new line will also offer a more sustainable mobility option by utilizing zero-emission electric buses.

BRT is a high-quality bus service that provides faster and more reliable, equitable and convenient service. BRT features may include fewer stops, frequent service, dedicated bus lanes, high-quality stations with amenities, transit signal priority, all-door boarding, and more prominent branding.

The project is funded by the Measure M sales tax measure approved by L.A. County voters in 2016, along with SB 1 gas tax and vehicle fees, and is scheduled to open by 2024. It aims to meet priorities set out in Metro's Vision 2028 strategic plan to offer high-quality mobility options and outstanding trip experiences, while enhancing communities and lives through better transportation options and access to opportunity.

For more information about the North Hollywood to Pasadena BRT Project, visit http://metro.net/nohopasbrt.

About Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently providing lifeline service for essential trips and frontline workers. Metro continues building the most ambitious transportation infrastructure program in the United States and is working to greatly improve mobility through its Vision 2028 Plan.

Metro has proudly pledged to the American Public Transportation Association (APTA) Health and Safety Commitment Program to help ensure the safe return of transit riders as the U.S. recovers from the COVID-19 pandemic.

Stay informed by following Metro on The Source and El Pasajero at metro.net, facebook.com/losangelesmetro, twitter.com/metrolosangeles and twitter.com/metroLAalerts and instagram.com/metrolosangeles

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NORTH HOLLYWOOD TO PASADENA

Bus Rapid Transit Corridor Project

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2019060110

Metro

Los Angeles County Metropolitan Transportation Authority

OCTOBER 2020

North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Draft Environmental Impact Report

October 2020

Metro

In Association with:

Kimley-Horn
Terry A. Hayes Associates Inc.
Connetics Transportation Group
GPA Consulting
Paleo Solutions, Inc.
Impact Sciences, Inc.
PARIKH Consultants, Inc.
Resource Systems Group
The Robert Group
Translink Consulting, LLC

TABLE OF CONTENTS

EXECUTIVE SUMMARY ES-1
ES.1 Purpose of this Draft Environmental Impact Report ES-1
ES.2 Environmental Review Process ES-3
ES.3 Project Objectives ES-4
ES.4 Project History ES-5
ES.5 Proposed Project ES-6
ES.6 Lane Configurations and Treatments ES-11
ES.7 Transit Signal Priority ES-19
ES.8 Enhanced Stations ES-20
ES.9 Description of Construction ES-22
ES.10 Description of Operations ES-22
ES.11 Ridership ES-23
ES.12 Project Cost and Funding ES-23
ES.13 Areas of Controversy and Issues to be Resolved ES-24
ES.14 Comparison of the Proposed Project and Route Options ES-25
ES.15 Significant and Unavoidable Impacts ES-29
ES.16 Summary of Environmental Impacts and Mitigation Measures ES-29
ES.17 Comparison of Alternatives ES-45

1. INTRODUCTION 1-1
1.1 Purpose of this Draft Environmental Impact Report 1-1
1.2 Environmental Review Process 1-2
1.3 EIR Organization 1-4

2. PROJECT DESCRIPTION 2-1
2.1 Location and Surrounding Uses 2-1
2.2 Project History 2-3
2.3 Project Description 2-5
2.4 Station Locations and Characteristics 2-18
2.5 Lane Configurations and Treatments 2-19
2.6 Operations 2-29
2.7 Vehicles 2-29
2.8 Maintenance and Storage 2-31
2.9 Construction 2-33
2.10 Permits and Approvals 2-34
2.11 Cost Estimates 2-35
2.12 Implementation Schedule 2-36

3. ENVIRONMENTAL IMPACT ANALYSIS 3-1
3.1. Transportation 3.1-1
3.2 Aesthetics 3.2-1
3.3 Air Quality 3.3-1
3.4 Biological Resources 3.4-1
3.5 Cultural Resources 3.5-1
3.6 Energy Resources 3.6-1
3.7 Geology and Soils 3.7-1
3.8 Greenhouse Gas Emissions 3.8-1
3.9 Noise 3.9-1
3.10. Tribal Cultural Resources 3.10-1

4. OTHER ENVIRONMENTAL CONSIDERATIONS 4-1
4.1 Effects Determined Not to Be Significant 4-1
4.2 Significant and Unavoidable Impacts 4-32
4.3 Growth-Inducing Impacts 4-32
4.4 Anticipated Permits and Approvals 4-33

5. CUMULATIVE IMPACTS 5-1
5.1 Methodology 5-1
5.2 Related Projects 5-3
5.3 Cumulative Impact Analysis 5-11

6. ALTERNATIVES TO THE PROJECT 6-1
6.1 Introduction 6-1
6.2 Project-Level Impacts 6-1
6.3 Project Objectives 6-6
6.4 Alternatives to the Proposed Project 6-6
6.5 Alternatives Analysis 6-8
6.6 Environmentally Superior Alternative 6-17

7. PUBLIC PARTICIPATION AND OUTREACH 7-1
7.1 Scoping Process 7-1
7.2 Public Participation Plan 7-2
7.3 Government and Other Agency Consultation 7-2
7.4 Tribal Coordination 7-3
7.5 Community Outreach 7-3
7.6 Public Scoping Meetings 7-4
7.7 Accommodations for Minority, Low-Income, and Persons with Disabilities 7-6
7.8 Summary of Scoping Comments 7-7
7.9 Post-Scoping Community Workshops 7-13

8. LEAD AGENCY AND LIST OF PREPARERS 8-1
8.1 Lead Agency 8-1
8.2 List of Preparers 8-1

9. ORGANIZATIONS AND PERSONS CONSULTED 9-1
9.1 State and Federal Elected Office and Staff Briefings 9-1
9.2 City of Los Angeles Elected Office and Staff Briefings 9-1
9.3 City of Burbank Elected Office and Staff Briefings 9-2
9.4 City of Glendale Elected Office and Staff Briefings 9-2
9.5 City of Pasadena Elected Office and Staff Briefings 9-2
9.6 Community Stakeholder Briefings 9-3
9.7 Native American Consultation 9-4

10. REFERENCES 10-1

LIST OF FIGURES

Figure ES-1 – Regional Context of the Study Corridor ES-2
Figure ES-2 – Proposed Project with Route Options ES-7
Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project ES-13
Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project ES-13
Figure ES-5 – Burbank – Olive Avenue Pre-Project ES-14
Figure ES-6 – Burbank – Olive Avenue Post-Project ES-14
Figure ES-7 – Glendale – Glenoaks Boulevard Pre-Project ES-15
Figure ES-8 – Glendale – Glenoaks Boulevard Post-Project ES-15
Figure ES-9 – Glendale – Broadway and Colorado Street Pre-Project ES-16
Figure ES-10 – Glendale – Broadway and Colorado Street Post-Project ES-16
Figure ES-11 – Eagle Rock – Colorado Boulevard Pre-Project ES-17
Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Proposed Project (Side-Running Configuration) ES-18
Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Option F1 (Center-Running Configuration ES-19
Figure 2-1 – Regional Context of the Study Corridor 2-2
Figure 2-2 – Proposed Project with Route Options 2-7
Figure 2-3 – Typical Center-Running Bus Lanes Configurations 2-26
Figure 2-4 – Typical Median-Running Bus Lanes Configurations 2-27
Figure 2-5 – Typical Side-Running Bus Lanes Configurations 2-28
Figure 2-6 – Typical Curb-Running Bus Lanes Configurations 2-30
Figure 2-7 – Typical Mixed-Flow Operation Cross Section 2-31
Figure 3.1-1 – Metro Bus and Rail Service Hierarchy 3.1-5
Figure 3.2-1 - Landscape Unit Overview 3.2-5
Figure 3.2-2 - Illustrative View of LU-1 Pre-Project 3.2-19
Figure 3.2-3 - Illustrative View of LU-1 Post-Project 3.2-19
Figure 3.2-4 - Illustrative View of LU-2 Pre-Project 3.2-20
Figure 3.2-5 - Illustrative View of LU-2 Post-Project 3.2-20

Figure 3.2-6 - Illustrative View of LU-3 Pre-Project....3.2-21
Figure 3.2-7 - Illustrative View of LU-3 Post-Project....3.2-21
Figure 3.2-8 - Illustrative View of LU-4 Pre-Project....3.2-22
Figure 3.2-9 - Illustrative View of LU-4 Post-Project....3.2-22
Figure 3.2-10 - Illustrative View of LU-5 Pre-Project....3.2-23
Figure 3.2-11 - Illustrative View of LU-5 Post-Project....3.2-24
Figure 3.2-12 - Illustrative View of LU-5, Post Center Running Configuration Option (F2)...3.2-25
Figure 3.5-1 – Representative Streetlight on Broadway, Glendale....3.5-10
Figure 3.6-1 - California Energy Consumption by Source 2018....3.6-9
Figure 3.9-1 – FTA Noise Impact Criteria for Transit Projects....3.9-10
Figure 5-1a – Cumulative Impact Study Area....5-4
Figure 5-1b – Cumulative Impact Study Area....5-5
Figure 5-1c – Cumulative Impact Study Area....5-6

LIST OF TABLES

Table ES-1 – Route Segments ES-8
Table ES-2 – Lane Configuration and Treatments ES-9
Table ES 3 – Proposed/Optional Stations ES-21
Table ES-4 – Comparison of Route Options ES-26
Table ES-5 – Summary of Impacts ES-30
Table ES-6 – Summary of Impact Statements ES-33
Table ES-7 – Summary of Impacts and Mitigation Measures ES-34
Table 2-1 – Route Segments 2-8
Table 2-2 – Station/Platform Locations 2-20
Table 2-3 – Proposed BRT Service Span 2-32
Table 2-4 – Proposed BRT Service Frequencies 2-32
Table 3.1-1 – 2042 Person Trips and Boardings Summary 3.1-16
Table 3.1-2 – Regional VMT 3.1-28
Table 3.3-1 – National Ambient Air Quality Standards 3.3-2
Table 3.3-2 – California Ambient Air Quality Standards 3.3-4
Table 3.3-3 – Attainment Status of the South Coast Air Basin 3.3-4
Table 3.3-4 – Pasadena – South Wilson Avenue Air Monitoring Station Ambient Pollutant Concentrations 3.3-10
Table 3.3-5 – Los Angeles – North Main Street Air Monitoring Station Ambient Pollutant Concentrations 3.3-10
Table 3.3-6 – Reseda Air Monitoring Station Ambient Pollutant Concentrations 3.3-11
Table 3.3-7 – SCAQMD Air Quality Significance Thresholds 3.3-13
Table 3.3-8 – SCAQMD LST Thresholds 3.3-13
Table 3.3-9 – Regional Vehicle Miles Traveled 3.3-16
Table 3.3-10 – Maximum Daily Construction Emissions 3.3-20
Table 3.3-11 – Maximum Daily Operational Emissions 3.3-21
Table 3.3-12 – Localized Construction Emissions per Site – Maximum Pounds per Day 3.3-23
Table 3.3-13 – Comparison of Intersection Total Approach Volumes 3.3-25
Table 3.4-1 – Vegetation Communities and Cover Classes 3.4-4

Table 3.4-2 – Special Status Species 3.4-5
Table 3.5-1 – Designated, Previously Surveyed, and Potential Historical Resources Identified Within the Historic Resources Study Area 3.5-6
Table 3.6-1 – Metro Operations Energy Consumption 3.6-12
Table 3.6-2 – Mobile Fuel Combustion Factors 3.6-14
Table 3.6-3 – Project BRT Revenue Miles....3.6-16
Table 3.6-4 – Regional On-Road Vehicle Miles Traveled 3.6-16
Table 3.6-5 – Project Construction Energy Consumption 3.6-18
Table 3.6-6 – Project Direct Operational Energy Consumption 3.6-19
Table 3.6-7 – Regional Vehicle Miles Traveled and Fuels Consumption (Year 2017)....3.6-20
Table 3.6-8 – Proposed Project Total Energy Consumption (Year 2017)....3.6-21
Table 3.6-9 – Regional Vehicle Miles Traveled and Fuels Consumption (Year 2042)....3.6-22
Table 3.6-10 – Proposed Project Total Energy Consumption (Year 2042)....3.6-22
Table 3.8-1 – GHG Emissions in California 3.8-8
Table 3.8-2 – GHG Emissions from Transportation Source in the SCAG Region 3.8-9
Table 3.8-3 – GHG Emissions for the SCAG Region from Three Primary Sectors 3.8-9
Table 3.8-4 – GHG Emissions from Metro Operations in 2019 ....3.8-10
Table 3.8-5 – Carbon Intensity Factors....3.8-12
Table 3.8-6 – Regional Vehicle Miles Traveled 3.8-14
Table 3.8-7 – Annual GHG Emissions 3.8-15
Table 3.9-1 – FTA Land Use Categories and Metrics for Transit Noise Impact Criteria 3.9-2
Table 3.9-2– FTA Levels of Impact....3.9-3
Table 3.9-3 – Existing Ambient Noise Levels at Category 1: Sensitive Receptors 3.9-7
Table 3.9-4 – Existing Ambient Noise Levels at Category 2: Sensitive Receptors 3.9-7
Table 3.9-5 – Existing Ambient Noise Levels at Category 3: Sensitive Receptors 3.9-8
Table 3.9-6 – FTA Construction Vibration Damage Criteria 3.9-12
Table 3.9-7 – FTA Land Use Disruption Vibration Thresholds 3.9-12
Table 3.9-8– Construction Noise Levels for Proposed Project 3.9-15
Table 3.9-9– Predicted Noise Levels for Proposed Project, Category 1 (High Sensitivity) Receivers 3.9-20

Table 3.9-10– Predicted Noise Levels for Proposed Project, Category 2 (Residential) Receivers 3.9-21

Table 3.9-11– Predicted Noise Levels for Proposed Project, Category 3 (Institutional) Receivers 3.9-23

Table 3.9-12– Predicted Noise Levels for Route Options 3.9-25

Table 3.9-13 – Construction Vibration Impacts 3.9-29

Table 5-1 – Impact Summary for Cumulative Analysis 5-2

Table 5-2 – Related Projects 5-7

Table 6-1 – Comparison of Alternatives to the Proposed Project 6-18

Table 7-1 - Pop-Up Events 7-2

Table 7-2 - Agency Comments 7-3

Table 7-3 - Government Agencies, Elected Officials, and Special Districts Represented at Public Scoping Meetings 7-5

Table 7-4 - Public Participation by Meeting 7-6

Table 7-5 – Post-Scoping Community Workshops 7-13

Table 7-6 – Virtual and Online Survey Results 7-14

LIST OF APPENDICES

Appendix A Alternatives Analysis
Appendix B Transportation Impacts Technical Report
Appendix C Aesthetics Report
Appendix D Air Quality Technical Report
Appendix E Archaeological and Tribal Cultural Resources Technical Report
Appendix F Biological Resources Technical Report
Appendix G Energy Resources Technical Report
Appendix H Geology and Soils Technical Report
Appendix I Greenhouse Gas Emissions Technical Report
Appendix J Hazards and Hazardous Materials Technical Report
Appendix K Historic Resources Technical Report
Appendix L Land Use Technical Report
Appendix M Mineral Resources Technical Report
Appendix N Noise and Vibration Technical Report
Appendix O Paleontological Resources Technical Report
Appendix P Parklands and Other Recreational Technical Report
Appendix Q Population and Housing Technical Report
Appendix R Public Services Technical Report
Appendix S Utility and Service Systems Technical Report
Appendix T Water Resources and Hydrology Technical Report
Appendix U Growth Inducing Impacts Technical Report
Appendix V Public Scoping Summary Report
Appendix W Workshop Summary
Appendix X Operating and Maintenance Costs Report
Appendix Y Capital Costs Report
Appendix Z Concept Plans

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
BGS	Below Ground Surface
BRT	Bus Rapid Transit
BSA	Biological Study Area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CE	Commuter Express
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO Protocol	Carbon Monoxide Protocol
CO_2	Carbon Dioxide

CPUC	California Public Utilities Commission
CWA	Clean Water Act
dBA	A-weighted Scale
DSP	Downtown Specific Plan
ECMP	Energy Conservation and Management Plan
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EISA	Energy Independence and Security Act
EMFAC2017	Emissions Factor Model
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGE	Gasoline Gallon Equivalents
GGRP	Greenhouse Gas Reduction Plan
GHG	Greenhouse Gas
GWh	Gigawatt Hours
ISTEA	Intermodal Surface Transportation Efficiency Act
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
L_{dn}	Day-Night Average Noise Level
L_{eq}	Equivalent Noise Level
LEV	Low Emission Vehicle
LRT	Light Rail Transit
LST	Localized Significance Threshold
LU	Landscape Unit
MAP-21	Moving Ahead for Progress in the 21st Century Act
MATES IV	Multiple Air Toxics Exposure Study IV
Metro	Los Angeles County Metropolitan Transportation Authority
MJ	Megajoules
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MPG	Miles Per Gallon

MPO	Metropolitan Planning Organization
MW	Megawatts
MWh	Megawatt-Hours
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
NRHD	National Register Historic District
NRHP	National Register of Historic Places
O_3	Ozone
OHP	Office of Historic Preservation
O&M	Operations and Maintenance
OPR	Office of Planning and Research
Pb	Lead
PM_{10}	Respirable Particulate Matter Ten Microns or Less in Diameter
$PM_{2.5}$	Fine Particulate Matter 2.5 Microns or Less in Diameter
PPM	Parts Per Million
PRC	Public Resources Code
PWP	Pasadena Water and Power
RFS	Renewable Fuels Standard
RNG	Renewable Natural Gas
ROC	Reactive Organic Compound
ROG	Reactive Organic Gas
RV	Representative Viewpoint
SAFE	Safe Affordable Fuel-Efficient
SB	Senate Bill

SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SFV	San Fernando Valley
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SLF	Sacred Lands File
SO_2	Sulfur Dioxide
SoCalGas	Southern California Gas Company
SRA	Source Receptor Area
TAC	Toxic Air Contaminant
TEA-21	Transportation Equity Act for the 21st Century
U.S.	United States
U.S.C.	United States Code
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Services
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VRM	Vehicle Revenue Mile
W	Watts
WEAP	Worker Environmental Awareness Protection
Wh	Watt-Hours
ZEB	Zero-Emission Buses
ZEV	Zero Emission Vehicle

ES. Executive Summary

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.

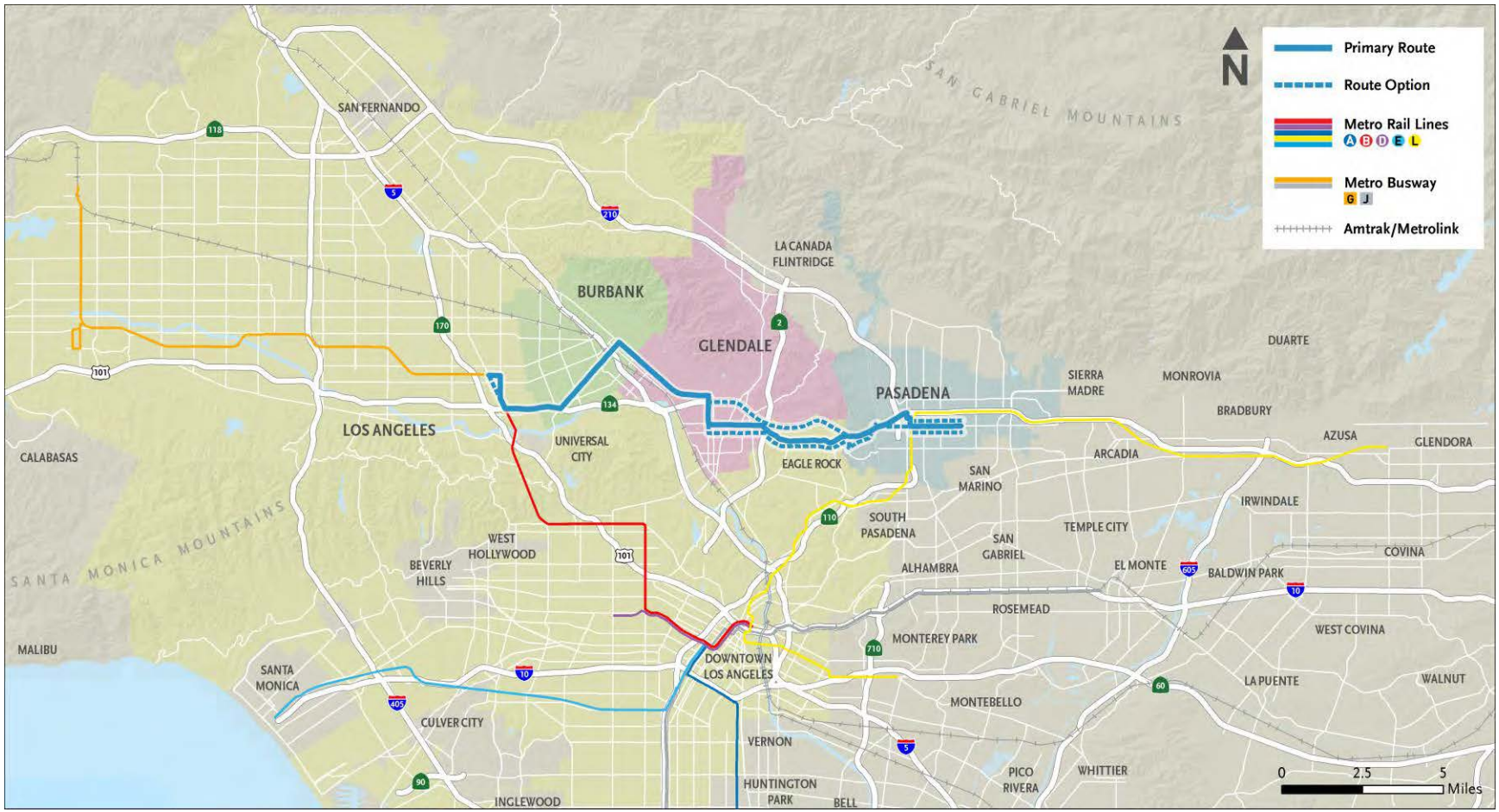
The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. Specifically, the Proposed Project would consist of a BRT service that runs from the North Hollywood B/G Line (Red/Orange) Station in the City of Los Angeles through 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

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.

The presentation may be viewed during the public review period at:
https://www.metro.net/projects/noho-pasadena-corridor/

Virtual public hearings will take place during the following dates and times:

Date: **Thursday, November 12, 2020**	**Date:** **Saturday, November 14, 2020**
Time: 6:00 p.m. – 8:00 p.m.	**Time:** 11:00 a.m. – 1:00 p.m.
Online link: https://zoom.us/j/93362737314	**Online link:** https://zoom.us/j/93255094044
Telephone: (877) 853-5247 (Toll Free) (888) 788 0099 (Toll Free) (833) 548 0276 (Toll Free) (833) 548 0282 (Toll Free)	**Telephone:** (833) 548-0276 (Toll Free) (833) 548-0282 (Toll Free) (877) 853-5247 (Toll Free) (888) 788-0099 (Toll Free)
Webinar ID: 933 6273 7314	**Webinar ID:** 932 5509 4044

Public Comments

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:

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-6
Los Angeles, CA 90012
Email: nohopasbrt@metro.net

You may also call the North Hollywood Pasadena BRT Corridor Project hotline (213) 418-3228 and leave a message.

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).

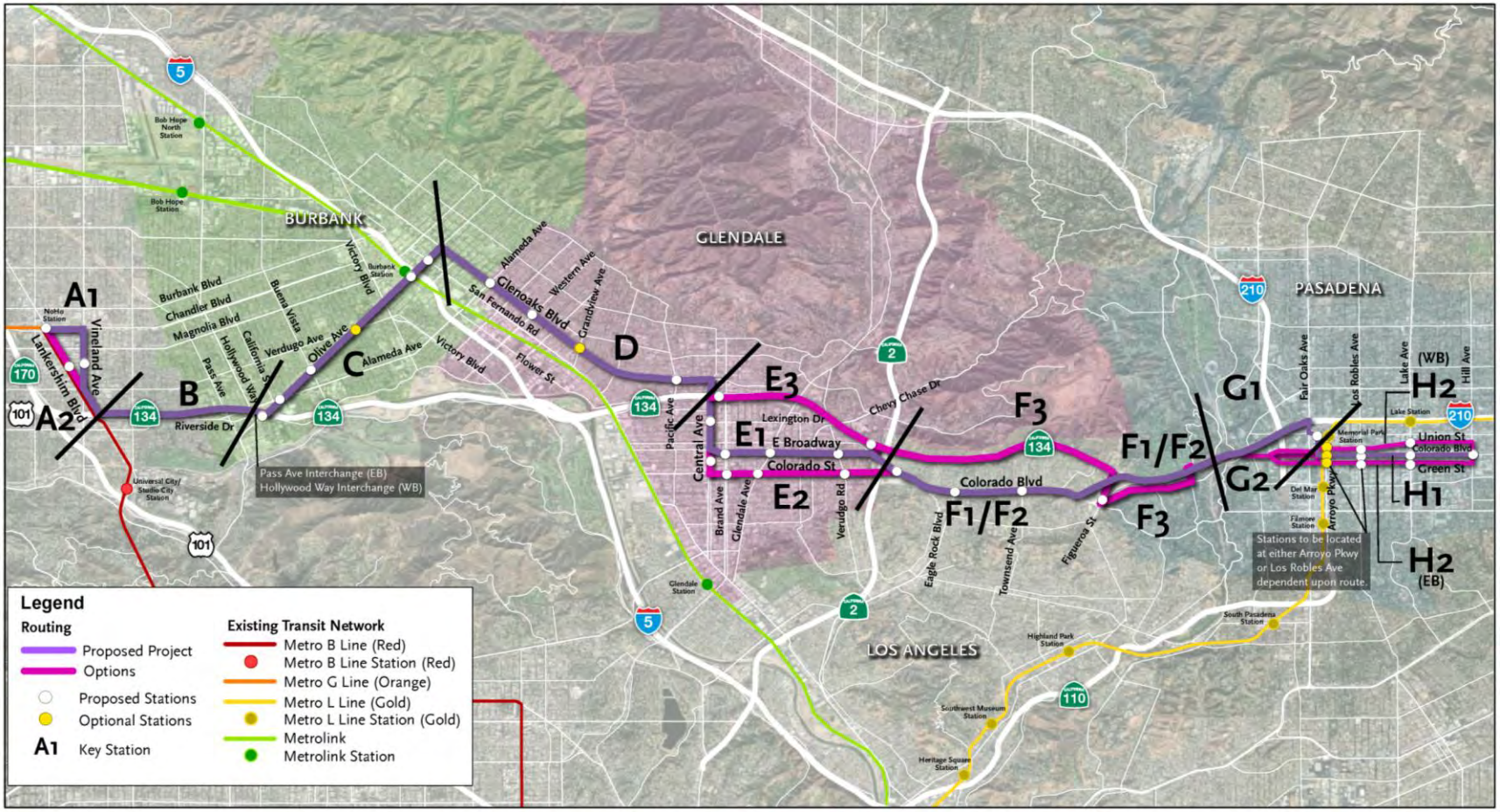
ES.5 PROPOSED PROJECT

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
A1 (Project)	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	• Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange)
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running[1] Mixed-Flow[2]	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	• Hesby St.
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow[3]	
A2 (Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running[4]	• Hesby St.
B (Project)	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
C (Project)	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow[5]	
	Olive Ave.	Hollywood Wy. (WB) Riverside Dr. (EB)	Glenoaks Blvd.	Curb-Running	• Riverside Dr. • Alameda Ave. • Buena Vista St. • Verdugo Ave. (optional station) • Olive Avenue bridge over Front St. and Burbank-Downtown Metrolink Station • San Fernando Blvd.
D (Project)	Glenoaks Blvd.	Olive Ave.	Central Ave.	Curb-Running Median-Running[6]	• Alameda Ave. • Western Ave. • Grandview Ave. (optional station) • Pacific Ave.

Key	Segment	From	To	BRT Lane Configuration	Stations
E1 (Project)	Central Ave.	Glenoaks Blvd.	Broadway	Mixed Flow Side-Running[7]	• Lexington Dr.
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	• Brand Blvd. • Glendale Ave. • Verdugo Rd.
E2 (Option)	Central Ave.	Glenoaks Blvd.	Colorado St.	Mixed-Flow Side-Running[7]	• Lexington Dr. • Americana Wy.
	Colorado St. – Colorado Blvd.	Central Ave.	Broadway	Side-Running	• Brand Blvd. • Glendale Ave. • Verdugo Rd.
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	• Brand Blvd.
	SR-134[8]	Brand Blvd.	Harvey Dr.	Mixed-Flow	• Harvey Dr.
F1 (Option)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center Running[9]	• Eagle Rock Plaza • Eagle Rock Blvd. • Townsend Ave.
F2 (Project)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running	• Eagle Rock Plaza • Eagle Rock Blvd. • Townsend Ave.
F3 (Option)	SR-134	Harvey Dr.	Figueroa St.	Mixed-Flow	
	Figueroa St.	SR-134	Colorado Blvd.	Mixed-Flow	• Colorado Blvd.
	Colorado Blvd.	Figueroa St.	SR-134 via N. San Rafael Ave. Interchange	Mixed-Flow	
G1 (Project)	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	• Holly St. - Metro L Line (Gold)

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[10]	Raymond Ave.	Mixed-Flow	• Arroyo Pkwy. Metro L Line (Gold)
H1 (Project)	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	• Los Robles Ave.[11] • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College
H2 (Option)	Union St. (WB) Green St. (EB)	Raymond Ave.[12]	Hill Ave.	Mixed-Flow	• Los Robles Ave.[13] • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College

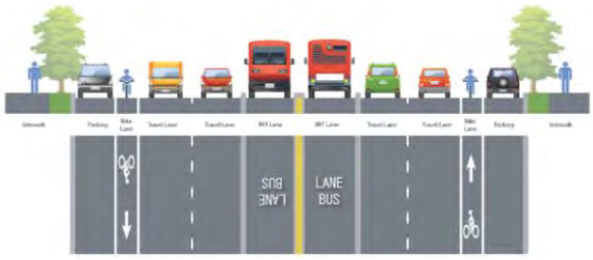
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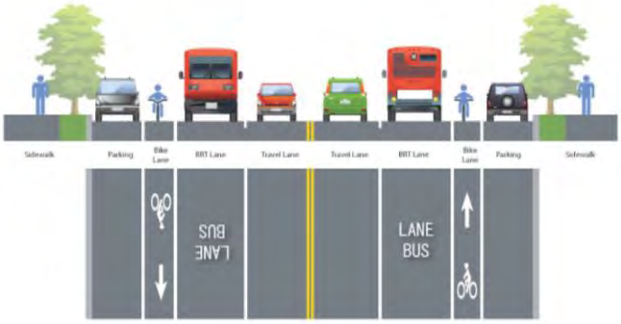
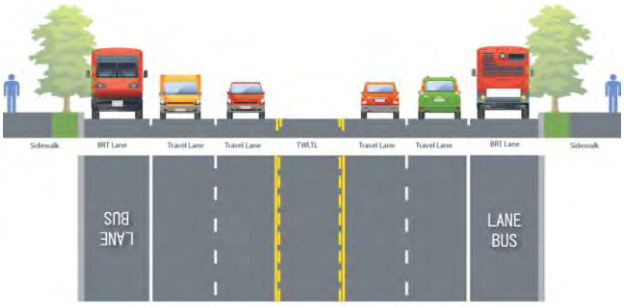
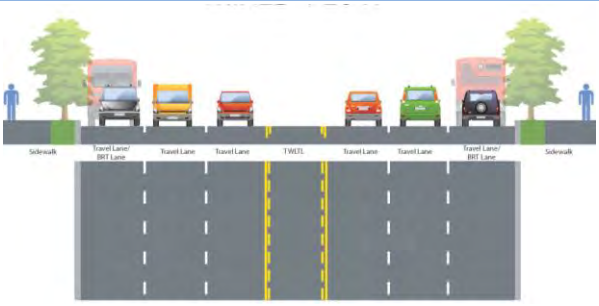
1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. Side-running BRT lanes 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
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. 	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. 

Side Running	Curb Running
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.	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.
	
Mixed Flow	
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.	

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



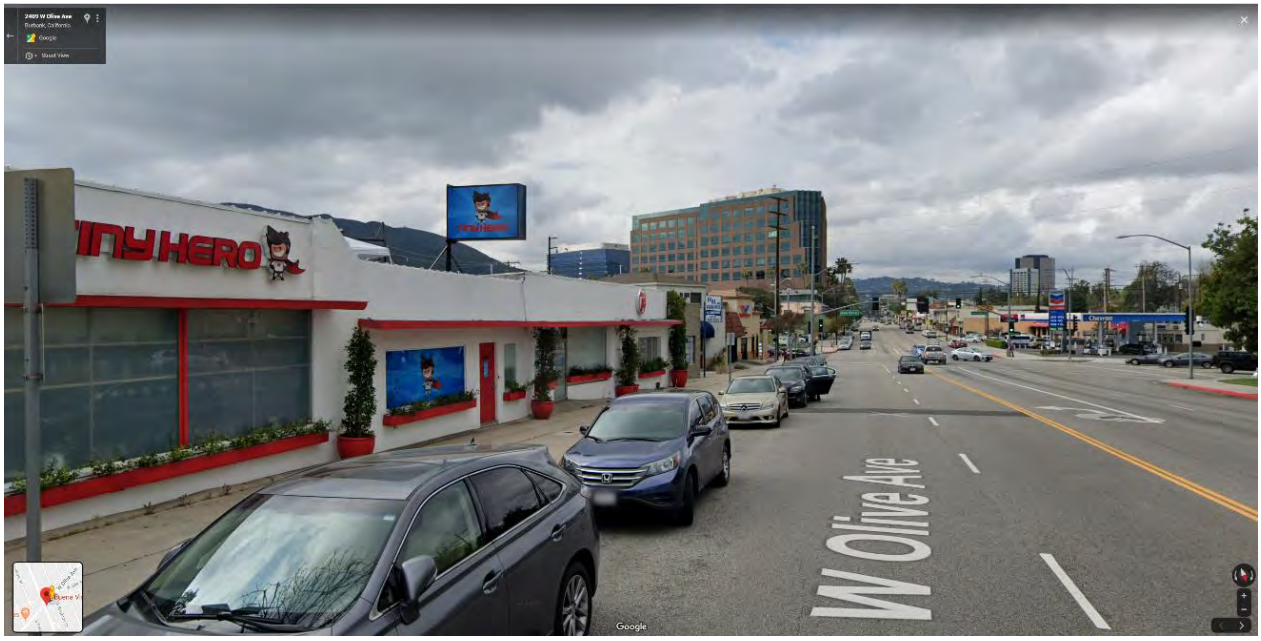
SOURCE: Kilograph, 2020

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
North Hollywood (City of Los Angeles)	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
City of Burbank	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.	
City of Glendale	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.
		SR 134 EB off-ramp/WB on-ramp west of Harvey Dr.
Eagle Rock (City of Los Angeles)	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
City of Pasadena	Raymond Ave./Holly St.[1] (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy.[2]	Union St./Arroyo Pkwy. (WB)[2] Green St./Arroyo Pkwy. (EB)[2]
	Colorado Blvd./Los Robles Ave.[1]	Union St./Los Robles Ave. (WB)[1] Green St./Los Robles Ave. (EB)[1]
	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.)

[1]With Fair Oaks Ave. interchange routing.
[2]With Colorado Blvd. interchange routing.
[3]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.[1] 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.

[1] 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									
	District	Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project and Route Options	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	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
AESTHETICS		
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.	**CUL-1**: 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.	**Less Than Significant**
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	**VIS-1**: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements: • 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. • Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services. • 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. **VIS-2**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
BIOLOGICAL RESOURCES		
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.	**BIO-1**: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures: • 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. • 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. • 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. • 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. To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures: • Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats. • 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	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	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. • 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. • 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. • 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. • 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).	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
CULTURAL RESOURCES		
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.	**CUL-1**: 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.	**Less Than Significant**
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.	**CUL-2**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	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.	
GEOLOGY AND SOILS		
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.	**GEO-1**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
NOISE		
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.	**NOI-1**: 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. 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: • City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L_{eq} within one hour for construction lasting more than one day, 5 dBA L_{eq} 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. • 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 L_{eq} 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. • 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	• 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. Noise-reducing methods that may be implemented include: • Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used. • Limit unnecessary idling of equipment. • Install temporary noise barriers or noise-control curtains, where feasible and desirable. • Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers. • Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.	
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.	**NOI-2**: 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: • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction within 25 feet of buildings. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.	**Less Than Significant**

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.	**NOI-3:** 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: • The contractor shall minimize the use of tracked vehicles and vibratory equipment. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.	**Less Than Significant**
TRANSPORTATION		
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.	**TRA-1**: 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.	**Less Than Significant**

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.	**TRA-2**: 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.	**Less Than Significant**
Construction of the Proposed Project and all Route Options may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.	**TRA-3**: 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.	**Less Than Significant**

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	**TRA-4**: 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.	**Less Than Significant**
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.	**TRA-5**: 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.	**Less Than Significant**
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.	**TRA-6**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
TRIBAL CULTURAL RESOURCES		
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.	**CUL-2**: 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. 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.	**Less Than Significant**

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.

1. Introduction

This chapter provides an overview of the purpose of this Draft Environmental Impact Report (EIR) for the North Hollywood to Pasadena Bus Rapid Transit Project (BRT) (Proposed Project or Project), a discussion of the environmental review process, and a description of the organization of this Draft EIR.

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 (PCC). 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. In addition to the Proposed Project, several route options and configuration options are addressed in this Draft EIR.

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 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 would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes in the four cities.

1.1 PURPOSE OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT

The Los Angeles County Metropolitan Transportation Authority (Metro) has prepared this Draft EIR for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000, et seq.).
- To 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.
- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project, including which, if any, route to approve.

Metro serves as the Lead Agency for the Proposed Project in accordance with Sections 15051 and 15367 of the CEQA Guidelines, which define the Lead Agency as the public agency that has the principal responsibility for executing or approving a project.

As described in CEQA and the CEQA Guidelines, lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In discharging its duties under CEQA, 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. Known areas of controversy associated with the Draft EIR include loss of travel lanes, parking, and bicycle lanes, and removal of portions of roadway medians. Controversial construction effects include business access, air pollution, and noise.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy as follows:

> *"An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."*

1.2 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 public 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. The scoping process and comments received to date are detailed in Chapter 7, Public Outreach. The NOP and Scoping Report, including the NOP comment letters received by Metro, are contained in Appendix A of this Draft EIR. The baseline condition and existing setting for the Draft EIR are those at the NOP date.

In accordance with the CEQA Guidelines, this Draft EIR includes detailed analyses of the following environmental topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Land Use and Planning
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

This Draft EIR was prepared under the direction and supervision of Metro and reflects the independent judgment of Metro. During the public review and comment period, public agencies, organizations and individuals may submit written comments concerning the adequacy of the document by email or mail to:

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-6
Los Angeles, CA 90012
Email: nohopasbrt@metro.net

Metro will conduct a public hearing to take testimony on the Draft EIR during the public review and comment period. 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 those agencies for review prior to consideration of the Final EIR by Metro's Board of Directors. Upon the completion of the Final EIR and other required documentation, the Board of Directors may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and provide a statement of overriding considerations, certify the Final EIR, and approve the Proposed Project.

1.3 EIR ORGANIZATION

This Draft EIR is comprised of the following chapters:

Executive Summary. This chapter provides a summary of the Project, the public outreach information, project background, environmental impacts, and mitigation measures.

1. **Introduction**. This chapter briefly discusses the purpose of the Draft EIR, identifies the environmental topics, describes the environmental review process and organization, and discusses the intended use of this Draft EIR.

2. **Project Description**. This chapter provides a detailed description of the Proposed Project, including location and surrounding uses, history, objectives, operating characteristics, and construction schedule and phasing.

3. **Environmental Impacts Analysis**. This chapter presents the environmental setting, project analyses, and if applicable, mitigation measures, and conclusions regarding the level of significance after mitigation for each environmental resource.

4. **Other Environmental Considerations**. This chapter summarizes possible effects of the Proposed Project that were determined not to be significant; discusses significant unavoidable impacts that would result from the Proposed Project; analyzes significant irreversible changes in the environment; and assesses potential growth-inducing impacts, related to economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding area; and anticipated permits and approvals.

5. **Cumulative Impacts**. This chapter presents CEQA requirements for cumulative impact analysis and analyzes the potential for the Proposed Project to have significant cumulative effects when combined with other past, present, and "reasonably foreseeable" probable future projects.

6. **Alternatives**. This chapter provides an analysis of a range of reasonable alternatives to the Proposed Project, including the No Project Alternative required by CEQA.

7. **Public Participation and Outreach**. This chapter presents public engagement and community outreach that occurred throughout the environmental process.

8. **Organizations and Persons Consulted**. This chapter lists the organizations and persons with whom Metro consulted during the Draft EIR process.

9. **List of Preparers**. This chapter lists the persons who contributed to the preparation of this Draft EIR.

10. **References**. This chapter lists all the references and sources used in the preparation of this Draft EIR.

2. Project Description

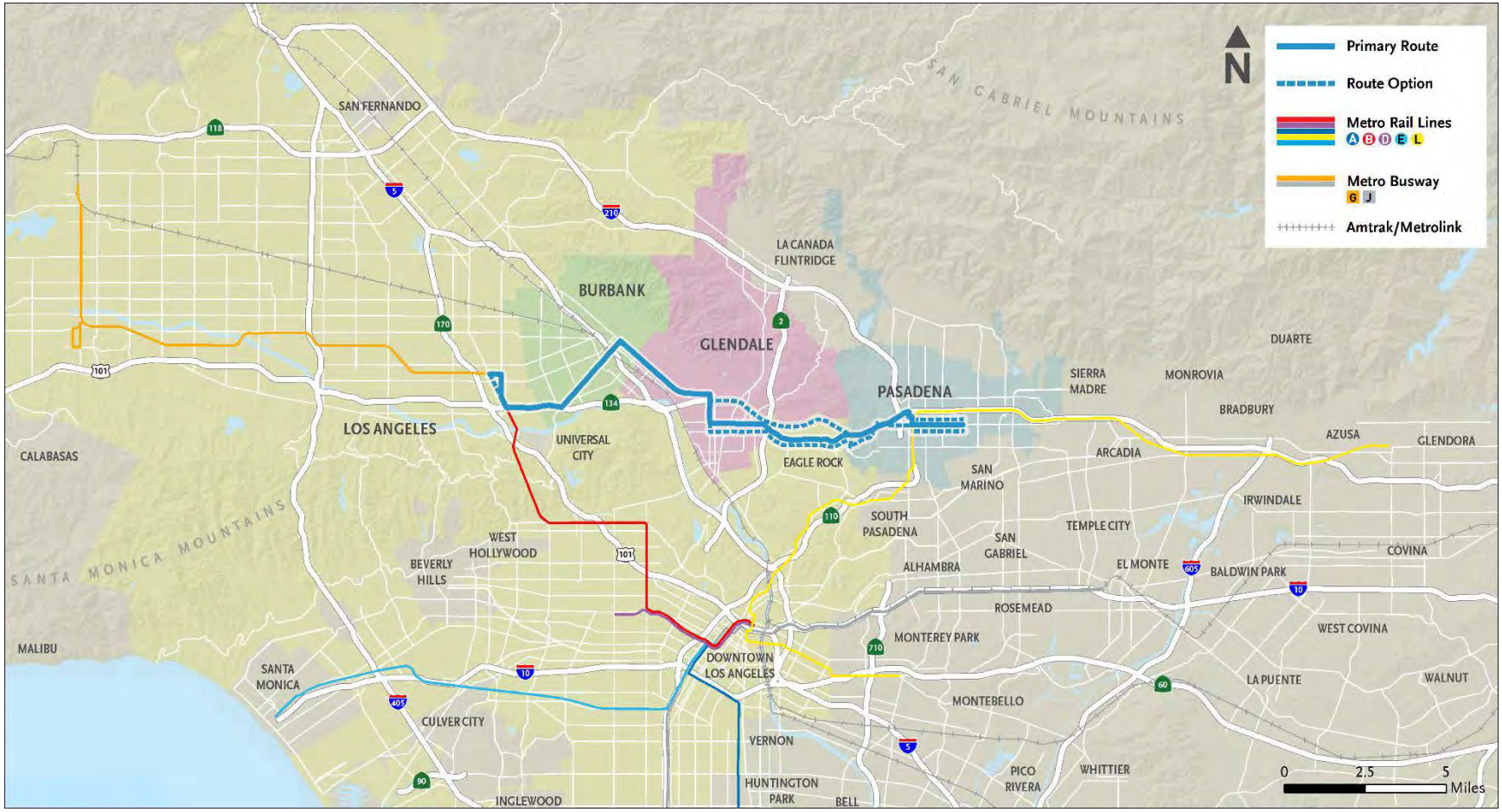
This chapter presents the Proposed Project location and surrounding uses, project history, project description, and the estimated construction schedule and phasing. The Proposed Project would provide a Bus Rapid Transit (BRT) service connecting several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project is an approximately 18-mile BRT service that would run 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 service would operate along a combination of local roadways and freeway segments in "mixed-flow" (sharing lanes with other traffic) and in designated (dedicated) bus lanes depending on location.

2.1 LOCATION AND SURROUNDING USES

The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys; from west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. Potential connections with existing high-capacity transit services include the Metro B/G Lines (Red/Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. **Figure 2-1** shows the regional context of the Project corridor. Locally, the corridor includes many densely populated residential areas and connections with high-capacity transit services, and has cultural, entertainment, shopping, and employment areas distributed throughout, including:

- North Hollywood Metro B/G (Red/Orange) Line Station
- North Hollywood Arts District
- Burbank Media District
- Burbank Metrolink Station
- Downtown Burbank
- Downtown Glendale
- Eagle Rock
- Old Pasadena
- Metro L Line (Gold) Station
- Pasadena City College

Figure 2-1 – Regional Context of the Study Corridor



2.2 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 (April 2019). 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 Pasadena City College (PCC) 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 recommended advancing a "Refined Street-Running Alternative with Route Options" for evaluation in the Environmental Impact Report (EIR). This alternative was presented in the Notice of Preparation (June 2019) and presented to the public at a series of Scoping Meetings held in the summer of 2019. Based upon input received from the public and stakeholders through the scoping process, one additional route option – the SR-134 between Harvey Dr. in Glendale and Figueroa St. in Los Angeles – was added for evaluation in the EIR.

The Alternatives Analysis Report also 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):** Although Metro owns right-of-way ROW) along Chandler Boulevard, the median area is presently occupied by a Class 1 bikeway. The road is narrow and shifts from a single two-lane roadway in Los Angeles to a two-way couplet in Burbank. Within Burbank, the median is heavily landscaped, and the land use is relatively low-density residential. Metro received community input that a dedicated BRT lane along Chandler Boulevard in the City of Burbank would be incompatible with the residential neighborhood. Burbank residents also expressed strong concern over the potential loss of the bikeway. Moreover, this route option was anticipated to have low ridership potential based on its low-density characteristics.

- **Magnolia Boulevard (North Hollywood – Burbank):** Although Magnolia Boulevard would provide the shortest route between North Hollywood and Downtown Burbank, the roadway narrows to a single eastbound travel lane west of North Clybourn Avenue. The narrow roadway and presence of numerous small businesses that are dependent upon a limited on-street parking supply would make this route challenging to support BRT lanes. This option also was not supported by the Burbank community and City elected officials.

- **Brand Boulevard (Glendale):** This alignment was removed due to physical constraints; routing via Central Avenue in Downtown Glendale was preferred. Bulb-outs and diagonal parking on Brand Boulevard would need to be removed to accommodate dedicated BRT lanes. Without dedicated lanes, service reliability would suffer, particularly during peak times. BRT stations located along Central Avenue (900 feet to the west) at similar cross streets could provide access to the commercial uses along Brand Boulevard.

- **Burbank Boulevard – Hollywood Way – Hollywood Burbank Airport – Interstate 5:** Although this route would serve the Hollywood Burbank Airport, this alignment has several deficiencies. Burbank Boulevard in Los Angeles is too narrow to support dedicated BRT lanes. In addition, the Los Angeles segment has industrial and commercial land uses such as auto body shops that are not anticipated to attract significant ridership. Furthermore, this route is indirect with out-of-direction travel to the north, would not serve the Burbank Media District, and passes through Downtown Burbank along Interstate 5, which does not provide good connectivity to the downtown area. Access to the Hollywood Burbank Airport is provided by several existing transit routes and could be enhanced with an express type service similar to the FlyAway bus that currently serves Los Angeles International Airport.

- **Fair Oaks Avenue/Raymond Avenue Couplet (Pasadena):** This couplet, which would utilize the Fair Oaks interchange along the Ventura Freeway, was included in the Primary Freeway Concept in the BRT Corridor Technical Study. Although a northbound station could be provided immediately adjacent to the Del Mar L Line (Gold) Station, this option would not serve the heart of Pasadena, the South Lake Avenue District, or PCC. Input from stakeholders and City staff confirmed a preference for routing along Colorado Boulevard or a Green Street/Union Street couplet to Pasadena City College at Hill Avenue. However, an alignment along Fair Oaks Avenue from the SR-134 Interchange may be considered to provide a direct connection to the Memorial Park Metro L Line (Gold) Station before heading west either on Colorado Boulevard or the Green Street/Union Street couplet.

2.3 PROJECT DESCRIPTION

2.3.1 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

2.3.12 Proposed Project

The Proposed Project is a BRT line that would extend approximately 18 miles from North Hollywood to the City of Pasadena. BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT service is comparable to light rail, but on rubber tires and at a lower cost.

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 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 Metro decision-makers and all stakeholders would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.

The following detailed description of the Proposed Project identifies:

- Project Route and Route Options
- Lane Configurations and Treatments
- Station Locations and Characteristics
- Operations
- Vehicles
- Parking and Travel Lane Conversion
- Bicycle Facilities
- Accessibility
- Maintenance and Storage
- Construction
- Cost Estimate
- Implementation Schedule

The Proposed Project extends approximately 18 miles from the western terminus at the North Hollywood station for the Metro B/G Lines (Red/Orange) to the eastern terminus at Pasadena City College in Pasadena. **Figure 2-2** depicts the Proposed Project route along with Route Options. A synopsis of the route is provided immediately below along with **Table 2-1** for a summary of the BRT running-way configurations and station locations (the Proposed Project is highlighted in blue).

Starting at the western terminus at the North Hollywood B/G Line (Red/Orange) station, the BRT route extends through the North Hollywood community of Los Angeles east via Chandler Boulevard to Vineland Avenue then south along Vineland Avenue transitioning onto Lankershim Boulevard accessing SR-134 near Riverside Drive. The route continues east via SR-134 to the Burbank Media District utilizing the Pass Avenue (eastbound) and Hollywood Way (westbound) interchanges. Through the City of Burbank, the BRT service travels via Pass Avenue and Riverside Drive (eastbound) or Alameda Avenue and Hollywood Way (westbound) connecting to Olive Avenue. The BRT route continues northeast along Olive Avenue to Downtown Burbank, turning southeast onto Glenoaks Boulevard and continues along Glenoaks Boulevard into the City of Glendale. The service continues along Glenoaks Boulevard towards Downtown Glendale turning south at Central Avenue. The BRT operates south through Downtown Glendale via Central Avenue to Broadway, turns east along Broadway to Harvey Drive, then turns and continues along West Broadway into the City of Los Angeles. Through the Eagle Rock community of Los Angeles, the BRT service operates along Colorado Boulevard between West Broadway and the SR-134 ramps just east of Linda Rosa Avenue. The route continues east along the freeway towards Pasadena, utilizing the Fair Oaks Avenue interchange. In Pasadena, the BRT service is routed via Fair Oaks Avenue, Walnut Avenue and Raymond Avenue to Colorado Boulevard. The route turns east continuing along Colorado Boulevard to the eastern terminus at Pasadena City College near the Colorado Boulevard/Hill Avenue intersection.

Figure 2-2 – Proposed Project with Route Options

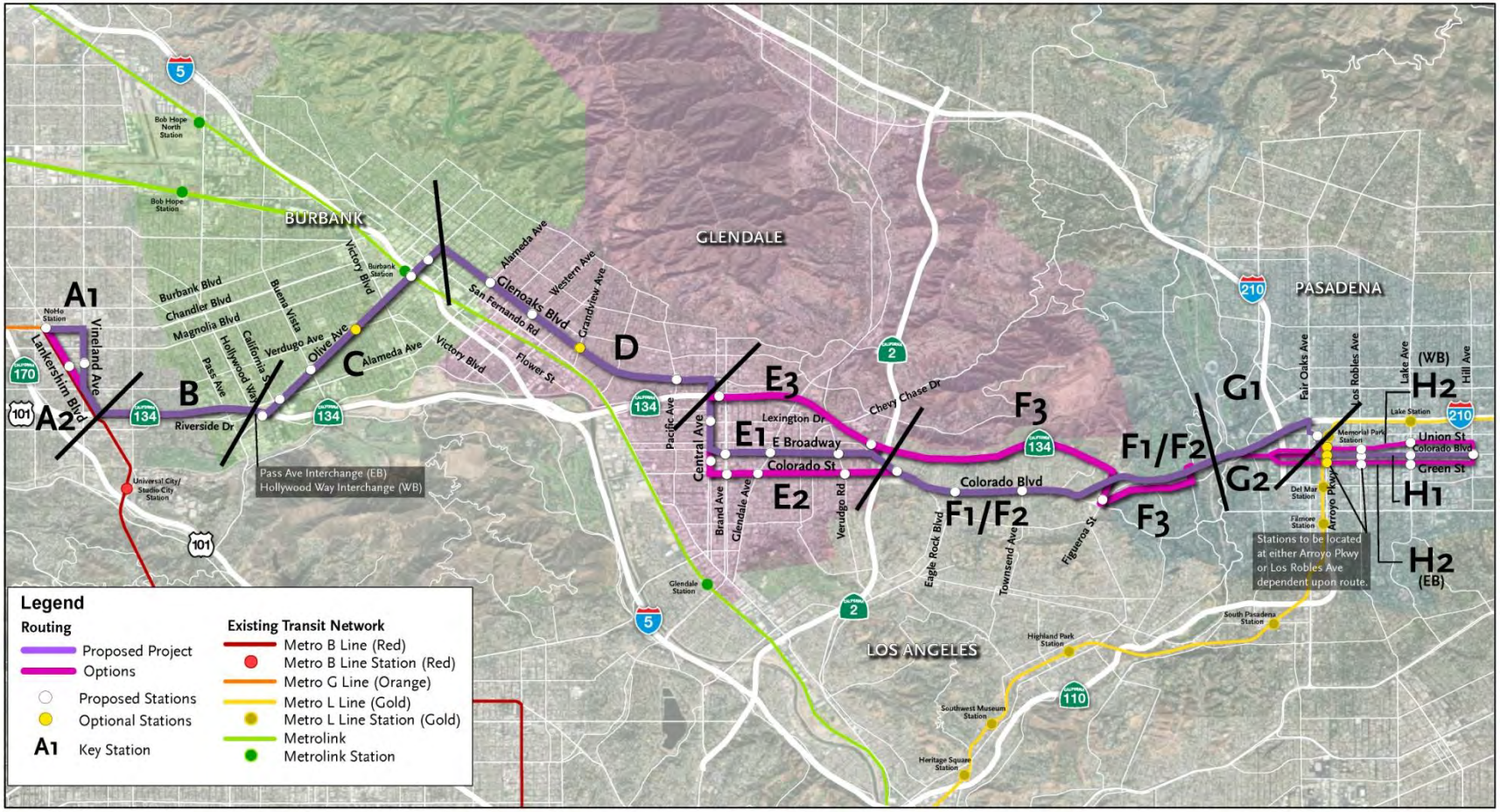


Table 2-1 – Route Segments

Key	Segment	From	To	BRT Lane Configuration	Stations
A1 (Project)	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	• Western Terminus at North Hollywood Metro Station with connection to Metro B Line Line and Metro G Line (Orange)
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running[1] Mixed-Flow[2]	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	• Hesby St.
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow[3]	
A2 (Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running[4]	• Hesby St.
B (Project)	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
C (Project)	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow[5]	
	Olive Ave.	Hollywood Wy. (WB) Riverside Dr. (EB)	Glenoaks Blvd.	Curb-Running	• Riverside Dr. • Alameda Ave. • Buena Vista St. • Verdugo Ave. (optional station) • Olive Avenue bridge over Front St. and Burbank-Downtown Metrolink Station • San Fernando Blvd.
D (Project)	Glenoaks Blvd.	Olive Ave.	Central Ave.	Curb-Running Median-Running[6]	• Alameda Ave. • Western Ave. • Grandview Ave. (optional station) • Pacific Ave.

Key	Segment	From	To	BRT Lane Configuration	Stations
E1 (Project)	Central Ave.	Glenoaks Blvd.	Broadway	Mixed-Flow Side-Running[7]	• Lexington Dr.
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	• Brand Blvd. • Glendale Ave. • Verdugo Rd.
E2 (Option)	Central Ave.	Glenoaks Blvd.	Colorado St.	Mixed-Flow Side-Running[7]	• Lexington Dr. • Americana Wy.
	Colorado St. – Colorado Blvd.	Central Ave.	Broadway	Side-Running	• Brand Blvd. • Glendale Ave. • Verdugo Rd.
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	• Brand Blvd.
	SR-134[8]	Brand Blvd.	Harvey Dr.	Mixed-Flow	• Harvey Dr.
F1 (Option)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center Running[9]	• Eagle Rock Plaza • Eagle Rock Blvd. • Townsend Ave.
F2 (Project)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running	• Eagle Rock Plaza • Eagle Rock Blvd. • Townsend Ave.
F3 (Option)	SR-134	Harvey Dr.	Figueroa St.	Mixed-Flow	
	Figueroa St.	SR-134	Colorado Blvd.	Mixed-Flow	• Colorado Blvd.
	Colorado Blvd.	Figueroa St.	SR-134 via N. San Rafael Ave. Interchange	Mixed-Flow	
G1 (Project)	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	• Holly St. - Metro L Line (Gold)

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[10]	Raymond Ave.	Mixed-Flow	• Arroyo Pkwy.
H1 (Project)	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	• Los Robles Ave.[11] • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College
H2 (Option)	Union St. (WB) Green St. (EB)	Raymond Ave.[12]	Hill Ave.	Mixed-Flow	• Los Robles Ave.[13] • Lake Ave. • Eastern Terminus at Hill Ave. near Pasadena City College

NOTES:

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.

The following text provides a detailed narrative description of the Proposed Project and the various Route Options, including proposed bus lane configurations and stations for each segment along with a summary of roadway modifications proposed to support the BRT service. Concept plans were developed for the Proposed Project and Route Options and are included in Appendix Z.

Section A – North Hollywood Community of the City of Los Angeles

This segment includes two alignment alternatives – the Proposed Project Segment A1, which follows Chandler Boulevard to Vineland Avenue to Lankershim Boulevard to SR-134, and Route Option A2, which follows Lankershim Boulevard directly to SR-134, as further described below.

Chandler-Vineland-Lankershim Route (Proposed Project Segment A1)

The route begins at the existing B/G (Red/Orange) Line North Hollywood Station and will operate along Chandler Boulevard east of Lankershim Boulevard to Vineland Avenue, turn at Vineland Avenue transitioning back to Lankershim Boulevard at the Vineland Avenue/ Lankershim Boulevard/Camarillo Street intersection, then continue to access SR-134 at the Lankershim Boulevard interchange just north of Riverside Drive.

Buses would utilize a side-running bus lane in the eastbound direction created by restriping the Chandler Boulevard roadway (westbound buses would be in mixed-flow traffic). Buffers may be added to the existing Class II bike lanes along Chandler Boulevard east of Fair Avenue with removal of parking from the north curb. Queue jumps would be provided at the Chandler Boulevard/Vineland Avenue intersection to reduce conflicts with other traffic and to facilitate turns to and from Vineland Avenue.

Vineland Avenue would be reconstructed; the existing raised medians would be removed to accommodate new center-running bus lanes. The center-running bus lanes would extend to the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection and would transition onto Lankershim Boulevard.

As a result of implementation of the center-running bus lanes, through traffic and left-turn movements across the median would be restricted at the following locations[1]:

Vineland Avenue
- Weddington Street
- McCormick Street
- Hesby Street (New Traffic Signal and Crosswalk)
- Peach Grove Street

Lankershim Boulevard
- Blix Street
- Kling Street

[1] It should be noted these restrictions are subject to refinement in future design phases.

The bus lanes would terminate at Kling Street south of Camarillo Street where a new traffic signal would provide a queue jump for southbound buses to exit the bus lane and weave to the outside lane approaching Riverside Drive. Eastbound buses would access SR-134 via the Riverside Drive on-ramp west of Lankershim Boulevard; westbound buses would exit directly onto Lankershim Boulevard.

A station serving the Arts District would be located at Hesby Street, about 600 feet east of Lankershim Boulevard. The loading zones are located along islands to the outside of the bus lanes (accessible to buses with right-hand side doors). The intersection would be signalized with a crosswalk serving the loading zones and allowing a signal-protected pedestrian access between the Arts District and other areas of North Hollywood located east of Vineland Avenue.

In conjunction with the reconstruction of Vineland Avenue, the existing Class II bike lanes would be upgraded to a buffered Class IV two-way cycle-track along the west curb. The cycle-track would extend south along Vineland Avenue through the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection to Hortense Street, where a new pedestrian beacon and crosswalk would be provided to transition back to the existing Class II bike lanes extending further south.

There would be a net loss of about one-third of the parking along Vineland Avenue and Lankershim Boulevard to provide protected turn bays and to accommodate stations. Replacement parking would be added along Vineland Avenue south of Camarillo Street (about 100+ stalls lost and about 40+ stalls replaced), and there is metered parking with availability along the Vineland Place frontage road paralleling Vineland Avenue north of Camarillo Street.

Lankershim Boulevard Route Option (Route Option A2)

This route option follows Lankershim Boulevard from the North Hollywood Station directly to the SR-134 freeway interchange at Lankershim Boulevard north of Riverside Drive. The BRT service would operate in side-running bus lanes created by conversion of the outside southbound travel lane from Chandler Boulevard to the vicinity of Huston Street. South of Huston Street, curb-running bus lanes extend to the SR-134 interchange just north of Riverside Drive, which would be added by removal of on-street parking and minor widening of the roadway (by means of a 1- to 2-foot narrowing of the sidewalk(s)), and two vehicular travel lanes would be maintained in each direction. In the northbound direction, a queue jump would be provided at Magnolia Boulevard to facilitate access to the left-turn lane at Chandler Boulevard and entry into the terminal station.

A station serving the Arts District would be located at Hesby Street with a near-side (i.e. before reaching the intersection) northbound loading zone and a far-side (i.e. after passing through the intersection) southbound loading zone. The loading zones would be developed with curb extensions to increase the pedestrian area for sidewalk circulation and station access.

Conversion of the outside travel lane to the north of Huston Street would retain nearly all of the existing on-street parking, with loss of about a dozen stalls in the vicinity of the station. Further south there would be a loss of about 70 parking stalls, primarily immediately north of the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection and in the vicinity of the SR-134 interchange. However, there is metered on-street parking located along Vineland Place north of Camarillo Street.

Section B – North Hollywood to Burbank

SR-134 (Proposed Project Segment B)

The BRT route continues east along SR-134 from the Lankershim Boulevard interchange to the Burbank Media District. Eastbound buses would exit at the Pass Avenue interchange and continue in mixed-flow via Pass Avenue and Riverside Drive to Olive Avenue. A short stretch of Riverside Drive east of Kenwood Avenue would be restriped to provide a curb-running bus lane approaching Olive Avenue. Westbound buses would turn from Olive Avenue to Hollywood Way, and would operate in mixed-flow north to Alameda Avenue to access the westbound SR-134 on-ramp east of Hollywood Way.

Sections C and D – City of Burbank

The BRT route follows Olive Avenue (Proposed Project Segment C) through the City of Burbank to downtown before turning onto Glenoaks Boulevard (Proposed Project Segment D).

Olive Avenue (Proposed Project Segment C)

The BRT service would operate in curb-running bus lanes along Olive Avenue accomplished by restriping the existing facility to remove existing on-street parking (about 500 stalls) and/or minor roadway widening. West of Alameda Avenue, the roadway is 72-feet wide and could support bus lanes by restriping alone. East of Alameda Avenue, the roadway narrows to 68-feet at various locations and would be widened to 72 feet by moving the curb out into the shoulder area (narrowing the sidewalk while still preserving adequate sidewalk width to meet ADA requirements[2]). Right-turning vehicles would merge with the bus lane approaching each intersection and right-turns would be allowed from the curb bus lane. The proposed treatment retains two general purpose travel lanes along Olive Avenue except along the bridge over Interstate 5 between Lake and 1st Streets, which would be restriped to convert the outside lane to a dedicated bus lane.

[2] The roadway is generally 68 feet curb to curb within a right-of-way which is generally 100 feet wide. West of Alameda Avenue, sidewalks are approximately 15 to 16 feet wide. Between Alameda Avenue and Lake Street, the shoulder area generally includes a landscape setback with a narrower sidewalk – in these sections the widening would generally be within the landscape setback. In the downtown, between 1st Street and Glenoaks Boulevard, the sidewalks are generally 15 to 16 feet wide.

BRT stations would be provided along Olive Avenue at Riverside Drive, Alameda Avenue, Buena Vista Street, Verdugo Avenue (potential station), Front Street (on bridge at Metrolink station), and San Fernando Boulevard. The stations would be integrated into the sidewalk area, which would be widened where feasible using a curb extension to facilitate access and pedestrian circulation. At the Downtown Burbank Metrolink Station, a new traffic signal and crosswalk would be provided on the bridge providing access to existing vertical circulation elements.

Glenoaks Boulevard (Proposed Project Segment D)

Curb-running bus lanes would be provided along the segment of Glenoaks Boulevard between Olive Avenue and Providencia Avenue by removal of existing parking (about 30 stalls) and minor widening similar to Olive Avenue (i.e. accomplished through narrowing the approximately 15 foot wide sidewalk by about 2-feet while still preserving adequate sidewalk width), with shared right-turns allowable from the bus lane at intersections. A queue jump would be provided for westbound buses to make a left-turn from a right-turn bay on Glenoaks Boulevard at Olive Avenue. The BRT route continues southeast via Glenoaks Boulevard into Glendale. East of Providencia Avenue a median-running configuration would be provided by converting the inside travel lanes to a bus-only operation. A queue jump would be provided for eastbound buses at Verdugo Avenue to facilitate transitioning across the roadway to the median-running section; westbound buses would merge with traffic west of Providencia Avenue and would transition to a curb-running bus lane approaching Verdugo Avenue.

Section D and E – City of Glendale

This segment includes Segment D along Glenoaks Boulevard and Segment E, which includes three alignment alternatives: E1, the Proposed Project, which is routed via Central Avenue and Broadway, Route Option E2, which is routed via Central Avenue and Colorado Street, and Route Option E3, which follows SR-134, as further described below.

Glenoaks Boulevard (Proposed Project Segment D)

The route continues southeast in median-running bus lanes along Glenoaks Boulevard through the northwestern portion of the City of Glendale to Central Avenue north of downtown. Dedicated median-running bus lanes would be created along Glenoaks Boulevard by restriping the inside lane for bus-only use. At major intersections along Glenoaks Boulevard, the existing landscaped median would be narrowed to accommodate left-turn bays (existing mid-block signalized pedestrian crossings would be retained). Far-side BRT stations with loading zones to the outside of the bus lanes (for right-hand side loading) that are accessible by signalized crosswalks would be provided opposite the left-turn bays at the following locations: Alameda Avenue, Western Avenue, Grandview Avenue (optional station), and Pacific Avenue. With conversion of the inside travel lane, there would be no loss of parking along Glenoaks Boulevard; the existing bicycle lanes along this section would also be retained.

Central Avenue (Proposed Project Segment E1)

The BRT route turns south towards Downtown Glendale from the intersection of Glenoaks Boulevard / Central Avenue. Buses would operate in mixed-flow along Central Avenue through the SR-134 interchange area; dedicated bus lanes would be provided south of Sanchez Drive by restriping to convert the outside lane to bus-only, with right-turns allowed from the bus lane. The bus lanes would be side-running adjacent to the existing Class II bike lanes which extend from Doran Street to Broadway. A station would be provided at Lexington Drive where a pair of far-side loading zones would be constructed along the sidewalk using a curb extension to facilitate pedestrian access and circulation. A bicycle bypass lane would be provided behind the stations to avoid bus-bicycle conflicts in the loading zone.

Broadway (Proposed Project Segment E1)

The BRT route turns from Central Avenue and follows Broadway to Harvey Drive. Dedicated curb- and side-running bus lanes would be provided along Broadway by converting the outside travel lane to bus-only with right-turns allowed from the bus lane. Between Central Avenue and Brand Boulevard, where no on-street parking exists, the outside travel lane would be converted to bus-and-right-turn only; east of Brand Boulevard, the outside travel lane would be converted into a side-running bus-only lane retaining existing on-street parking and curb extensions. The side-running lanes would run alongside the parking lane which would remain (with the possible loss of a few parking stalls at each station). Far-side stations would be provided along the sidewalk at Brand Boulevard, Glendale Avenue and Verdugo Road, with curb extensions where feasible. The existing Class III bicycle “sharrows” would be removed; however, bicycles would be allowed to use the bus lanes. Buses would maneuver into the mixed-flow lanes to pass cyclists as-needed. Red-colored pavement would be implemented in the shared bus lanes as a traffic control device. The Federal Highway Administration (FHWA) has issued an Interim Approval for the optional use of red-colored pavement to enhance the visibility of station stops, bus lanes, or other locations in the roadway that are reserved for multi-modal facilities where public transit is the primary mode. At Harvey Drive, the BRT service turns onto W. Broadway heading into the Eagle Rock community of the City of Los Angeles.

Colorado Street (Route Option E2)

This route option would also operate in dedicated bus lanes in a side-running configuration along Central Avenue south of Sanchez Drive. However, rather than turning at Broadway, the BRT would continue to a turn at Colorado Street. The BRT would follow Colorado Street connecting to Colorado Boulevard approaching the Los Angeles city limit near SR-2. Dedicated curb- and side-running bus lanes would be provided along Colorado Street by restriping to convert the outside lane to a bus-and-right-turn only lane. Between Central Avenue and Brand Boulevard, where no on-street parking exists, the outside travel lane would be converted to bus-and-right-turn only; east of Brand Boulevard, the outside travel lane would be converted into a side-running bus-only lane retaining existing on-street parking and curb extensions. The route continues east to the Glendale border, where buses would operate in mixed-flow approaching and through the SR-2 interchange area along Colorado Boulevard, heading into the Eagle Rock

community of Los Angeles. Similar to the Proposed Project Segment E1, there would be a station along Central Avenue at Lexington Drive and there would be a second station along Central Avenue at Americana Way. Along Colorado Street, there would be three more stations – at Brand Boulevard, Glendale Avenue, and Verdugo Road. All stations would have far-side loading zones along the sidewalk, which would be widened with curb extensions where feasible.

SR-134 (Route Option E3)

This route option utilizes the SR-134 freeway between Brand Boulevard and Harvey Drive. The BRT service would operate in mixed-flow along the frontage road couplet – Sanchez Drive (eastbound) and Goode Avenue (westbound) – to access the SR-134 ramps at Brand Boulevard. The BRT service continues along the freeway to the vicinity of the Harvey Drive interchange where buses would either exit to serve a station at Harvey Drive and then continue east into Eagle Rock (via Sections F1 or F2) or continue east along the freeway (via Section F3). Loading zones would be located along the shoulder areas of the eastbound off-ramp and westbound on-ramp.

Section F – Eagle Rock Community of the City of Los Angeles

This district includes Proposed Project Segment F2 which would provide side-running bus lanes along Colorado Boulevard, Route Option F1 which is a hybrid side-and-center-running Configuration Option along Colorado Boulevard, and Route Option F3 which is mixed-flow, routed via SR-134, Figueroa Street and Colorado Boulevard.

Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1)

An alternative configuration would provide side-running bus lanes extending from the West Broadway/Colorado Boulevard intersection transitioning to a center-running configuration east of Ellenwood Drive. The center-running configuration would replace the existing median along Colorado Boulevard. As a result of implementation of the center-running bus lanes, various through traffic and left-turn movements across the median would be restricted at the following intersections:[3]

- Lockhaven Avenue
- Windemere Avenue
- El Rio Avenue
- Rockland Avenue
- Caspar Avenue (partial)
- Shearin Avenue
- Glen Iris Avenue
- Highland View Avenue
- Hermosa Avenue (partial)
- Argus Drive (partial)
- La Roda Avenue
- Mount Royal Drive (partial)
- Townsend Avenue (partial)
- Floristan Avenue
- Hartwick Street
- Los Robles Street
- Mt. Helena Avenue
- Holbrook Street

[3] Some movements would remain open at locations indicated as right turn movements would remain allowable at all locations. It should be noted these restrictions are subject to refinement in future design phases.

The center-running configuration would require full reconstruction of the street. The BRT lanes would be placed in the center and new narrower medians would be interspersed throughout the segment. In addition, Class II Bicycle Lanes would be provided. The center-running configuration would extend to Dahlia Drive; between Dahlia Drive and the SR-134 ramps east of Linda Rosa Avenue there would be an eastbound center-running bus lane whereas westbound buses would operate in mixed-flow. There would be three stations serving Eagle Rock – Eagle Rock Plaza (near Sierra Villa Drive), Eagle Rock Boulevard, and Townsend Avenue. The stations at Eagle Rock Boulevard and Townsend Avenue would be built on loading islands accessible by signalized crosswalks. In addition to replacing the existing striped and raised median with a center-running busway, this alternative configuration would result in the loss of approximately 50 percent of the existing on-street parking along Colorado Boulevard and would require removal and/or modification of most of the Active Transportation Program Cycle 2 improvements proposed by the City of Los Angeles.

Colorado Boulevard (Proposed Project Segment F2)

The BRT service would operate through the Eagle Rock community of Los Angeles along Colorado Boulevard, connecting from West Broadway or Colorado Street in Glendale.

The Proposed Project configuration would provide dedicated side-running bus lanes east of the Colorado Boulevard/West Broadway intersection extending approximately 1.5 miles to Dahlia Drive. Under this configuration, the existing buffered bike lanes would be converted to 11- or 12-foot shared bus-and-bicycle lanes. Bicycles would be allowed to operate within the bus lane. Buses would maneuver into the mixed-flow lanes to pass cyclists as-needed. Buses would operate in mixed-flow between Dahlia Drive and the SR-134 ramps just east of Linda Rosa Avenue, and would continue via SR-134 to Pasadena. Right-turning vehicles would merge into the bus-and-bicycle lane approaching intersections and would turn from the bus lane. There would be three stations serving Eagle Rock – Eagle Rock Plaza (near Sierra Villa Drive), Eagle Rock Boulevard, and Townsend Avenue. The stations would utilize curb extensions to accommodate station elements while maintaining adequate sidewalk width for pedestrian circulation and access to adjacent buildings. A bicycle bypass lane would be provided behind the stations to avoid bus-bicycle conflicts in the loading zone. This configuration would retain the existing painted and raised landscaped medians along Colorado Boulevard along with most of the on-street parking (with no more than 10 stalls removed at station locations). Curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained.

SR-134 (Route Option F3)

This route option bypasses the heart of the Eagle Rock community by extending the BRT service east along SR-134 between the Harvey Drive interchange in Glendale and the Figueroa Street interchange. The BRT service would operate along Figueroa Street to a station at the Colorado Boulevard/Figueroa Street intersection continuing east via Colorado Boulevard to re-join the SR-134 at the North San Rafael Avenue interchange. Buses would operate in mixed-flow throughout this segment.

Sections G and H – City of Pasadena

Buses would operate in mixed-flow along existing travel lanes throughout the City of Pasadena, extending to the terminus at Pasadena City College near the Colorado Boulevard/Hill Avenue intersection. There are two segments in Pasadena, each of which includes the Proposed Project as well as one Route Option. Because the BRT service would operate along existing travel lanes, parking impacts would be limited to less than 10 stalls per station where red curb zones may need to be lengthened to accommodate the BRT along with other bus services.

Fair Oaks Interchange (Proposed Project Segment G1)

The BRT route exits SR-134 at the Fair Oaks Avenue interchange and operates via Fair Oaks Avenue – Walnut Street – Raymond Avenue to Colorado Boulevard or the Union Street/Green Street one-way couplet, dependent upon the selected route in Section H. A station serving the Metro L Line (Gold) would be provided along Raymond Avenue at Holly Street adjacent to the Memorial Park station.

Colorado Boulevard Interchange Route Option (Route Option G2)

This route option uses the Colorado Boulevard interchange rather than the Fair Oaks Avenue interchange. Buses would follow Colorado Boulevard to the eastern terminus or would transition via St. John Avenue to the Union Street/Green Street one-way couplet dependent upon the selected route in Section H.

Colorado Boulevard (Proposed Project Segment H1)

The BRT service would operate via Colorado Boulevard to the eastern terminus at Pasadena City College. Stations would be provided at Los Robles Avenue (with Proposed Project Segment G1) or Arroyo Parkway (with Route Option G2), as well as at Lake Avenue and Hill Avenue. An on-street bus layover zone would also be provided along Hill Avenue south of Colorado Boulevard by restriping the roadway, which would eliminate a short stretch of curb parking on the southbound side of Hill Avenue.

Green Street – Union Street One-Way Couplet (Route Option H2)

Under this route option, buses would operate eastbound along Green Street then northbound via Hill Avenue to the eastern terminus, before returning westbound along Union Street. Station pairs would be provided at Los Robles Avenue (with Proposed Project Segment G1) or Arroyo Parkway, as well as at Lake Avenue. The terminal station and layover zone would be located along the east curb of Hill Avenue south of Colorado Boulevard.

2.4 STATION LOCATIONS AND CHARACTERISTICS

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. For planning purposes,

the typical station footprint is considered to be 100 feet long and 10 feet wide; however, station loading zones as short as 70 feet in length may be required due to site constraints. Depending upon the station location, red curb may extend up to 40 feet in advance of, or beyond, the platform area to provide maneuvering room for buses. It is anticipated that buses with all-door boarding and on-board fare collection would load from a near level raised curb within the station area.

Where feasible, a curb extension up to 12 feet wide would be provided to accommodate the station platform to minimize impacts to the existing sidewalk area. A minimum pedestrian pathway of five feet would be maintained through the station area to accommodate pedestrian circulation and maintain access to adjacent land uses. Bicycle lanes, where present, would be routed on a designated bike path behind the loading area at 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 the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of parts approach, similar to Metro rail stations. The kit of parts approach is under development by Metro, although 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.

Table 2-2 provides a summary of the proposed station locations and key aspects of the proposed configuration at each location. (Refer to **Figure 2-2** for a map providing station locations and route segment labels.) Where integration with existing sidewalks, plazas or landscaping is indicated, station design would consider retaining or relocating existing vertical elements such as trees, signs, parking meters and streetlights. In addition, one half of one percent of the overall project construction costs will be set aside for the integration of site-specific public art to promote a sense of place for surrounding neighborhoods.

Station placement and design features would be subject to refinement during the Preliminary Engineering phase to meet site-specific opportunities and constraints.

2.5 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 2-1**. The treatments are further described below.

Table 2-2 – Station/Platform Locations

Location	Segment / Status	Description
NORTH HOLLYWOOD (CITY OF LOS ANGELES)		
North Hollywood Metro B/G (Red/Orange) Line Station	A1, A2 Proposed Project Terminus	Existing off-street station would be replaced with a new transit center that would accommodate the Proposed Project. The new transit center would be constructed regardless of the proposed project as part of the separate and independent North Hollywood Station Joint Development Project (see https://www.metro.net/projects/jd-noho/s).
Vineland Ave. at Hesby St.	A1 Proposed Project	Median station with islands outboard of bus lanes (for right-hand side loading) south of Hesby St. (eastbound far-side / westbound near-side) with new traffic signal and crosswalk for access.
Lankershim Blvd. at Hesby St.	*A2 (Route Option)*	Sidewalk station with curb extensions south of Hesby St. (eastbound near-side / westbound far-side) using existing traffic signal and crosswalk for access.
CITY OF BURBANK		
Olive Ave. at Riverside Drive and Hollywood Way	C Proposed Project	Sidewalk station with eastbound loading zone on curb extension on Riverside Drive far-side from Hollywood Way; westbound loading zone on Olive Ave. far-side from Riverside Drive and would be integrated with existing plaza.
Olive Ave. at Alameda Ave.	C Proposed Project	Sidewalk station with 70-foot far-side eastbound loading zone displacing existing westbound Alameda Ave. to eastbound Olive Ave. “free” right-turn pocket; westbound far-side loading zone at existing bus stop.
Olive Ave. at Buena Vista St.	C Proposed Project	Sidewalk station with far-side eastbound loading zone shifted beyond commercial driveway; near-side 70-foot westbound loading zone would be integrated with existing landscaping and plaza.
Olive Ave. at Verdugo Ave.	C *Optional Station*	Sidewalk station with far-side eastbound loading zone along existing triangular island; far-side westbound loading zone would displace existing eastbound Verdugo Ave. to westbound Olive Ave. “free” right-turn pocket.
Olive Ave. at Burbank-Downtown Metrolink Station (on bridge)	C Proposed Project	Sidewalk station with curb extensions and new mid-block signalized crosswalk connecting existing elevator and stairs adjacent to the westbound lanes and pedestrian ramp adjacent to the eastbound lanes.
Olive Ave. at San Fernando Blvd.	C Proposed Project	Sidewalk station with 120 – 140-foot-long far-side loading zones to accommodate the Project and local bus services. Station elements would be integrated with sidewalk and would avoid conflicts with existing mature street trees.

Location	Segment / Status	Description
CITY OF GLENDALE		
Glenoaks Blvd. at Alameda Ave.	D Proposed Project	Median station with far-side loading islands outboard of bus lanes (for right-hand side loading) accessible by existing signalized crosswalk. The existing landscaped median-noses would be reconfigured to accommodate the stations and left-turn bays.
Glenoaks Blvd. at Western Ave.	D Proposed Project	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Grandview Ave.	*D Optional Station*	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Pacific Ave.	D Proposed Project	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Central Ave. at Lexington Dr.	E1 & E2 Proposed Project	Sidewalk station with far-side loading zones along curb extensions; includes bicycle pathway behind station.
Broadway at Brand Blvd.	E1 Proposed Project	Sidewalk station with far-side loading zones. Curb extension would be provided to widen sidewalk for eastbound station; westbound station would be integrated with sidewalk/plaza.
Broadway at Glendale Ave.	E1 Proposed Project	Sidewalk station with far-side loading zones. Stations would be integrated with sidewalk.
Broadway at Verdugo Rd.	E1 Proposed Project	Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.
Central Ave. at Americana Way	*E2 Route Option*	Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.
Colorado St. at Brand Blvd.	*E2 Route Option*	Sidewalk station with far-side loading zones along curb extensions.
Colorado St. at Glendale Ave.	*E2 Route Option*	Sidewalk station with far-side loading zones along curb extensions.
Colorado St. at Verdugo Rd.	*E2 Route Option*	Sidewalk station with far-side loading zones along curb extensions.
Brand Blvd. at Goode Ave. and Sanchez Dr.	*E3 Route Option*	Sidewalk station with mid-block near-side eastbound and far-side westbound loading zones along curb extensions. Eastbound platform set back from Brand Blvd. to avoid conflict with right-turn bay.

Location	Segment / Status	Description
SR-134 Ramps and Harvey Dr.	*E3 Route Option*	Stations on shoulders of ramps with near-side eastbound and far-side westbound loading zones. The eastbound station would be developed on the off-ramp by improving the existing LADOT Commuter Express 549 bus stop; westbound station would be constructed in shoulder area of the ramp.
EAGLE ROCK DISTRICT (CITY OF LOS ANGELES)		
Colorado Blvd. at Eagle Rock Plaza	*F1 / F2 (Route Option / Proposed Project)*	Sidewalk station with loading zones along curb extensions; includes bicycle pathway behind station. Station locations vary based upon the roadway configuration and connecting route segments: for the F2 / Proposed Project (side-running configuration), stations would be located near-side at the Colorado Blvd. / Sierra Villa Drive signalized intersection using the existing crosswalks for access. With the F1 / alternative configuration (hybrid side-and-center-running) the eastbound loading zone is located on the far-side of the Colorado Blvd. / W. Broadway intersection. For buses continuing onto W. Broadway the westbound loading zone with the hybrid configuration is located on the near-side of this intersection; buses continuing along Colorado Blvd. (Segment E2) would load at a near-side station at the Colorado Blvd. / Sierra Villa Drive intersection.
Colorado Blvd. at Eagle Rock Blvd.	*F1 / F2 (Route Option / Proposed Project)*	Station locations and configurations vary based upon the roadway configuration: For the F2 / Proposed Project (side-running configuration) sidewalk stations with loading zones along curb extensions, including a bicycle pathway behind the station, would be provided far-side at the Colorado Blvd. / Eagle Rock Blvd. intersection. With the F1 / alternative configuration (hybrid side-and-center-running) median stations with far-side loading islands outboard of bus lanes (for right-hand side loading) accessible by existing signalized crosswalk would be provided. The eastbound station would be located far-side at the Colorado Blvd. / Caspar Ave. intersection; the westbound station would be located far-side at the Colorado Blvd. / Eagle Rock Blvd. intersection.
Colorado Blvd. at Townsend Ave.	*F1 / F2 (Route Option / Proposed Project)*	Station locations and configurations vary based upon the roadway configuration: For the F2 / Proposed Project (side-running configuration) sidewalk stations with loading zones along curb extensions, including a bicycle pathway behind the station, would be provided near-side of the Colorado Blvd. / Townsend Ave. intersection (eastbound station west of the south leg of Townsend Ave. and westbound station east of the north leg). With the F1 / alternative configuration (hybrid side-and-center-running) median stations with loading islands outboard of bus lanes (for right-hand side loading) accessible by existing signalized crosswalk would be provided west of the south leg of Townsend Ave. (near-side for eastbound buses and far-side for westbound buses).

Location	Segment / Status	Description
Figueroa St. at Colorado Blvd.	*F3 Route Option*	Sidewalk station with far-side loading zones along curb extensions at the Figueroa St. / Colorado Blvd. intersection. The eastbound station is on the east leg of the intersection; the westbound station is on the north leg.
CITY OF PASADENA		
Raymond Ave. at Holly St.	G1 Proposed Project	Sidewalk station with curb extensions on Raymond Ave. north of Holly St. proximate to the Metro L Line (Gold). The eastbound loading zone would be near-side and the westbound loading zone would be far-side. Vertical elements would be integrated with the existing landscaping to avoid removal of large trees and would be kept clear of the facade of the historic Raymond Theatre building.
Colorado Blvd. at Arroyo Parkway	*H1 Route Option*	This station option would provide the nearest connection to the Metro L Line (Gold) if the G2 Route Option utilizing the Colorado Blvd. interchange is selected. The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Colorado Blvd. at Los Robles Ave.	H1 Proposed Project	This station would be used if the G1 Proposed Project route utilizing the Fair Oaks Ave. interchange is selected. The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Colorado Blvd. at Lake Ave.	H1 Proposed Project	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Colorado Blvd. at Hill Ave.	H1 Proposed Project	The eastern terminal station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area. To support BRT operations, Hill Ave. may be restriped to provide an on-street layover area south of Colorado Blvd., which could also serve as a boarding area for westbound service. If electric bus charging infrastructure is provided, vertical elements, potentially including a mast and electric bus charging boom, would be integrated with the existing street trees and a charging sub-station may displace as many as ten parking stalls within the adjacent Pasadena City College surface parking lot.

Location	Segment / Status	Description
Green St. and Union St. at Arroyo Parkway	*H2 Route Option*	This station pair option (eastbound along Green St. and westbound along Union St.) provides the nearest connection to the Metro L Line (Gold) if the G2 Route Option utilizing the Colorado Blvd. interchange is selected. The loading zones would be built using a curb extension to increase the sidewalk width; the eastbound station on Green St. would have a far-side loading zone, and the westbound station on Union St. would have a near-side loading zone.
Green St. and Union St. at Los Robles Ave.	*H2 Route Option*	This station pair (eastbound along Green St. and westbound along Union St.) would be used if the G1 Proposed Project route utilizing the Fair Oaks Ave. interchange is selected. The loading zones would be built using a curb extension to increase the sidewalk width.
Green St. and Union St. at Lake Ave.	*H2 Route Option*	A pair of stations (eastbound along Green St. and westbound along Union St.) would be provided east of Lake Ave. The eastbound station would be far-side and would be built with a curb extension to increase the sidewalk width adjacent to the bank building plaza (the existing green zone and yellow loading zone would be relocated to the east). The westbound station would be near-side with the loading zone located on an island or plaza adjacent to the rightmost through lane.
Hill Ave. at Colorado Blvd.	*H2 Route Option*	The eastern terminal station would be located along the sidewalk mid-block between Green St. and Colorado Blvd. The existing roadway would be restriped to provide an approximate 200-foot long combined layover and station zone along the east curb (the platform area would be about 150 feet south of Colorado Blvd.) Station vertical elements, potentially including a mast and electric bus charging boom would be integrated with the existing street trees; the landscaping between the curb and adjacent PCC parking lot would be paved to accommodate the station and pedestrian circulation. A charging sub-station may displace as many as ten parking stalls, if provided.

2.5.1 Center-Running

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, as shown on **Figure 2-3**. This type of runningway can be generally applied in streets with 100-foot or greater curb-to-curb width. 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 center bus lanes.

2.5.2 Median-Running

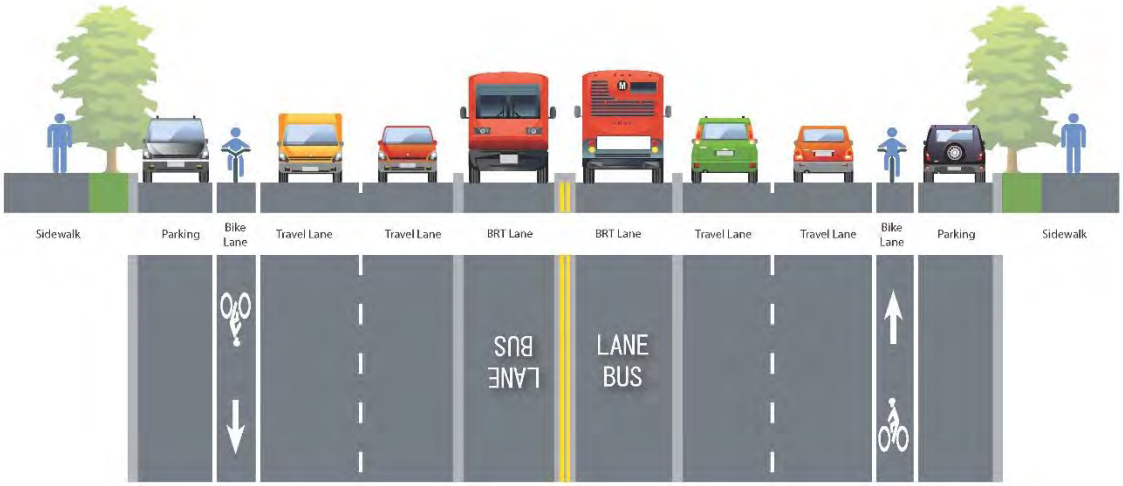
In median-running segments, the BRT service operates within dedicated lanes adjacent to a median (i.e., the left-most lane in the direction of travel). Stations can be placed within the median (for buses with left-hand side doors), as shown in **Figure 2-4**. Alternatively, the median can be reconfigured 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.

2.5.3 Side-Running

Side-running bus lanes dedicate the right-most travel lane to BRT vehicles, as shown in **Figure 2-5**. 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.

Figure 2-3 – Typical Center-Running Bus Lanes Configurations

Cross Section



Intersection Plan

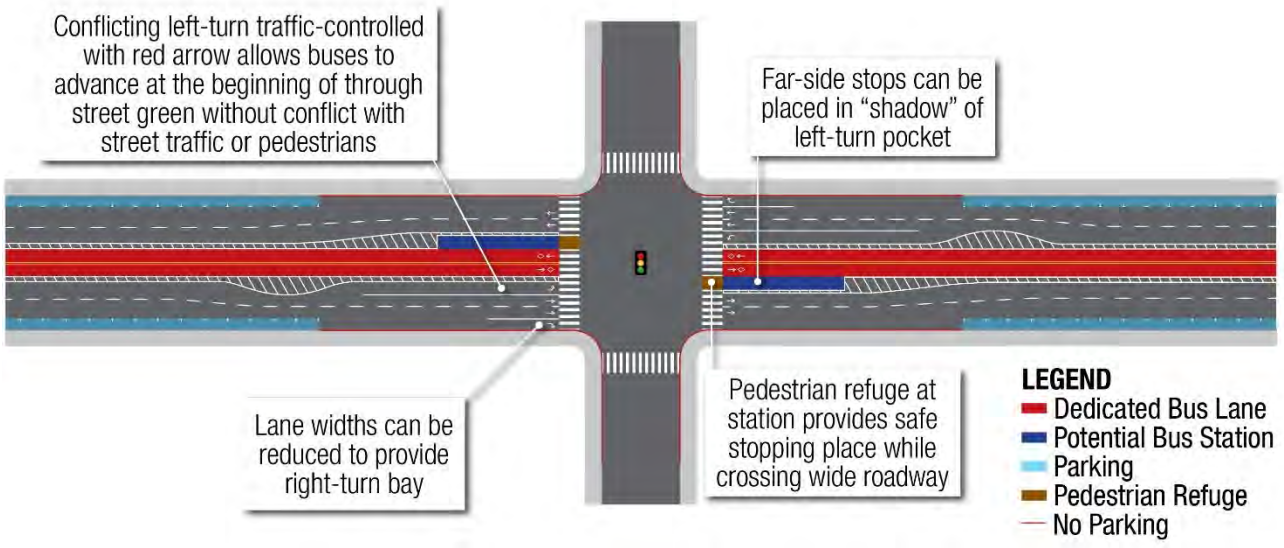
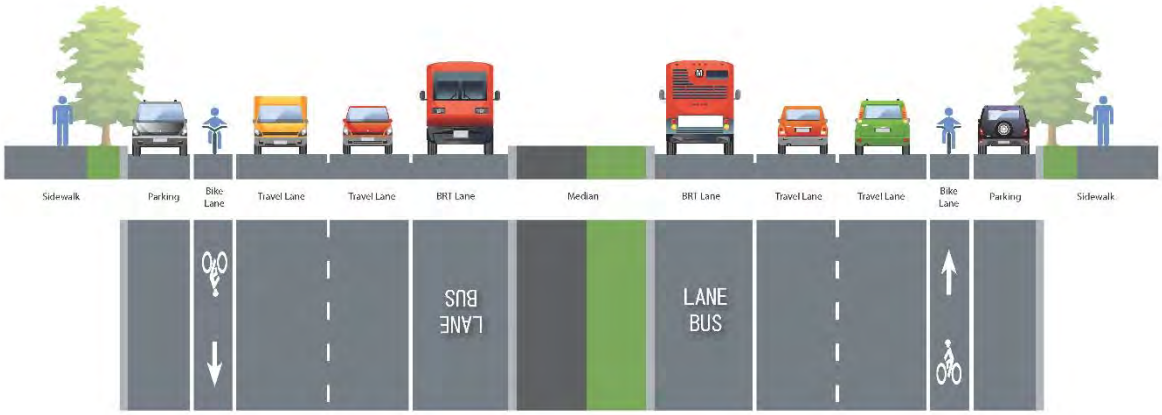


Figure 2-4 – Typical Median-Running Bus Lanes Configurations

Cross Section



Intersection Plan

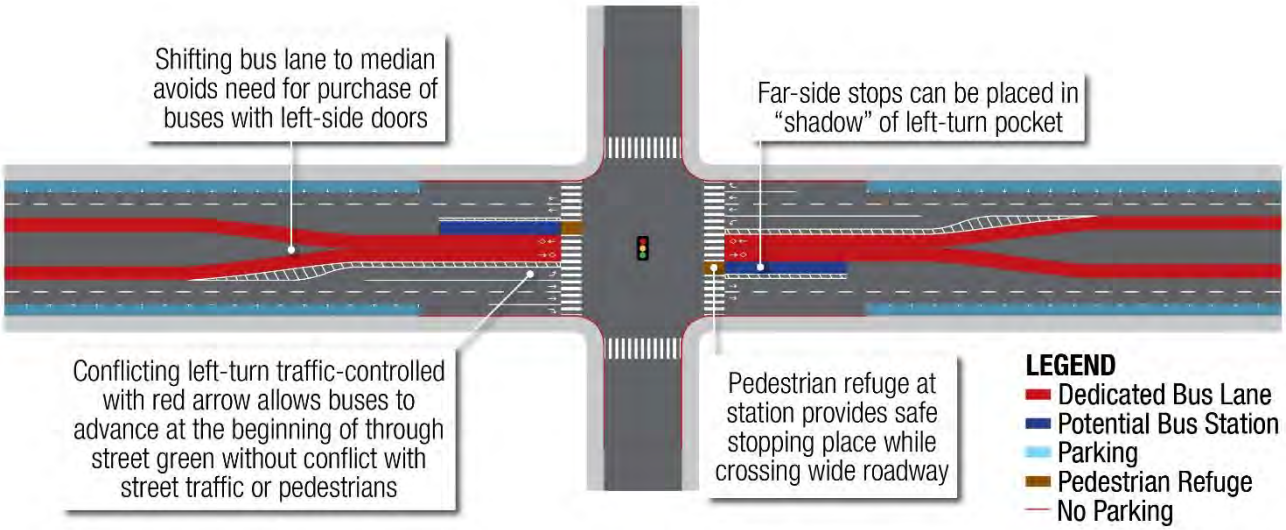
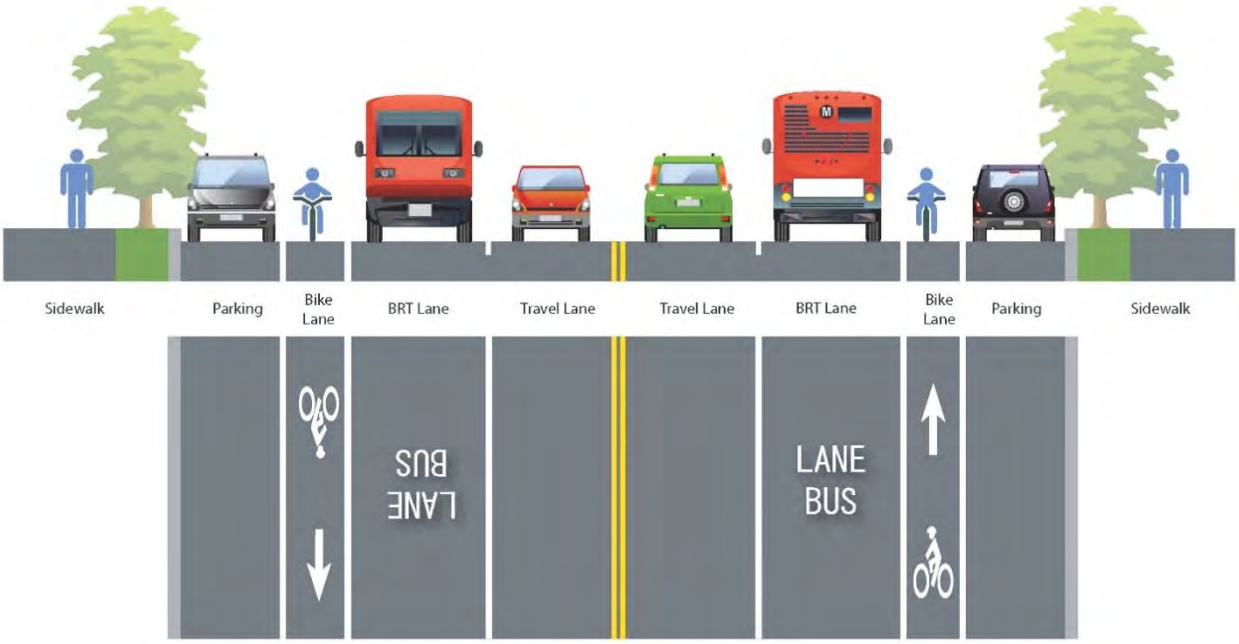
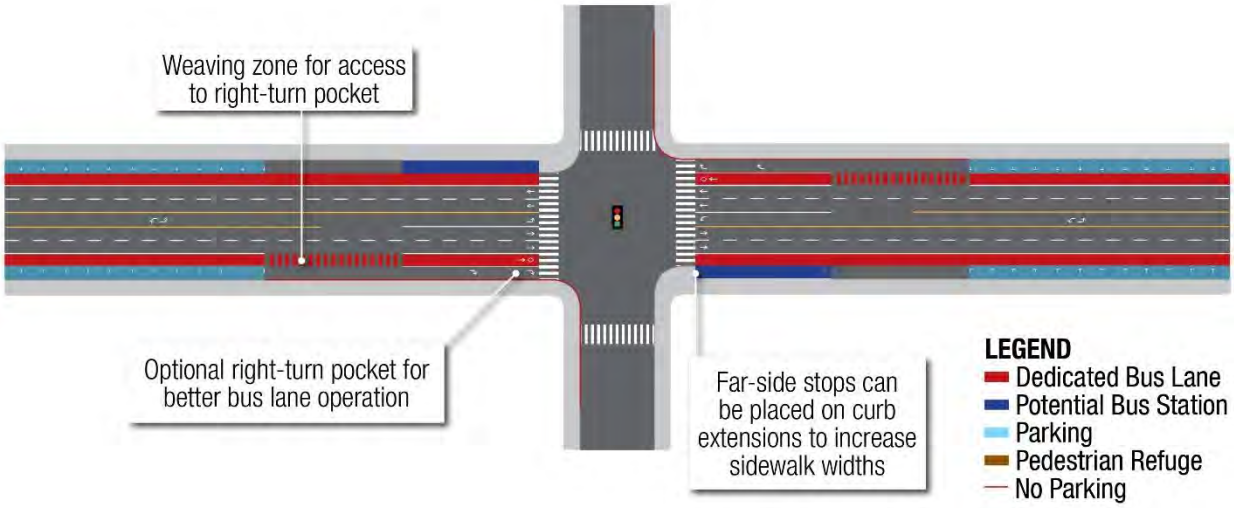


Figure 2-5 – Typical Side-Running Bus Lanes Configurations

Cross Section



Intersection Plan



2.5.4 Curb-Running

Curb-running bus lanes place the dedicated bus lane immediately adjacent to the curb, as shown in **Figure 2-6**, 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.

2.5.5 Mixed-Flow

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 (see **Figure 2-7**).

2.6 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 (see **Table 2-3**). The proposed service span is consistent with the Metro B Line (Red).

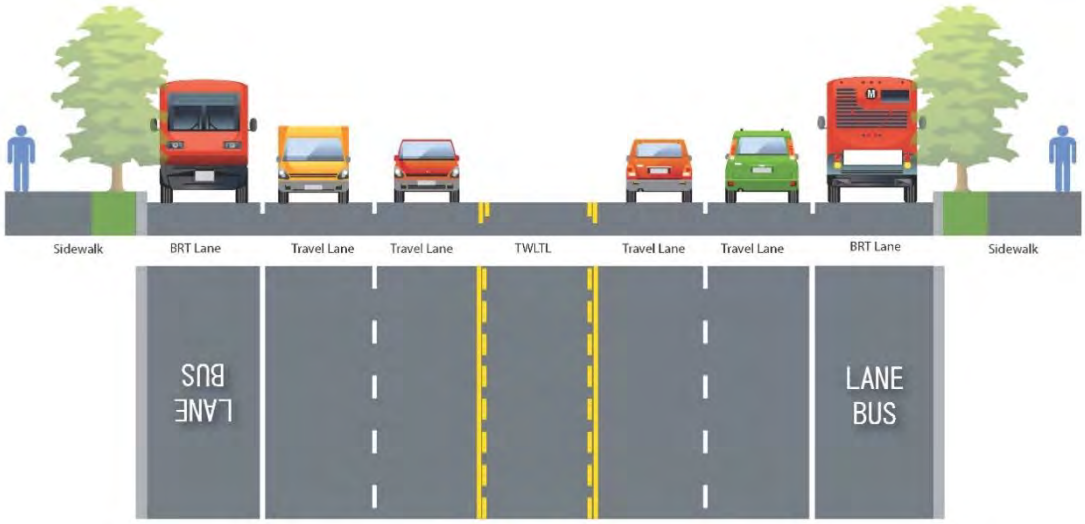
The BRT would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. **Table 2-4** shows the frequencies.

2.7 VEHICLES

The BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers. A maximum of 16 buses are anticipated to be in service along the route during peak operations. A typical 40-foot bus seats approximately 40 passengers and can carry up to 35 additional standees in the aisle circulation space, although this maximum capacity lowers the passengers' comfort and perception of quality of service and is not recommended for standard operations. If warranted by high ridership, additional buses could be deployed to the high demand segments of the BRT route during peak periods and turned-back at an interim station along the route where the ridership decreases.

Figure 2-6 – Typical Curb-Running Bus Lanes Cross Section

Cross Section



Intersection Plan

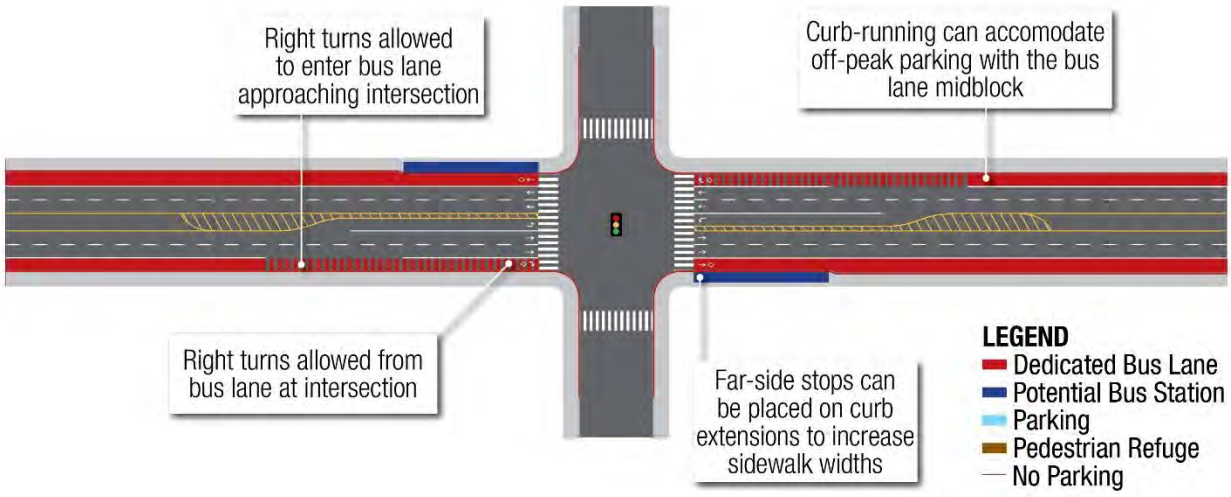
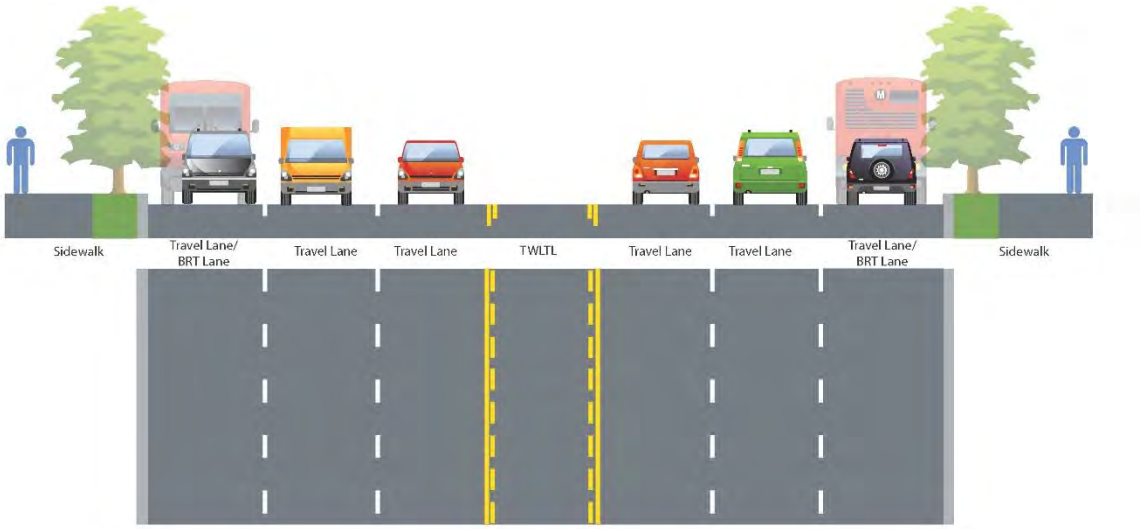


Figure 2-7 – Typical Mixed-Flow Operation Cross Section



The BRT service's fleet of zero-emission electric buses would charge overnight at the maintenance and storage facility where the buses are parked. In addition, electric charging equipment would be provided at both ends of the BRT route, at the North Hollywood B/G Line (Red/Orange) and PCC, for the opportunity to boost the charge on the buses between runs.

When operations commence in 2024, it is possible that the fleet would operate compressed natural gas (CNG) buses in its service until ZEV buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions.

2.8 MAINTENANCE AND STORAGE

Maintenance and storage facilities for Metro buses are located throughout the County. At each is a parking lot for buses, repairs garage, bus wash, assignment desk for bus operators, lockers and lunchroom. The buses for the BRT service would be stored at an existing Metro facility, potentially at the El Monte Division or another Metro division in closer proximity to the Project corridor. Metro has an existing program to transition its entire bus fleet to zero-emission buses by 2030. The transition to zero-emission buses requires infrastructure improvements at Metro's maintenance and storage facilities, including installing electric equipment for overnight charging. While a small portion of the Proposed Project funds would contribute to these improvements, the infrastructure would support the entire Metro fleet and is independent of the Proposed Project. Implementation of the zero-emission charging infrastructure would be carried out under Metro's Zero Emission Fleet Program.

Table 2-3 – Proposed BRT Service Span

	Early	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
Monday -Thursday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 1:00 a.m.
Friday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 3:00 a.m.
Saturday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 3:00 a.m.
Sunday/Holiday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 1:00 a.m.

Table 2-4 – Proposed BRT Service Frequencies

	Early	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
Monday-Thursday	20 minutes	10 minutes	10 minutes	10 minutes	15 minutes	20 minutes	20 minutes
Friday	20 minutes	10 minutes	10 minutes	10 minutes	15 minutes	20 minutes	20 minutes
Saturday	30 minutes	15 minutes	15 minutes	15 minutes	15 minutes	30 minutes	30 minutes
Sunday/Holiday	30 minutes	15 minutes	15 minutes	15 minutes	15 minutes	30 minutes	30 minutes

2.9 CONSTRUCTION

The Proposed Project would primarily be constructed and operate within existing street ROW although minor acquisitions, easements, or temporary construction easements may be necessary at select intersections or station locations. 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, 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. Utility companies have not been contacted at this time in the planning process. During Advanced Conceptual Engineering, the Project team would coordinate with utility companies to request information. These companies would be contacted to ensure they are aware of the Proposed Project and provide mark-ups, as-builts or confirmation of owner exhibits. Utility coordination meetings would be set up with each utility company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to ensure all the utility companies are engaged early during Project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities. Utility agreements would be finalized to ensure the designs are prepared by third party utility owners.

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 duration 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 (WATCH). Published under the authority of the WATCH Committee of Public Works Standards, Inc., the Handbook 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. Temporary traffic signalization adjustments may be necessary when construction occurs at intersections. It is not anticipated that construction activities would routinely require closing roadways. If roadway closures are required, closure periods would be determined to minimize disruptions to traffic flow and impacts to businesses. Coordination with any adjacent construction work would take place to minimize disruption.

The need for construction staging areas or easements would be identified in the engineering phase. 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.

2.10 PERMITS AND APPROVALS

This document is intended to environmentally clear future related discretionary actions under CEQA by Metro and other agencies. Discretionary actions include those approvals, entitlements or permits necessary in order to implement a project. Metro will prepare a SWPPP consistent with federal and County requirements for stormwater discharges associated with construction and industrial activities. Coordination and approvals from communications and utility purveyors would be needed for temporary or permanent utility relocation or service interruption. The Proposed Project would require approval and/or permits from departments associated with the Cities of Los Angeles, Burbank, Glendale, and Pasadena (e.g., fire departments and transportation departments). It is anticipated that permits and approvals include, but are not limited to, the following:

- **Metro Board of Directors:** Certification of the EIR, adoption of Findings and Statement of Overriding Considerations, adoption of the Mitigation Monitoring and Reporting Program.
- **City of Los Angeles:** Approval of traffic signal/transit priority system improvements and street restriping plans; recommendation for approval by the City Council; Approval of plans for fire life safety design requirements; and possible noise variance for nighttime construction activities.
- **City of Burbank:** Discretionary actions and permits would be required, including possible noise variance for nighttime construction activities.
- **City of Glendale:** Discretionary actions and permits would be required, including possible noise variance for nighttime construction activities.
- **City of Pasadena:** Discretionary actions and permits would be required, including possible noise variance for nighttime construction activities.

2.11 COST ESTIMATES

2.11.1 Capital Costs

Capital costs for the Proposed Project are presented in Appendix Y and were estimated based on the Concept Plans presented in Appendix Z. 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.

The results of the conceptual capital cost estimates for the Proposed Project and route options indicate a range between $249 million and $367 million. 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 Proposed Project. The level of estimating detail would increase as the Project design and engineering advances.

2.11.2 Operations and Maintenance Costs

An Operations and Maintenance (O&M) cost models was developed to estimate the annual cost to operate, maintain and administer the Proposed Project. As discussed in Appendix X, 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).

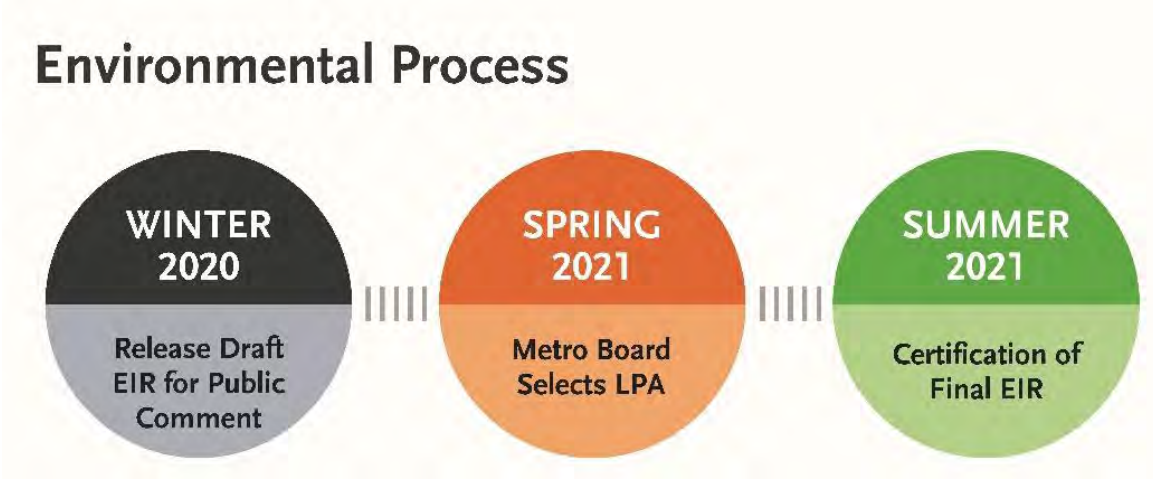
The BRT O&M cost model uses the following service supply characteristics as inputs for estimating annual O&M costs:

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

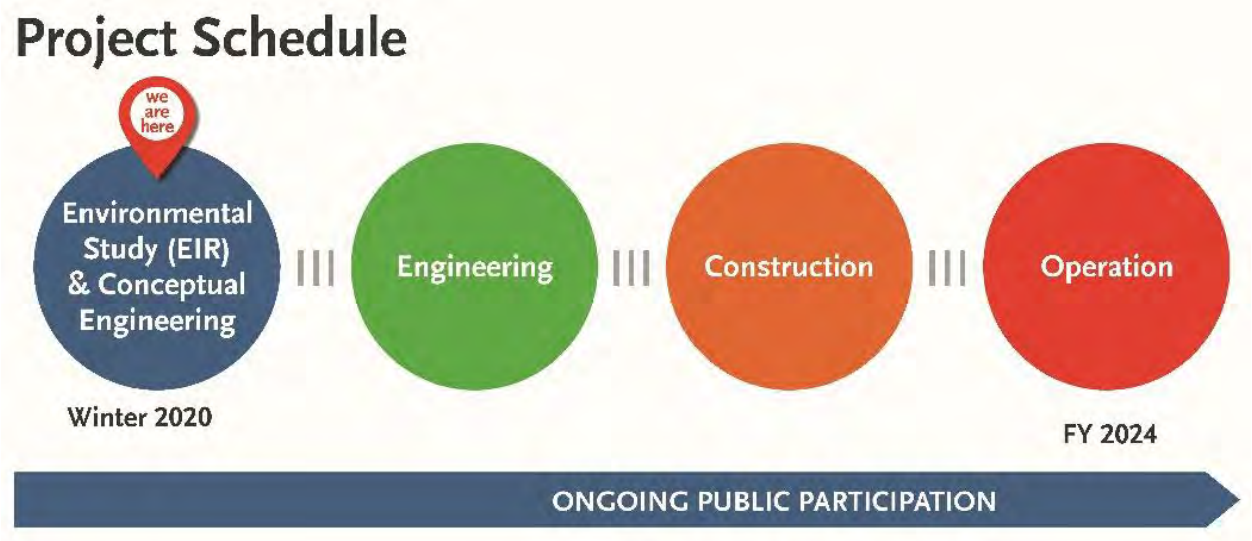
The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from $16.6 million to $18.5 million.

2.12 IMPLEMENTATION SCHEDULE

The Draft EIR will be available for public review and comment period from October 26, 2020 to December 10, 2020. After the completion of the public review period, Metro will prepare responses to comments received during the process. In Winter/Spring 2021, the Metro Board will select the Locally Preferred Alternative (LPA) for the Proposed Project. The CEQA process will be completed in Spring/Summer 2021 through the preparation and certification of the Final EIR.



The overall project schedule anticipates design and constructing commencing in late 2021 with initiation of revenue service in 2024.



3.1. TRANSPORTATION

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to transportation. Refer to the Transportation Technical Report (Appendix B) for additional details related to applicable regulations and the existing setting.

3.1.1 Regulatory Framework

3.1.1.1 Federal Regulations

There are no existing federal regulations pertaining to transportation that are applicable to the Proposed Project.

3.1.1.2 State Regulations

Senate Bill (SB) 743. SB 743 changes the way transportation impacts are analyzed under CEQA from level of service to vehicle miles traveled (VMT). State guidelines require all lead agencies to update their transportation impact analysis metrics to VMT before July 1, 2020. CEQA generally defers to the lead agencies on the choice of methodology to analyze VMT impacts. Pursuant to section 15064.3(b)(2) of State CEQA Guidelines, transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a-less-than-significant transportation impact.

Assembly Bill (AB) 1358 – The Complete Streets Act. This law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government would include complete streets provisions.

3.1.1.3 Regional Regulations

2020-2025 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Metropolitan planning organizations (MPO) are designated local decision-making bodies that carry out the federal transportation planning process. SCAG is the federally designated MPO for Los Angeles County. SCAG is required to adopt and periodically update a RTP. SCAG's 2020-2045 RTP/SCS presents the latest transportation vision for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties through 2045 and provides a long-term investment framework for addressing the region's transportation and growth challenges.[1] The expansion of public transit and displacement of on-road light duty automobile and truck travel

[1] SCAG, *2020-2045 RTP/SCS*, May 7, 2020.

are recognized in 2020-2045 RTP/SCS as crucial pillars of sustainable regional transportation planning.

Metro Active Transportation Strategic Plan. Finalized in April 2016, the Active Transportation Strategic Plan focuses on enhancing access to transit stations and developing a regional network for people who choose to take transit, walk, and/or bike. The Strategic Plan serves as a roadmap for stakeholders and partners to help identify transportation concepts and changes they would like to see in their community.

3.1.1.4 Local Regulations

City of Los Angeles

General Plan. The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services.

2010 Bicycle Plan. The City of Los Angeles' 2010 Bicycle Plan, adopted on March 1, 2011, designates a 1,680-mile bikeway system and introduces a comprehensive collection of programs and policies for the City. Collectively the policies, programs, projects and recommendations in the 2010 Bicycle Plan are intended to create an environment that increases, improves and enhances bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation for bicyclists.

Mobility Plan 2035. Adopted in September 2016, the Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. The plan recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit. The plan incorporates the "complete streets" principle. The Mobility Plan 2035 also incorporates the City's 2010 Bicycle Plan which contains the policies, programs, projects, and recommendations for the City's bicycle network.

City of Burbank

General Plan. Adopted February 19, 2013, the Burbank2035 is the City of Burbank's General Plan. Burbank2035 provides guidance to City decision-makers on allocating resources and determining the future physical form and character of development. Burbank2035 evaluated many different planning chapters including air quality and climate change, land use, mobility, noise, open space and conservation, safety, and plan realization. The Mobility Element defines the transportation network and describes how people move throughout the City, including the streets, railways, transit routes, bike paths, and sidewalks.

Media District Specific Plan. Adopted in January 1991, the Media District Specific Plan is a plan for the commercial and industrial industries in southwest Burbank. The Plan assures all new development can be accommodated by infrastructure and public services, while funding their fair-share cost for improvements. Additionally, the Plan contains a neighborhood protection program to preserve the character and quality of the surrounding single-family residential neighborhoods including policies on limiting traffic spillover.

Burbank Center Plan. The Burbank Center Plan is an economic revitalization plan that, among other things, also contains land use and development standards designed to encourage mixed-use projects that would minimize the volume of vehicular traffic by encouraging the development of a variety of compatible uses within close proximity, and the use of public transit, carpooling, and pedestrian traffic within the area.

Bicycle Master Plan. Adopted December 15, 2009, the Bike Master Plan is a policy document to guide the development and maintenance of a bicycle network, support facilities, and other programs for Burbank over a 25-year horizon. It includes policies around bike planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety education, support facilities, as well as programs, implementation strategies, maintenance, and funding. The City of Burbank recognizes that a bicycle-friendly environment enhances the quality of life for residents, workers, and visitors in the City.

City of Glendale

Circulation Element of the General Plan. Adopted August 1998, the Circulation Element of the General Plan defines the goals and policies for managing the movement of people and goods through the City. The plan developed a vision of a circulation system which preserves and enhances the quality of life in the City by allowing for commerce to thrive, protecting the character of residential neighborhoods, and minimizing adverse environmental impacts.

Bicycle Transportation Plan. Adopted August 28, 2012, the City of Glendale's Bicycle Transportation Plan proposed a variety of measures, including the improvement of the existing bicycle facilities, construction of new bike routes linking major activity centers, the installation of secured bicycle parking equipment, and the expansion of bicycle education/advocacy programs to enhance public awareness.

Downtown Specific Plan. Adopted March 26, 2019, the Downtown Specific Plan is a mixed-use, urban design plan that establishes the desired physical vision for Downtown Glendale through a clear and comprehensive set of policies, incentives, and requirements. The Plan establishes a coherent and consistent regulatory framework of standards and guidelines in the form of an easy-to-read, graphics-based manual. It sets the physical standards and guidelines as well as land use regulations, and directs policies for economic development; streetscape improvements; transportation development; parking; pedestrian amenities; open space and land use; preservation of cultural resources; and public art. The Downtown Specific Plan mobility policies maximize the accessibility, safety, and efficiency of the Downtown transportation system for all users, including pedestrians, transit passengers, cyclists, and drivers of both personal and commercial vehicles.

City of Pasadena

Mobility Element of the General Plan. Adopted August 18, 2015, the Mobility Element of the City of Pasadena's General Plan. The Mobility Element addresses all modes of travel such as walking, bicycling, transit, driving, and provides a guide for the continuing development of the transportation system to support planned growth. It contains measures for the implementation of goals and policies and addresses the requirements of California state law regarding the transportation needs of the community within the context of the region. The Mobility Element identifies Mobility Objectives, which are specific strategies and guidelines for enhancing livability, strengthening the local economy, and improving all methods of travel in Pasadena.

Bicycle Transportation Action Plan. Adopted August 17, 2015, provides specific goals, objectives, actions, and timelines for creating an environment (1) where people circulate without a car, (2) that significantly increases the number of people who commute by bike, (3) that increases the number of people who use a bike for utilitarian trips, fitness and recreation, and (4) that provides business and economic benefits for the City. The plan provides details for a network of bikeways so that every neighborhood is within 1/4 mile of an effective bicycling route in the north-south and east-west directions. The plan outlines educational, engagement, enforcement, and evaluation strategies designed to increase bicyclist safety by educating both bicyclists and motorists.

3.1.2. Existing Setting

3.1.2.1 Existing Transit System

There are multiple transit providers within the Project Area, including Metro, City of Los Angeles Department of Transportation (LADOT), BurbankBus, Glendale Beeline, Pasadena Transit, and Foothill Transit, as well as Metrolink commuter rail service via the Antelope Valley and Ventura County lines.

Los Angeles County Metropolitan Transportation Authority (Metro) Services

Metro began the NextGen Bus Plan in January 2018, which reimagines the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. The NextGen Bus Plan will realign Metro's bus network based upon data of existing ridership and adjust bus service routes and schedules to improve the overall network. With Metro's NextGen service redesign, one existing service maintains connection between the North Hollywood Station and Pasadena. Metro 501 is an express service that has been in operation since March 2016, connecting North Hollywood and Pasadena via the SR-134 with limited stops at major employment centers in Burbank and northern Glendale. NextGen weekday service frequency on Metro 501 is proposed to be every 15 minutes in the AM and PM peak periods, with service every 15-30 minutes in the weekday base period.

Beyond existing services that serve the length of the Proposed Project corridor, Metro operates a considerable amount of bus and rail service in the study corridor. The Project Area has one existing BRT line, the Metro G Line (Orange) operating between Chatsworth and North

Hollywood. The hierarchy of services include rail, BRT, express bus, and local bus services, as illustrated in **Figure 3.1-1**. Routes reflect NextGen changes which generally have replaced Metro Rapids 762, 780 and 794 with Metro 260, 180, and 94 services.

Figure 3.1-1 – Metro Bus and Rail Service Hierarchy (reflects proposed NextGen changes)



Together, the local routes (Routes 28 through 267) form a comprehensive network that serves travelers within the study corridor, although terrain limits the ability to create a true grid of service and no single local route serves the full corridor from North Hollywood to Pasadena. Reconfigured Metro 180 comes the closest to serving the corridor, linking Pasadena, Eagle Rock and Glendale via Colorado Boulevard and Broadway, before continuing to Hollywood Boulevard and south on Fairfax Avenue to terminate at the La Cienega/Jefferson Station on the Metro E Line (Expo).

Los Angeles Department of Transportation (LADOT)

LADOT operates two types of services: Commuter Express (CE) routes operating in peak periods between park-and-ride lots and major employment centers, and DASH routes providing connectivity through local neighborhoods. Besides LADOT CE 549, commuter express routes operating in the Project corridor include:

- LADOT CE 409 between Sylmar and Downtown Los Angeles via the SR-2 (Glendale Freeway).
- LADOT CE 419 between Chatsworth and Downtown Los Angeles via the I-5 (Golden State Freeway).

DASH routes operating in the Project corridor include:

- LADOT DASH Highland Park/Eagle Rock, operating with a 20-minute frequency throughout the day, Monday through Saturday.

Burbank Bus (BurbankBus)

BurbankBus operates three routes in the study corridor:

- NoHo/Airport operates via Burbank Boulevard, Hollywood Way, and Buena Vista Street to the Hollywood Burbank Airport. Service is every 15 minutes in the peak and every 20 minutes in the midday and evenings, weekdays only.
- NoHo/Media operates via Magnolia Boulevard, Hollywood Way, and Buena Vista Street to the Media District. Service is every 12 minutes during peak periods only.
- Pink Route operates via Cahuenga Boulevard, Riverside Drive, and Olive Avenue to the Burbank-Downtown Metrolink Station. Service is every 15 minutes during peak periods, and 30 minutes during midday.

The routes are set up to connect the major destinations within the City, operating along main thoroughfares

Glendale Beeline

The Glendale Beeline operates eleven routes within the study corridor:

- Glendale Routes 1 and 2 operate along Brand Boulevard and Central Avenue, forming a spine with the highest consistent frequencies in the system.
- Glendale Routes 1, 2 and 4 are the only three in the system that operate seven days a week.
- Glendale Routes 3/31/32 connect Downtown Glendale to Glendale Avenue and the Jet Propulsion Laboratory.
- Glendale Routes 5 through 7 serve major corridors and destinations on all sides of the city. These routes operate six days a week.
- Glendale Routes 11 and 12, dubbed Metrolink Express, operate weekdays only and connect to Metrolink stations (Route 11 to the Glendale Station and Route 12 to the Glendale and Burbank-Downtown Stations).

Pasadena Transit

Pasadena Transit operates five routes within the study corridor:

- All routes except for Pasadena Route 60 operate seven days a week. Pasadena Route 60 operates on weekdays only.
- Pasadena Routes 10, 20, 40, and 51/52 serve Downtown Pasadena and provide a connection to the Metro L Line (Gold).

Foothill Transit

Foothill Transit (FT) operates one route within the study corridor:

- FT 187 is a local service, operating seven days a week along Colorado Boulevard in Pasadena. The route operates regionally between Pasadena, Arcadia, and Azusa.

Metrolink

Metrolink operates two lines that provide service at the Burbank-Downtown Station:

- Antelope Valley Line, operating seven days a week. This line has 30 weekday train trips and 12 weekend train trips serving the Burbank-Downtown Station.
- Ventura County Line, operating five days a week. This line has 34 weekday train trips (including one Amtrak trip) serving the Burbank-Downtown Station.

3.1.2.2 Existing Roadway Facilities

Freeway Network

The SR-134 is the principal east-west freeway that spans the study area. This freeway connects Ventura County to Pasadena through the southern portion of the San Fernando Valley. Based on the annual counts conducted by the California Department of Transportation, the existing (2017) average daily traffic (ADT) on SR-134 ranges from 109,500 (west of Interstate-5) to 242,000 (west of Pacific Avenue). SR-134 varies between three and five general purpose lanes in each direction, with several sections having an additional high occupancy vehicle lane along with auxiliary lanes and/or collector/distributor roadways. Access ramps to/from SR-134 serving the Proposed Project and route options include the following:

- Lankershim Boulevard (eastbound on/westbound off)
- North Pass Avenue (eastbound off)
- West Alameda Avenue (westbound on)
- Brand Boulevard (westbound off/eastbound on)
- Harvey Drive (eastbound off/westbound on, eastbound on/ westbound off)
- Figueroa Street (eastbound off/westbound on)
- San Rafael Avenue (eastbound on/westbound off)
- Fair Oaks Avenue (eastbound off/westbound on)
- Colorado Avenue (eastbound off/westbound on)

Arterial Network

The following lists the roadways and associated classifications affected by the Proposed Project and Route Options from west to east.

City of Los Angeles (North Hollywood)

Street classifications in the City of Los Angeles are defined in the City of Los Angeles Complete Streets Design Guide.

Chandler Boulevard – A Class II Boulevard with one westbound lane and two eastbound lanes. On-street parking is permitted on both sides of the street and Class II bicycle lanes exist in both directions.

Vineland Avenue – A divided Class II Boulevard with two lanes in each direction. On-street parking is permitted on both sides of the street and Class II bicycle lanes exist in both directions.

Lankershim Boulevard – A Class II Boulevard with two lanes in each direction. On-street parking is permitted on both sides of the street.

Riverside Drive – A Class I Avenue with two lanes in each direction. On-street parking is permitted on both sides of the street.

City of Burbank

Street classifications in the City of Burbank are defined in the City of Burbank General Plan Mobility Element.

North Pass Avenue – A major arterial with two lanes in each direction. Limited parking is allowed between SR-134 and Riverside Drive.

Riverside Drive – A major arterial with two lanes in each direction. Riverside Drive east of Evergreen Street and west of Olive Avenue is a secondary arterial with two lanes in each direction. On-street parking is permitted on both sides of the street except between the SR-134 eastbound on-ramp and North Hollywood Way.

North Hollywood Way – A major arterial with two lanes in each direction. On-street parking is prohibited along this stretch.

West Olive Avenue – A major arterial with two lanes in each direction. On-street parking is permitted on both sides of the street.

West Alameda Avenue – A major arterial with two eastbound lanes and three westbound lanes. On-street parking is prohibited along this stretch.

South Glenoaks Boulevard – A major arterial with two lanes in each direction. Southeast of Providencia Avenue and northwest of Alameda Avenue there are three lanes in each direction. On-street parking is permitted on both sides of the street.

City of Glendale

Street classifications in the City of Glendale are defined in the City of Glendale General Plan Circulation Element.

West Glenoaks Boulevard – A divided, major arterial with three lanes in each direction. On-street parking is permitted on both sides of the street and Class II bicycle lanes exist in both directions except eastbound between North Pacific Avenue and North Central Avenue where the facility provides a Class III bicycle route.

Central Avenue – A major arterial with two lanes in each direction, and on-street parking is prohibited. South of Sanchez Drive and north of Lexington Drive there are two southbound lanes and three northbound lanes. On-street parking is prohibited and there are Class II bicycle lanes in each direction along this stretch. South of Lexington Drive and North of Broadway there are two lanes in each direction, on-street parking is permitted, and there is a mix of Class II bicycle lanes and Class III bicycle routes. Lastly, south of Broadway and north of Colorado Street there are three lanes in each direction. On-street parking is prohibited and there are no bicycle lanes.

Goode Avenue – A two to three lane one-way westbound frontage roadway connecting between the split diamond SR-134 interchange ramps at Brand Boulevard and Central Avenue.

Sanchez Drive – A three lane one-way eastbound frontage roadway connecting between the split diamond SR-134 interchange ramps at Central Avenue and Brand Boulevard.

Broadway – A minor arterial with two lanes in each direction. On-street parking is permitted on both sides of the street and Class III bicycle routes exist in both directions.

Colorado Street – A major arterial with three lanes in each direction. On-street parking is prohibited on both sides of the street and there are no bicycle lanes. East of Louise Street and west of Eagledale Avenue there are two lanes in each direction. On-street parking is permitted on both sides of the street and there are no bicycle lanes.

Harvey Drive – A four lane roadway connecting between Broadway and the SR-134 interchange north of Wilson Avenue.

Wilson Avenue – A four lane roadway with striped median connecting between Wilson Avenue and West Broadway in the City of Los Angles. Parking is allowed along the south curb.

City of Los Angeles (Eagle Rock)

Street classifications in the City of Los Angeles are defined in the City of Los Angeles Complete Streets Design Guide.

West Broadway – A Class II Boulevard with two lanes in each direction. On-street parking is permitted on both sides of the street at some locations. There is an eastbound Class II bicycle lane and a westbound Class III bicycle route.

Colorado Boulevard – A Class II Boulevard with two lanes in each direction. On-street parking is permitted on both sides of the street and Class II bicycle lanes exist in each direction.

Figueroa Street – A two-lane arterial of variable width with supplemental lanes at principal intersections in the section where the project is routed.

City of Pasadena

Street classifications in Pasadena are defined in the Pasadena Street Design Guide.

Colorado Boulevard – A City Connector with two lanes in each direction. On-street parking is permitted on both sides of the street.

Green Street – A City Connector that is a one-way street with three eastbound lanes. East of Historic Route 66 and west of Los Robles Avenue there are four eastbound lanes. Lastly, east of Los Robles Avenue and west of Hill Avenue there are three eastbound lanes. On-street parking is permitted on the stretches with three eastbound lanes.

Union Street – A one-way City Connector with three westbound lanes. On-street parking is permitted on both sides of the street. There is a stretch between Arroyo Parkway and De Lacey Avenue where there are only two westbound lanes and on-street parking is only permitted on one side of the street.

Fair Oaks Avenue – A City Connector with four to six lanes. Parking is prohibited in the section connecting to the SR-134 interchange where the project would operate.

Walnut Street – A City Connector with four lanes. Parking is limited in the section where the project would operate.

Raymond Avenue – A four-lane Access Street, with parking allowed.

St. John Street – A four-lane City Connector with parking allowed along one side.

Hill Avenue – A four-lane City Connector with limited parking allowed.

3.1.2.3 Existing Bicycle Facilities

The existing bicycle network in the Project Area consists of a network of existing and proposed Class I, II, III, and IV bicycle facilities (additional bicycle facilities are also planned by each City) which are defined as follows:

- Class I Bikeway (Bike Path): Also known as a shared path or multi-use path, a bicycle path is a paved right-of-way for bicycle travel that is separate from any street or highway.
- Class II Bikeway (Bike Lane): A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bicycle lane and vehicle lane, and the bicycle lane could be adjacent to on-street parking.

- Class III Bikeway (Bike Route): A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).
- Class IV Bikeway (Separated Bike Lane): A bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

The existing bicycle facilities within the Project Area include the following:

- Chandler Boulevard - Class I facilities to the east of the Proposed Project and Class I (Fair Avenue to Vineland Avenue) and Class II (Lankershim Boulevard to Vineland Avenue) facilities along the Proposed Project.
- Vineland Avenue - Class II bicycle lanes on both sides of the street. The Class II bicycle lanes continue south to Ventura Boulevard near Studio City.
- Olive Avenue - At the Burbank-Downtown Metrolink Station, bicyclists can travel along a Class II bicycle lane to access a Class I facility on Front Street which connects to Class I facilities along Chandler Boulevard and San Fernando Boulevard.
- Glenoaks Boulevard - Class II bicycle lanes are provided southeast of Alameda Avenue. In Glendale, Class II bicycle lanes are before transitioning to a Class III bicycle route at Pacific Avenue.
- Central Avenue – Class II bicycle lanes between Doran Street and Wilson Avenue.
- Broadway – Class III bicycle facility (sharrows) from Central Avenue to Harvey Drive.
- Colorado Boulevard (City of Los Angeles) - Class II bicycle lanes between Eagledale Avenue and Figueroa Street. The bicycle lanes are buffered in both directions from Sierra Villa Drive to Dahlia Drive. The bicycle lanes are buffered only along the south curb from Eagle Vista Drive/Mount Helena Avenue to Wiota Street. In advance of nearly all cross streets, the Class II buffered bicycle lane ends and transitions to a zone shared by bicyclists and right-turning vehicles.
- Corson Street - Class II bicycle lanes; however, near the Fair Oaks Avenue/SR-134 off-ramp, this bicycle lane transitions to a Class III facility. On Fair Oaks Avenue north of the SR-134, there is a Class II bicycle lane. There are nearby Class III bicycle routes near the interchange and near the Project's proposed station area at North Raymond Avenue/Holly Street, including Marengo Avenue, Los Robles Avenue, and Union Street and Cordova Street. North of the project area, there is a Class II bicycle lane along Maple Street (north of the Interstate-210).
- Colorado Boulevard - There are no bicycle facilities on Colorado Boulevard within the Proposed Project's route, but there are parallel Class II facilities along Maple Street and Corson Street. There is also an approved plan for a Class II buffered bicycle lane on Colorado Boulevard between Holliston Avenue and the city limits to the east.

- Union Street – There is an approved plan for a 2-way cycle track along the south curb between Arroyo Parkway and Hill Avenue.[2]

3.1.2.4 Existing Pedestrian Facilities

The existing pedestrian network varies across the Project Area, depending on the roadway right-of-way, lane configurations, and density of adjacent land uses. In general, the entire roadway network is considered open to pedestrians, either with sidewalks or road shoulders, except for locations where no shoulder exists. The existing pedestrian network is generally fully built; i.e., sidewalks are present throughout the Project Area and pedestrian crossings are generally provided at major intersections with some mid-block crossings at select locations where there are pedestrian-oriented land uses such as Glendale High School along Broadway. Other than sidewalk facilities, there is a multi-use trail between Fair Avenue and Vineland Avenue in North Hollywood and a pedestrian ramp structure, stairs, and an elevator at the Burbank Metrolink Station.

3.1.3 Significance Thresholds and Methodology

3.1.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to transportation if it would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and/or
d) Result in inadequate emergency access.

3.1.3.2 Methodology

Transit

To assess the Proposed Project impacts on transit service, future transit ridership was established through a forecasting analysis utilizing the Metro's Corridors Based Model 18 to estimate ridership. The model was developed by Metro and calibrated for the Proposed Project. The model considers current travel patterns and applies future transit service changes to the network resulting from the Proposed Project to forecast trips by mode and estimate boardings.

Corridors Based Model 18 was updated for the 2042 Baseline Scenario without implementation of the Proposed Project to reflect other transit network changes expected in the year 2042, such as the Vermont Corridor BRT and the North San Fernando Valley BRT. The North San Fernando Valley BRT would connect with the Proposed Project at the North Hollywood Station.

[2] City of Pasadena, *Pasadena Bicycle Action Plan*, 2015.

Additional changes were made to the Corridors Based Model 18 for the 2042 Baseline Scenario to provide consistency across corridors:

- Changed peak and off-peak university trip tables to better reflect the locations of California State University Northridge and California Institute of Technology.
- Revised bus network to reflect NextGen Bus Plan changes in the project area.

This analysis would estimate total boardings for the Proposed Project and net new boardings for the Metro system. Also, changes to the 2042 Baseline Scenario transit network are identified for each route option.

Traffic

Section 15064.3 of the CEQA Guidelines provides for the application of VMT, instead of level-of-service and other measures of traffic flow, to evaluate the transportation impacts of transit projects. VMT provides a metric for determining vehicle trip changes across the Project Area roadway network. VMT is a measure of the total amount of travel in miles by all vehicles on the entire roadway network during a certain period. Reductions to VMT are beneficial because fewer cumulative vehicle miles are being generated daily as a result of a particular alternative.

Based on the new CEQA Guidelines, the presumption of a less-than-significant impact suggests that a detailed VMT analysis is not required for transit projects. The Governor's Office of Planning and Research issued a "Technical Advisory on Evaluating Transportation Impacts" (December 2018). It includes a specific directive that:

> *Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing greenhouse gas (GHG), increasing multimodal transportation networks, and facilitating mixed use development.*

Lead agencies have discretion to choose a threshold of significance for transportation projects. PRC Section 21099, subdivision (b)(1), provides criteria for determining the significance for transportation impacts. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

The Office of Planning and Research recommends the effect of a transportation project on vehicle travel should be estimated using the change in total VMT. The assessment of total VMT without the project and an assessment with the project should be made; the difference between the two is the amount of VMT attributable to the project. The assessment should cover the full area in which driving patterns are expected to change.

The City of Los Angeles has updated their CEQA Guidelines to comply with SB 743. Section 2.3 of the LADOT Transportation Assessment Guidelines provides screening criteria, impact criteria, and a method for determining if a transportation project would induce additional vehicle miles traveled. LADOT believes transit and active transportation projects that reduce roadway capacity generally reduce VMT and are presumed to cause a less-than-significant impact on transportation. LADOT does not require an induced travel analysis for transit projects and roadway capacity reducing projects.

The City of Pasadena's Transportation Impact Analysis Guidelines does not provide impact criteria or methodology for transportation projects. Burbank administratively adopted the Office of Planning and Research guidelines. Glendale has yet to develop their own transportation analysis guidelines.

The Corridors Based Model 18 was used to evaluate the effect that the Proposed Project would have on VMT. Since this Proposed Project spans multiple cities, the analysis compares VMT for the 2042 Baseline Scenario and Proposed Project Scenarios at the regional level to determine the amount of VMT attributable to the Proposed Project. The Corridors Based Model 18 is a validated model that captures the regional traffic flow pattern and transit ridership and is appropriate for this type of regional transit project. In addition to the 2042 Baseline analysis, a separate assessment of existing VMT conditions was conducted by calibrating the model for 2017 conditions which allowed for an analysis of Existing Conditions (Year 2017) and the effect of the Proposed Project upon existing regional VMT.

Bicycle and Pedestrian Facilities

The State CEQA Guidelines do not describe specific significance thresholds for bicycle and pedestrian facilities; however, generally impacts to bicycle and pedestrian facilities are assessed through consistency with applicable plans, ordinances, or policies pertaining to bicycle and pedestrian facilities.

Existing and planned pedestrian and bicycle facilities were obtained from the 2016 Metro Active Transportation Strategic Plan and local regulations listed in Section 3.1.1.[3] Bicycle facility and bicycle route conditions and potential conflict locations were observed through field surveys. The methodology for assessing impacts to pedestrian circulation involves a qualitative assessment to evaluate any potential impacts to existing or planned pedestrian or bicycle facilities along the corridor and near each proposed BRT station. If the Proposed Project removes an existing or planned pedestrian and/or bicycle facility without a remedy that is consistent within a program, plan, ordinance or policy, the impact would be described, and mitigation measures would be identified.

[3] Metro, *Active Transportation Strategic Plan, 2016*.

Hazards Due to Geometric Design Features or Incompatible Use

The State CEQA Guidelines do not describe specific significance thresholds for geometric design features or incompatible use, therefore the evaluation is made based upon conformity of the Proposed Project to applicable local design standards and allowable uses. Examples of hazards in geometric design would include lane mis-matches across intersections, lane drops with inadequate distance for merging, or sight distance restrictions due to curves or grades ahead of conflict points. Examples of incompatible use would include improper mixing of modes, such as routing truck traffic on local roadways.

Emergency Access

The State CEQA Guidelines do not provide quantitative thresholds for emergency access. geometric design features or incompatible use, therefore the evaluation is made based upon the potential of the Proposed Project to substantially degrade emergency access, for example, requiring emergency vehicles to re-route or perform out-of-direction maneuvers adding minutes or more of travel time as a result of changes to the roadway configuration.

3.1.3.3 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable).

Impact 3.1-1) Would the Proposed Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The Proposed Project was developed to improve mobility and regional transit system access while supporting community plans and transit-oriented development goals. The Project was developed to align with applicable plans, ordinances, and policies related to transportation at the regional and local jurisdiction level for the City of Los Angeles, City of Burbank, City of Glendale, and the City of Pasadena.

Transit

Construction

Less-Than-Significant Impact with Mitigation. The Proposed Project would result in construction effects like those experienced for a typical roadway project. These construction effects could include inconveniences associated with temporary disruptions to existing travel patterns and temporary access limitations. Construction of the Proposed Project would occur in phases and within separate work zones. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment.

During the construction of the Proposed Project, it may be necessary to temporarily relocate existing bus stops while construction is active in the area. In addition, buses may temporarily experience delays and increases in travel time when traveling through construction zones with temporary lane closures.

As required by Mitigation Measure **TRA-1**, a Traffic Management Plan would be required to mitigate impacts to transit circulation and access. This document that details the way activities in the road corridor would be carried out, so they minimize inconvenience and help ensure road users and workers remain as safe as possible. Therefore, without mitigation, the Proposed Project would result in a significant impact on transit related to construction activities.

Operations

Less-Than-Significant Impact. The Proposed Project would add a new, high quality transit service in the Project Area connecting the cities and communities between the San Fernando and San Gabriel Valleys while providing connections to Metro's major to transit lines including the Metro B and G Lines (Red and Orange) in North Hollywood and the Metro L Line (Gold) in Pasadena. In addition, the Proposed Project would add dedicated bus lanes in Los Angeles, Burbank and Glendale which could be utilized by other Metro bus services, and buses operated by LADOT, the City of Burbank and the City of Glendale. The bus lane improvements would deliver near-term benefits to existing transit conditions including higher operating speeds and improved travel time reliability.

Estimated ridership forecasts for 2042, including overall transit trips and boardings for the region and the Proposed Project, respectively, is presented in **Table 3.1-1**. The transit trips reflect how many travelers are choosing to ride transit from their origin to their destination. Boardings account for each time a traveler accesses a route, which includes transfers. The Proposed Project is forecast to increase the total new transit trips in the region by 16,149 and the total new Metro boardings by 33,141. In addition, the Proposed Project is forecast to attract 34,950 boardings in 2042 of which 1,809 boardings would be attracted to other Metro services. In summary, the operations of the Proposed Project would provide a benefit to transit in the corridor with increased service frequency and ridership. Therefore, the Proposed Project would result in a less-than-significant impact on transit operations.

Table 3.1-1 – 2042 Person Trips and Boardings Summary

	2042 Baseline	Proposed Project
Total Person Trips	77,652,996	
Transit Trips	1,710,355	1,726,504
Change in Transit Trips	N/A	16,149
Total Metro Boardings	2,222,499	2,255,640
Change in Metro Boardings	N/A	33,141
Project Boardings	N/A	34,950

Roadway

The Proposed Project was reviewed with respect to roadway elements for consistency with applicable plans, ordinances, and policies related to transportation at the local jurisdiction level for the City of Los Angeles, City of Burbank, City of Glendale, and the City of Pasadena.

Construction

Less-Than-Significant Impact with Mitigation. The Proposed Project would result in construction effects like those experienced for a typical roadway project. These construction effects could include inconveniences associated with temporary disruptions to existing travel patterns and temporary access limitations. Construction impacts could include roadway lane closures for temporary periods of time. The degree of traffic disruption during construction would depend on several factors, including how large the construction activity area is and the duration of each construction phase. In addition to impacts due to construction activities, the traffic generated by construction workers and trucks hauling construction materials and supplies may also cause traffic impacts. Construction would involve removal and reconstruction of raised medians, landscaping and lighting, utility relocation, and construction of sheltered bus stations, Construction traffic would be similar to that which would occur during typical roadway maintenance and rehabilitation. This impact is considered potentially significant.

As required by Mitigation Measure **TRA-2**, a Traffic Management Plan would be required to mitigate impacts to traffic circulation and access. With mitigation, the Proposed Project would result in a less than significant impact on transit related to construction activities.

Operations

Less-Than-Significant Impact. Operation of the Proposed Project is not expected to result in substantial changes to vehicle circulation. It should also be noted that the Proposed Project will result in reduced regional VMT, which in turn indicates a slight reduction in traffic densities regionally (refer to **Table 3.1-2**).

Segment A – North Hollywood District of the City of Los Angeles

Proposed Project – A1

Chandler Avenue: In the westbound direction, there are no anticipated changes caused by the Proposed Project except the replacement of some on-street parking spaces. In the eastbound direction, one vehicular travel lane would be converted to a dedicated bus lane, thereby providing one vehicular travel lane along Chandler Boulevard in both the eastbound and westbound directions.

Vineland Avenue: The Proposed Project maintains two vehicular travel lanes in each direction. The Proposed Project would require new traffic signals at Vineland Avenue / Weddington Street and at Vineland Avenue / McCormick Street for the operation of the proposed cycle track. In addition, a new pedestrian signal is proposed at Vineland Avenue/Huston Street to improve pedestrian circulation.

Hesby Street: The Proposed Project would restrict left turns from Hesby Street (N) to northbound Vineland Avenue.

Lankershim Boulevard: The Proposed Project converts one northbound approach lane to a dedicated bus lane at the Vineland Avenue / Lankershim Boulevard / Camarillo Street intersection.

Kling Street: The Proposed Project would restrict some left-turn movements at Kling Street, requiring vehicles to divert to an alternate route. The Proposed Project would add a traffic signal to allow left turns from northbound Lankershim Boulevard to westbound Kling Street, across the Proposed Project's dedicated bus lanes.

Route Option A2

Lankershim Boulevard: This Route Option proposes to convert a vehicular travel lane to a dedicated bus lane in each direction between Chandler Boulevard and Camarillo Street, reducing Lankershim Boulevard from two vehicular travel lanes to one vehicular travel lane in each direction. Right-turning vehicles along Lankershim Boulevard would be allowed to enter the bus lanes to make right turns.

Segment B – North Hollywood to Burbank

Proposed Project - B

SR-134: The Project Proposed would operate the BRT service in mixed-flow traffic along SR-134 with no change to the existing roadway configuration or operations.

Segments C and D – City of Burbank

Proposed Project - C

Olive Avenue: The Proposed Project would operate in a curb-running configuration and would retain two vehicular travel lanes in each direction.

Proposed Project - D

Glenoaks Boulevard: The Proposed Project would operate in a curb-running configuration for a short segment before transitioning to a median-running configuration. The Proposed Project would retain two vehicular travel lanes in each direction on Glenoaks Boulevard through the City of Burbank.

Segments D and E – City of Glendale

Proposed Project - D

Glenoaks Boulevard: The Proposed Project would convert the inside vehicular travel lane in each direction to a dedicated bus lane, reducing Glenoaks Boulevard from three vehicular travel lanes to two vehicular travel lanes in each direction.

Proposed Project - E1

Central Avenue: The Proposed Project would convert the outside vehicular travel lane in each direction to a dedicated bus lane between Sanchez Drive and Broadway.

Broadway: The Proposed Project would convert the outside vehicular travel lane in each direction to a dedicated bus lane.

Route Option E2

Colorado Street: Route Option E2 would convert the outside vehicular travel lane in each direction to a dedicated bus lane.

Route Option E3

SR 134: Route Option E3 would operate along SR-134 in mixed-flow traffic and use the shoulder areas of ramps for loading zones at BRT stations.

Segment F – Eagle Rock Community of the City of Los Angeles

Route Option F1

Colorado Boulevard: Route Option F1 would convert the existing median area to center-running bus-only lanes and would maintain two vehicular travel lanes in each direction. Route Option F1 would maintain left-turn operations at major signalized intersections.

Proposed Project - F2

Colorado Boulevard: - The Proposed Project would convert the existing buffered bicycle lanes to shared bus-and-bicycle lanes. Two vehicular travel lanes would be maintained in each direction.

Route Option F3

SR 134: Route Option F3 would operate in mixed-flow traffic on SR-134 with no change to the existing roadway configuration or operations.

Segments G and H – City of Pasadena

Proposed Project - G1

The Proposed Project would operate in mixed-flow traffic along Fair Oaks Avenue, Walnut Street, and Raymond Avenue with no change to the existing roadway configuration or operations.

Route Option G2

Route Option G2 would operate in mixed-flow traffic along Colorado Boulevard with no change to the existing roadway configuration or operations.

Proposed Project - H1

The Proposed Project would operate in mixed-flow traffic along Colorado Boulevard with no change to the existing roadway configuration or operations.

Route Option H2

The Proposed Project would operate in mixed-flow traffic along Union Street and Green Street with no change to the existing roadway configuration or operations.

Overall, the operation of the Proposed Project is not expected to result in substantial changes to vehicle circulation and there would not be a conflict with applicable plans, ordinances, and policies. Therefore, the Proposed Project would result in a less-than-significant impact related to roadway operations.

Pedestrian Facilities

The Proposed Project was reviewed with respect to pedestrian facilities for consistency with applicable plans, ordinances, and policies at the local jurisdiction level for the City of Los Angeles, City of Burbank, City of Glendale, and the City of Pasadena.

Construction

Less-Than-Significant Impact with Mitigation. Construction of the Proposed Project may require temporary closure of sidewalks along the Project's BRT route and in proximity to the proposed BRT stations. These temporary closures may impact existing pedestrian circulation. Although temporary, the potential disruption to pedestrian circulation may result in an impact without mitigation measures. Depending on the magnitude and duration of construction, pedestrian detours and appropriate signage may mitigate the impacts to the pedestrian circulation. Pedestrian access to adjacent properties would be maintained during construction.

Pursuant to Mitigation Measure **TRA-3**, a Traffic Management Plan would be required to mitigate impacts to pedestrian circulation and access. With implementation of mitigation, construction of the Proposed Project would result in a less than significant impact on pedestrian facilities.

Operations

Less-Than-Significant Impact. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes, however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas. Therefore, the Proposed Project would result in a less-than-significant impact related to pedestrian operations. The Proposed Project would provide enhancements to pedestrian circulation by installing signalized marked crosswalks and reconstructing sidewalks to

accommodate new stations/platforms while also serving pedestrian movements. The following is a summary of changes to pedestrian facilities.

Segment A – North Hollywood District of the City of Los Angeles

Proposed Project - A1

Lankershim Boulevard/Camarillo Street (Proposed Project - A1 and Route Option A2): New crosswalk.

Vineland Avenue/Huston Street: New pedestrian signal and crosswalk.

Route Option A2

Lankershim Boulevard: The 15-foot sidewalk width along Lankershim Boulevard south of Camarillo Street would need to be reduced by up to two feet on each side of the street to fit the dedicated bus lanes.

Segment B – North Hollywood to Burbank

Proposed Project - B

SR-134: No changes in pedestrian facilities.

Segments C and D – City of Burbank

Proposed Project - C

Olive Avenue/Burbank-Downtown Metrolink Station: A pair of station loading platforms would be located along the sidewalks on the bridge with a new signalized mid-block crosswalk connecting the station platforms with the existing elevator and pedestrian ramp structure, respectively. Curb extensions would be provided to accommodate station platforms and pedestrian circulation along the sidewalks.

Riverside Drive/Olive Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation at Riverside Drive/Olive Avenue.

Olive Avenue between Alameda Avenue and Niagara Street: The roadway would be widened from 68 feet to 72 feet by moving the curb out into the shoulder area. Blocks towards the Media District typically have fully paved 15 foot wide sidewalks; approaching downtown Burbank, there is a landscaped strip between the paved sidewalk and curb which would be reduced in width. The sidewalk would remain functional and Americans with Disabilities Act (ADA) compliant.

Olive Avenue between Fairview Street and Niagara Street: The segment of Olive Avenue between Fairview Street and Niagara Street has an existing landscape strip between the sidewalk and the curb which would be narrowed without affecting the sidewalk.

Olive Avenue between Lincoln Street and Myers Street: Sidewalk widths would be reduced by up to two feet along the east and west curb of Olive Avenue between Lincoln Street and Myers Street. The sidewalk would remain functional and ADA compliant.

Olive Avenue between Parish Place and Reese Place: Sidewalk widths would be reduced by up to three feet along the west curb of Olive Avenue between Parish Place and Reese Place. The sidewalk would remain functional and ADA compliant.

Olive Avenue between Beachwood Drive and Virginia Avenue: Sidewalk widths would be reduced by up to two feet along the east and west curb of Olive Avenue between Beachwood Drive and Virginia Avenue. The sidewalk would remain functional and ADA compliant. Along this segment there are locations with an existing landscape strip between the sidewalk and the curb which would be narrowed without affecting the sidewalk.

Proposed Project - D

Glenoaks Boulevard between Olive Avenue and Providencia Avenue: The existing sidewalk width of 15 feet would be reduced by up to two feet on each side of Glenoaks Boulevard between Olive Avenue and Providencia Avenue to accommodate the dedicated bus lanes. The sidewalk would remain functional and ADA compliant.

Segment E – City of Glendale

Proposed Project – E1

Central Avenue/Lexington Drive (Proposed Project - E1 and Route Option E2): Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Broadway/Brand Boulevard: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Broadway/Glendale Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Route Option – E2

Colorado Street/Brand Boulevard: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Colorado Street/Glendale Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Colorado Street/Verdugo Road: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Route Option – E3

Goode Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Segment F – Eagle Rock Community of the City of Los Angeles

Route Option – F1

Colorado Boulevard/Eagle Rock Plaza Station: A new crosswalk would be added on the east leg of the West Broadway/Colorado Boulevard intersection along with curb extensions to accommodate access to the station platforms and pedestrian circulation. Implementation of the bus lanes will conflict with most of the ATP curb extensions currently under design by the City of Los Angeles. However, at most locations where crosswalks are present new medians proposed in conjunction with the bus lanes would provide refuge for pedestrians crossing Colorado Boulevard.

Proposed Project – F2

Colorado Boulevard/Townsend Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Route Option – F3

Figueroa Street/Colorado Boulevard (Route Option F3): Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Segments G and H – City of Pasadena

Proposed Project - G1

North Raymond Avenue/Holly Street: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Route Option G2

Colorado Boulevard/Arroyo Parkway: Curb extensions would be added behind the Rose Bowl Parade “blue line” to accommodate station platforms and pedestrian circulation.

Green Street/Arroyo Parkway (Route Option G2 with Route Option H2): Curb extensions would be added to accommodate the station platform and pedestrian circulation.

Union Street/Arroyo Parkway (Route Option G2 with Route Option H2): Curb extensions would be added to accommodate the station platform and pedestrian circulation.

Proposed Project - H1

Colorado Boulevard/Los Robles Avenue: Curb extensions would be added behind the Rose Bowl Parade “blue line” to accommodate station platforms and pedestrian circulation.

Colorado Boulevard/Lake Avenue: Curb extensions would be added behind the Rose Bowl Parade “blue line” to accommodate station platforms and pedestrian circulation.

Hill Avenue south of Colorado Boulevard: The layover facility along the east curb of Hill Avenue would require relocating the sidewalk. The Proposed Project would extend the sidewalk five feet towards the Pasadena Community College parking lot on private property impacting the existing landscape. This layover zone would also be used for passenger loading for Route Option H2.

Route Option H2

Green Street/Lake Avenue: A curb extension would be added to accommodate a station platform and pedestrian circulation adjacent to commercial uses (bank building). The existing green zone and yellow loading zone along the curb would be relocated further to the east along Green Street.

Union Street/Lake Avenue: A pedestrian plaza would be developed adjacent to the station platform within the existing Union Street right-of-way on the east leg of the intersection, to reduce pedestrian crossing distances across Union Street.

Hill Avenue south of Colorado Boulevard: Similar to Route Option H1, the layover facility along the east curb of Hill Avenue would require relocating the sidewalk. The Proposed Project would extend the sidewalk five feet towards the Pasadena Community College parking lot on private property impacting the existing landscape.

Although in some instances, sidewalks may require a small reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes, sidewalk widths would be maintained in accordance to local ADA and other standards. The Proposed Project would enhance walkability in the station areas. Therefore, the Proposed Project would result in a less-than-significant impact related to pedestrian operations.

Bicycle Facilities

Construction

Less-Than-Significant Impact with Mitigation. Construction of the Proposed Project may require roadway lane closures for temporary periods of time that may affect existing and planned bicycle facilities. Existing bicycle lanes (Class II) along Vineland Avenue between Chandler Boulevard and Lankershim Boulevard (Proposed Project - A1), Glenoaks Boulevard between Alameda Avenue and Pacific Avenue (Proposed Project – D), Central Avenue between Doran Street and Wilson Avenue (Proposed Project – E1 and Route Option E2), and Colorado Boulevard between Eagledale Avenue and Figueroa Street (Route Option F1 and Proposed Project – F2) may be affected during construction of the Proposed Project. Although temporary, the effect upon bicycle circulation may be disruptive. Without mitigation, the Proposed Project would result in a potentially significant impact to bicycle facilities related to construction activities.

Mitigation Measure **TR-4** requires preparation of a Traffic Management Plan to mitigate impacts to bicycle circulation and access. With implementation of mitigation, construction of the Proposed Project would have a less than significant impact on bicycle facilities.

Operations

Less-Than-Significant Impact with Mitigation. The Proposed Project would primarily enhance bicycle facilities by providing bypass lanes around BRT stations and by allowing bicycles to utilize dedicated bus lanes. However, the existing 10-foot buffered Class II bicycle lanes on Colorado Boulevard in Eagle Rock would be converted to a 12-foot shared bus/bicycle lane

under the Proposed Project. Any design changes to bicycle facilities would be coordinated with the Cities of Los Angeles, Burbank, Glendale, and Pasadena. The following is a summary of effects to bicycle facilities by project segment.

Potential project impacts were analyzed based on the following changes to the bicycle network contemplated by the Proposed Project:

In order to facilitate bicycle safety along Broadway (Proposed Project - E1) in the City of Glendale, the current Class III route (sharrows) would be removed. Bicyclists would share the bus lanes with a low volume of buses relative to traffic on the existing general purpose lanes. In addition, bicyclists can use the nearby parallel Class III route (sharrows) along Harvard Street.

To accommodate far-side platforms near Central Avenue/Lexington Drive (Proposed Project - E1 and Route Option E2), the Class II Bike Lanes would be rerouted behind the station platform area.

The Colorado Boulevard Class II bicycle lanes would be rerouted behind the station platform area at the Colorado Boulevard/Eagle Rock Plaza Station for Route Option F1.

For the Colorado Boulevard (Proposed Project - F2) in Eagle Rock (City of Los Angeles), the existing 10-foot buffered Class II bicycle lanes would be converted to a 12-foot shared bus/bicycle lane. Red-colored pavement would be implemented in the shared bus-and-bicycle lanes as a traffic control device. The Federal Highway Administration (FHWA) has issued an Interim Approval for the optional use of red-colored pavement to enhance the conspicuity of station stops, travel lanes, or other locations in the roadway that are reserved for (1) the exclusive use by public transit vehicles or (2) multi-modal facilities where public transit is the primary mode. Colorado Boulevard is identified on both the Mobility's Plan Transit Enhanced Network and the Bicycle Enhanced Network, which requires designs to include both dedicated transit facilities and protected bicycle facilities, if feasible. However, the Mobility Plan realizes that future street improvements may not always fully realize the full design elements that have been conceived and/or articulated. Further, Policy 2.9 of the City of Los Angeles Mobility Plan 2035 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. While the configuration provides a designated multi-modal facility with design and operations considerations for bicycles and transit, the conversion of the existing (10-foot buffered[4]) Class II bicycle lanes to a multi-modal lane would be inconsistent with the Mobility Plan 2035 by degrading the travel experience for bicycle riders. Therefore, without mitigation, the Proposed Project would result in a significant impact related to consistency with plans and policies governing bicycle operations.

[4] It should be noted that buffers are omitted approaching all cross streets where right turns are allowed but where there is inadequate width to provide a marked right-turn pocket. At all of these locations, no delineation of a bicycle lane is provided and bicycles operate in mixed-flow similar to a Class III bicycle route.

The conversion of the existing Class II bicycle lanes on Colorado Boulevard in Eagle Rock would degrade the travel experience and may not be consistent with Mobility Plan 2035. Therefore, without mitigation, the Proposed Project would result in a significant impact related to consistency with plans and policies governing bicycle operations. With implementation of Mitigation Measure **TR-5**, this impact would be reduced to less than significant.

It should be noted that the existing Class II bicycle lanes along Vineland Avenue between Chandler Boulevard and Kling Street south of Camarillo Street would be upgraded to a two-way Class IV cycle-track along the west curb. Also, between Lankershim Boulevard and Chandler Boulevard would be improved with the addition of "buffers". Also, the existing Class II bicycle lanes on Chandler Boulevard east of Lankershim Boulevard would be improved with the addition of "buffers".

Mitigation Measures

TRA-1: 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.

TRA-2: 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.

TRA-3: 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.

TRA-4: 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.

TRA-5: 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.

Significance of Impacts after Mitigation

Mitigation Measures **TRA-1** through **TRA-4** would ensure that the Proposed Project would not interfere with transit, traffic circulation and access, pedestrian operations and circulation, or bicycle operations and circulation during construction. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities.

Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Examples of specific design provisions include: (1) maintaining minimum standard sizing of traffic handling features, (2) configuring transition zones to provide adequate length for maneuvering and maintaining adequate sight distance at conflict points, (3) routing of bicycles behind sidewalk station loading zones where applicable, (4) use of colored pavement markings to minimize intrusion into the bus and bicycle lanes where applicable, and (5) provision of appropriate warning and regulatory signage. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact 3.1-2) Would the Proposed Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3 describes specific considerations for evaluating transportation impacts. The Guidelines states that VMT is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The Guidelines also state that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact.

Construction

Less-Than-Significant Impact. During construction, the Proposed Project would temporarily generate additional VMT related to construction work activities and the hauling of excavated materials and construction supplies. The additional construction-related VMT would be typical of a roadway construction project consisting of approximately 25 trips per day with an assumed average trip length of approximately 15 miles. Consistent with CEQA Guidelines Section 15064.3, once constructed, the Proposed Project is anticipated to reduce VMT regionally. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

No Impact. **Table 3.1-2** demonstrates that VMT is forecast to decrease due to the increased use of transit with the implementation of the Proposed Project in comparison to the Existing 2017 or 2042 Baseline scenario. The VMT reduction for the Existing (2017) scenario was factored based upon the VMT reduction indicated by the model for the 2042 Baseline and applied to the 2017 VMT extracted from the model. The Proposed Project is expected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term as well as long term. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Table 3.1-2 – Regional VMT

Scenario	Existing / 2042 Baseline	Proposed Project	Difference
Existing (2017)	428,794,499	428,721,905	(72,594)
2042 Baseline (2042)	511,871,989	511,785,330	(86,659)

SOURCE: RSG, 2020

Transportation modeling was completed for three scenarios (Proposed Project and two scenarios representative of the route options), which collectively incorporated all the various route options. The regional VMT for implementing the route options differed from the Proposed Project by only 0.003 percent and in all cases the VMT was lower than for the 2042 Baseline scenario. Therefore, like the Proposed Project, the route options would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant impact.

Impact 3.1-3) Would the Proposed Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction

No Impact. Construction activities would not create hazards due to geometric design or incompatible land uses. In addition, Mitigation Measures **TRA-1** through **TRA-4** require the Proposed Project to implement a Traffic Management Plan, including traffic control measures that comply with the California Manual on Uniform Traffic Control Devices for temporary traffic control while also following local jurisdiction guidelines. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

Less-Than-Significant-Impact. The Proposed Project uses the existing street alignment and right-of-way and would not substantially increase hazards due to a geometric design feature, as the Proposed Project would be designed per applicable design State, Metro, and city criteria and standards. For segments with median-running bus lanes, stations are usually provided on islands at intersections and are accessible from the signalized crosswalk. The safety measures include signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, ADA-compliant curb ramps, along with warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Since other traffic would be observing a red signal during the bus phase, adverse safety impacts would be minimal. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant impact.

Impact 3.1-4) Would the Proposed Project result in inadequate emergency access?

Construction

Less-Than-Significant Impact with Mitigation. Lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services. As required by Mitigation Measure **TRA-6**, a Traffic Management Plan would be required to maintain circulation and access. Therefore, without mitigation, the Proposed Project would result in significant impact related to construction activities.

Operations

Less-Than-Significant Impact. Emergency vehicles would be permitted to use the Project's dedicated bus lanes, like mixed-flow vehicular travel lanes. Since the dedicated bus lanes would be free of most vehicular traffic and emergency vehicles would be permitted to use the dedicated bus lanes, emergency response time would be no worse than under current conditions and would likely be improved. Therefore, the Proposed Project would result in less-than significant impact related to operational activities.

Mitigation Measures

TRA-6: 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.

Significance of Impacts after Mitigation

Mitigation Measure **TRA-6** would ensure that the Proposed Project construction activities would not interfere with emergency access. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to emergency access.

3.2. AESTHETICS

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to aesthetics. Refer to the Aesthetics Technical Report (Appendix C) for additional details related to applicable regulations and the existing setting.

3.2.1 Regulatory Framework

3.2.1.1 Federal Regulations

There are no existing federal regulations pertaining to aesthetics and visual resources that are applicable to the Proposed Project.

3.2.1.2 State Regulations

California Scenic Highway Program. California Department of Transportation (Caltrans) manages the California Scenic Highway Program, which was created in 1963 by the California legislature to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The program includes a list of highways that are eligible for designation as scenic highways or that have been designated as such. A highway may be designated as scenic based on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. State laws governing the California Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

3.2.1.3 Local Regulations

The following local regulations are applicable to the Proposed Project.

City of Los Angeles

City of Los Angeles General Plan. The Framework Element contains objectives and policies for the provision, management, and conservation of Los Angeles' open space resources. In addition to the Framework Element, the Urban Design, Conservation, and Mobility Elements include relevant objectives and policies to aesthetics and visual resources.

North Hollywood Redevelopment Project Commercial Core Urban Design Guidelines. The Commercial Core Urban Design Guidelines outline the North Hollywood Redevelopment Project's vision for development within North Hollywood by creating vibrant districts within the Project Area which most notably consist of the NoHo Arts District and the Lankershim Core District. The Design Guidelines identify distinct design criteria and recommendations aimed at concentrating particular types of businesses in the design districts as well as unique characteristics to give the districts a sense of place.

City of Los Angeles Municipal Code. The City of Los Angeles Municipal Code contains chapters pertaining to planning and zoning (Chapter 1) and building regulations (Chapter 9) which pertain to aesthetics and visual quality. While the municipal code regulations generally pertain to development projects and buildings, aspects of the regulations dictate allowable lighting and signage conditions along roadways and sidewalks as well as design regulations regarding street design, pedestrian areas, and landscaping.

City of Burbank

Land Use, Open Space, and Conservation Element of the Burbank 2035 General Plan. The Burbank 2035 General Plan addresses aesthetics in the Land Use Element and Open Space and Conservation Element.

Burbank Center Plan. The Burbank Center Plan is an economic revitalization plan for Downtown Burbank and surrounding areas. The plan is divided into three subareas (City Center, South San Fernando, and City Center West) and addresses transitioning underused industrial properties into mixed-use neighborhoods with an attractive pedestrian environment.

Media District Specific Plan. The Media District Specific Plan was adopted in 1991 in response to the development of several high-rise office buildings in the 1980s and the potential effects that similar future development could have on surrounding residential neighborhoods.

City of Burbank Zoning Ordinance. Title 10 of the Burbank Municipal Code addresses the aesthetic considerations of development. The Zoning Ordinance sets development standards for parking, building heights, setbacks, density, lot coverage, open space requirements, and signs. The Burbank Municipal Code includes numerous references and requirements to avoid effects of light and glare on neighboring properties and uses.

City of Glendale

Open Space and Conservation, Recreation, and Land Use Elements of the Glendale General Plan. The City of Glendale's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Open Space and Conservation and Recreation Elements of the General Plan outline policies, goals, and objectives that are applicable to visual and scenic resources.

Greater Downtown Strategic Plan. The Greater Downtown Strategic Plan includes the downtown area and the adjacent residential neighborhoods. Goals of the plan include significantly increasing the amount of public open space and developed parkland in Downtown Glendale and strengthening the interdependence between downtown and the surrounding neighborhoods.

Downtown Specific Plan (DSP). The DSP is designed to update and implement the vision, goals, and policies for the downtown as initially set forth in the Greater Downtown Strategic Plan. The DSP is an urban design-oriented plan, which sets the physical standard and guidelines as well as land use regulations for activities within the DSP area.

Glendale Town Center Specific Plan. The Glendale Town Center Specific Plan was adopted in 2004 and includes development standards to help protect aesthetic resources within the Glendale Town Center Specific Plan area. Chapter Three - Land Use and Development Standards in the Glendale Town Center Specific Plan includes design standards, such as height; landscaping; outdoor space; open, public, and park lands; lighting; fences and walls; trash collection areas; and signage, relevant to this aesthetics analysis. Chapter Five - Plan Implementation ensures compliance with these standards, a process for which is provided below.

Glendale Comprehensive Design Guidelines. The intent of the Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the Glendale community. The Guidelines are used by all those applying for permits in the City, by City staff, the Design Review Board, and City Council. The Guidelines are separated into four categories: single family; hillside; commercial; and multifamily and mixed-use.

City of Glendale Municipal Code. Glendale Municipal Code Chapter 16.08 regulates development within ridgeline areas and provides an exception for public roadways and utilities subject to adoption of findings at a public hearing by the City Council if found necessary for project implementation. General Municipal Code Chapter 30.33 regulates the construction, alternation, repair, location, electrification and maintenance of any sign or sign structure within Glendale. Standards regulate sign size, height, quantity, materials, surface, support structures, spacing, and lighting for the different types of signs defined in the ordinance.

City of Pasadena

Land Use and Green Space, Recreation, and Parks Elements of the Pasadena General Plan. The City of Pasadena's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Land Use and Green Space, Recreation, and Parks Elements include relevant objectives and policies to aesthetics and visual resources.

Citywide Design Principles and Design Guidelines. The Citywide Design Principles and Design Guidelines are intended to guide the design of new development so that it complements the existing aesthetic environment and respects the existing character of Pasadena and its neighborhoods. The guidelines are intended to enhance the surrounding environment, incorporate human values and needs, and show creativity and imagination.

Central District Specific Plan. The Central District Specific Plan contains the required heights, setbacks, floor area ratios and residential densities for projects in the Central District. These development standards are implemented by the Zoning Code. The purpose of the Specific Plan is to encourage a diverse mix of land uses designed to create the primary business, financial, retailing and government center of the City.

Design Guidelines for Historic Districts. The Design Guidelines for Historic Districts provide guidance for improvements to historic properties and work in locally designated landmark and historic districts in the City. Besides promoting the preservation of the City's many structures with architectural, cultural, and historical significance, the guidelines preserve Pasadena's visual character by establishing high standards for quality urban design and architecture.

City of Pasadena Municipal Code. The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the General Plan Update. Relevant chapters of the municipal code include the following: 2.80 (Design Commission), 8.52 (City Trees and Tree Protection Ordinance), 17.44 (Landscaping), 17.62 (Historic Preservation), and 17.48 (Signs).

3.2.2. Existing Setting

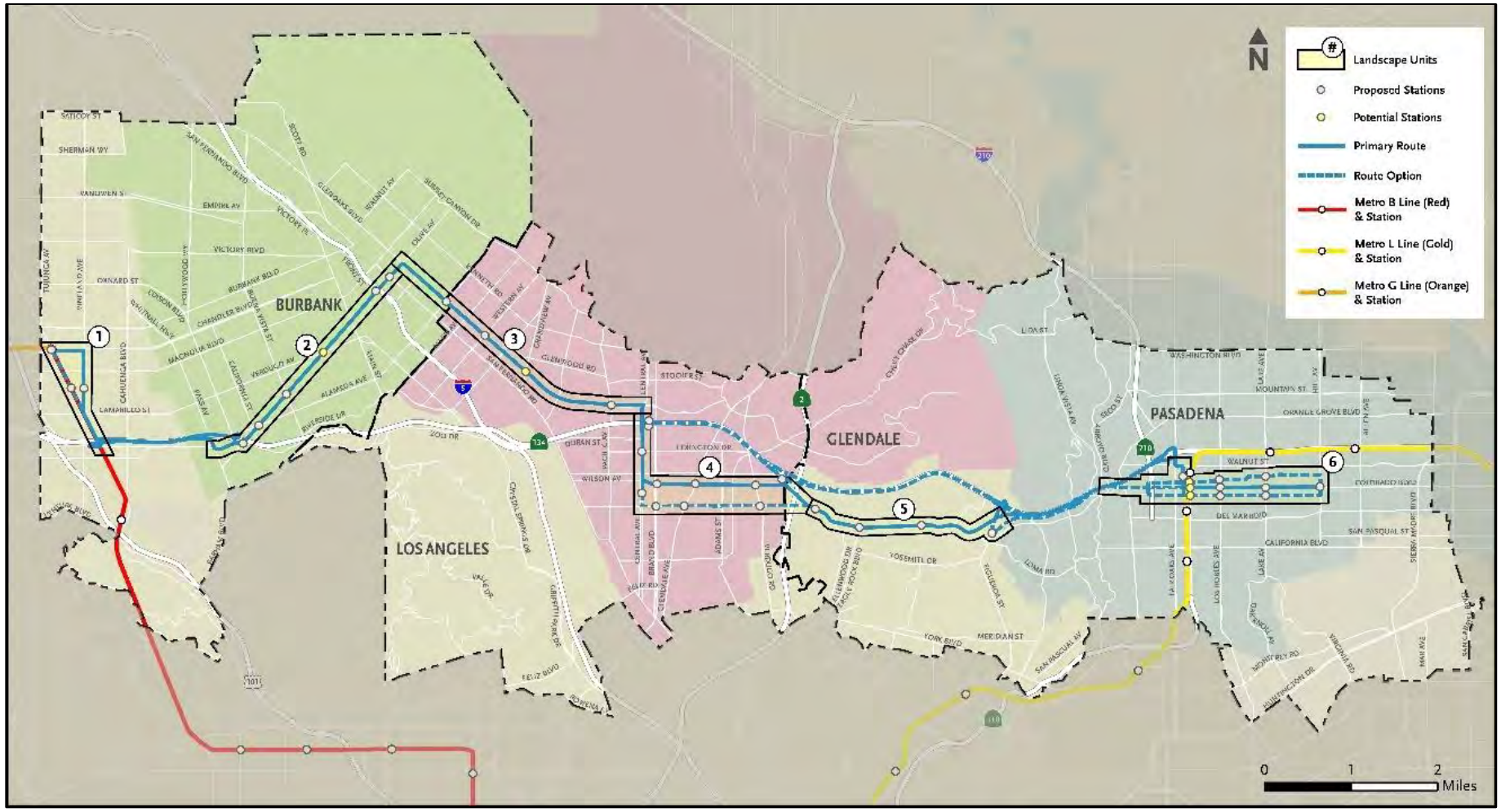
The Proposed Project runs east-west from North Hollywood in the San Fernando Valley to the City of Pasadena in the San Gabriel Valley. The Project Area is within a topographically flat area with a gradual northward slope toward the foothills of the San Gabriel Mountains. There are several mountain ranges and topographic features including the San Gabriel Mountains and San Rafael Hills to the north and the Hollywood Hills to the south. The Proposed Project traverses an urbanized area with primarily residential and commercial land uses.

There are no designated scenic vista points or other public vistas within the Project Area but the Project Area is visible and falls within the viewshed of vista points at high elevation viewing locations, most notably, the Griffith Park Observatory which is located approximately two miles from the Proposed Project. Other than the Griffith Park Observatory, informal views of the Project Area are available from roadways along the mountainous terrain.

Existing lighting, glare, and shading in the Project Area are characteristic of a typical urban environment that includes commercial and residential buildings, and streetscape elements (light poles, street trees). Existing sources of light in the Project Area include streetlights, headlights and tail-lights on cars and other vehicles in the roadway, and interior and exterior lighting from adjacent buildings. There are no major sources of glare. Existing shading is from vehicles on the roadway, adjacent buildings, streetlights, and street trees.

To illustrate the existing visual setting, representative landscape units (LUs) were selected to provide a summarized description of the visual character and quality of the Project Area as well as an account of visual resources present. An LU is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. The LUs were selected based on geographic and jurisdictional divisions along the route and route options with a focus on the visual consistency among development patterns, visual resources, and overall character. Each LU is delineated on maps and numbered from LU-1 to LU-6. **Figure 3.2-1** provides an overview of the LUs geographic extent within the Project Area. In addition, representative viewpoints (RVs) were selected for each LU to illustrate the typical viewshed in each LU and are numbered RV-1 to RV-7. Freeway portions of the Proposed Project and route options were not included in selected LUs as no physical changes to freeways would occur.

Figure 3.2-1 - Landscape Unit Overview



3.2.2.1 LU-1 North Hollywood, Vineland Avenue and Lankershim Boulevard

LU-1 includes the Project segment within the North Hollywood community including the North Hollywood Metro B/G Line (Red/Orange) Station, Chandler Boulevard, Vineland Avenue, Lankershim Boulevard, and a short portion of Riverside Drive between Lankershim Boulevard and Cahuenga Boulevard. The affected roadways within this LU all consist of two vehicle lanes in each direction with a center median and/or turn lanes. There are parking spaces and sidewalks throughout the LU with bicycle lanes in both directions along Chandler Boulevard and Vineland Avenue. Both Vineland Avenue and Lankershim Boulevard are developed as transit-oriented corridors with a mixture of commercial retail, office buildings, restaurants, and medium to high density apartments. LU-1 has been developed and designed consistent with the design goals of the NoHo Arts District and North Hollywood Redevelopment Plan.

LU-1 includes a variety of streetscape features the most prevalent of which are along Lankershim Boulevard which includes a landscaped median, decorative pavement markings, street trees along sidewalks, and informational signage related to the NoHo Arts District. The mix of urban streetscape elements, artistic street treatments, palate of street trees, and variety of architectural design gives Lankershim Boulevard a high degree of vividness. Vineland Avenue also includes a landscaped median and a meandering walking path situated between Vineland Avenue and the frontage road (Vineland Place). Overhead utilities are present along both sides of Vineland Avenue with infrastructure (telephone poles) situated within the median as well. In the northbound direction, the San Gabriel Mountains are visible yet distant; in the southbound direction, the Santa Monica Mountains/Hollywood Hills are visible.

Visual resources within LU-1 consist of mature street trees, decorative street treatments particularly along Lankershim Boulevard, the landscaped median and walking path along Vineland Avenue, and historic buildings visible from the roadway including the following:

- Lankershim Train Depot (11275 Chandler Boulevard)
- El Portal Theater (5269 Lankershim Boulevard)
- The Federal (5303 Lankershim Boulevard)
- Los Angeles Department of Water and Power Building (5108 Lankershim Boulevard)

3.2.2.2 LU-2 Burbank, Olive Avenue

LU-2 includes the segment of the Project along Olive Avenue in the City of Burbank as well as a short stretch of Riverside Drive between Pass Avenue and Olive Avenue. Olive Avenue consists of two vehicle lanes in each direction with a center turn lane. There are parking spaces and sidewalks throughout the LU with limited streetscape amenities consisting of street trees and grassy parkways along the sidewalk of Olive Avenue.

Land uses fronting the roadway in LU-2 are almost entirely commercial and related to the Burbank Media District businesses including TV and film studios (e.g., iHeart Radio Theater, Warner Bros. Studios, Walt Disney Studios), office buildings, and small single-story local serving businesses such as restaurants. Low and medium density residential uses are one block north of Olive Avenue and one block south of Olive Avenue. Further northeast of the

Media District, commercial and residential uses are lower density with educational uses (John Burroughs High School and Walt Disney Elementary School), the Olive Recreation Center park, and churches interspersed. Near Victory Boulevard and I-5, uses are primarily industrial and transportation-related including the Burbank Transit Center and the Burbank Metrolink Station. Northeast of the I-5, the LU includes Downtown Burbank where there is a mix of commercial retail, restaurants, and the Burbank Civic Center. Building mass throughout the LU is generally low-scale ranging from one- to two-story structures with some low-rise commercial office buildings (four to ten stories) concentrated in the southwestern portion of the LU in the Burbank Media District and in the Downtown Burbank area in the northeast portion of the LU.

Typical views in LU-2 include the Olive Avenue corridor, bordered by parking, sidewalks, street trees, commercial buildings, signs on both sides, and additional buildings visible in the background. Visual resources include historic properties such as the Mentzer House, Burbank City Hall, Burbank Post Office, and the Olive Avenue Recreation Center, all of which are visible from the roadway. In the eastbound direction, the San Gabriel Mountains are a visible and prevalent natural feature; in the southbound direction, the Santa Monica Mountains and Griffith Park are visible though distant from a majority of accessible views within the LU.

Visual resources within LU-2 consist of mature street trees, the Olive Avenue Recreation Center, and historic buildings visible from the roadway including the following:

- The Mentzer House (1015 Olive Avenue)
- The Burbank Post Office (125 Olive Avenue)
- The Burbank City Hall (275 Olive Avenue)

3.2.2.3 LU-3 West Glendale, Glenoaks Boulevard

LU-3 includes the Glenoaks Boulevard corridor from Olive Avenue in Burbank to Central Avenue in Glendale. There are no known historic properties within LU-3 though the development along the roadway is one of the oldest established communities within the City of Glendale. Glenoaks Boulevard is three lanes in each direction with a landscaped median running along the middle. The LU is developed with a mixture of commercial and residential development with multi-family residential development located along the northwest stretch of the LU; however, development immediately adjacent to Glenoaks Boulevard is predominately commercial. Commercial properties are generally low-density one- and two-story structures with storefronts and consist of a mix of local-serving restaurants and shops. Commercial development is mostly within strip malls with dedicated parking areas as well single-storefront developments with rear parking/alleyways. The eastern portion of the LU is more residential in the immediate surroundings of Glenoaks Boulevard and development consists of two- to three-story apartment and duplex structures. Major land uses within the LU include Kaiser Permanente Glendale, Thomas Jefferson Elementary School, and the Department of Motor Vehicles Glendale office. On-street parking and street trees along sidewalks are present throughout the LU and the City of Glendale is in the planning stages of improving the bicycle lanes along the Glenoaks Boulevard corridor.

Typical views in LU-3 include the Glenoaks Boulevard corridor bordered by parking, sidewalks, street trees, and commercial buildings. A majority of the LU includes a wide landscaped median with mature trees and other landscaping. Views of the San Gabriel Mountains to the north of Glenoaks Boulevard are accessible from the entire LU and views of the Santa Monica Mountains are available in the southwestern facing direction though the mountains are distant and obstructed by most buildings along Glenoaks Boulevard. The Downtown Glendale skyline can be seen in the distance for eastbound travels. The San Gabriel Mountains are present off the left-hand side of the frame; however, due to the natural slope of the area, the view from Glenoaks Boulevard is less dramatic than in other LUs.

Visual resources within LU-3 consist of urban streetscape elements such as mature street trees and the landscaped median along the center of Glenoaks Boulevard through the majority of the LU.

3.2.2.4 LU-4 South Glendale, Broadway and Colorado Street

LU-4 is entirely within the City of Glendale and includes Central Avenue between Glenoaks Boulevard and Colorado Street, Broadway between Central Avenue and Colorado Boulevard, and Colorado Street between Central Avenue and the City of Los Angeles. Central Avenue is two lanes in the southbound direction and three lanes in the northbound direction with a center/turn lane throughout and bicycle lanes along both sides of the street. Broadway is two lanes in both directions with a center/turn lane between Central Avenue and Louise Street where it narrows to only two lanes in each direction. Colorado Street is two lanes in each direction with a center/turn lane throughout. There are no bicycle lanes along Broadway or Colorado Street and on-street parking is provided intermittently on each street within the LU where right-turn lanes are not required.

The LU includes Downtown Glendale which is a mix of high-density residential development along Central Avenue and regional activity centers, including the Glendale Galleria along Central Avenue, Broadway, and Colorado Street, and the Americana along Central Avenue and Colorado Street. The Central Avenue portion of the LU is a mix of large-scale commercial development and office buildings and high density residential; however, Central Avenue forms the “backside” of Downtown Glendale which is developed around Brand Boulevard two blocks to the east of Central Avenue. From Central Avenue, the LU follows the Broadway corridor which, beyond Brand Boulevard, is a mostly small-scale commercial corridor that also includes public/civic land uses including the Glendale Post Office, Glendale Police Department, Glendale City Hall, and Glendale High School. Much of the development along Broadway between Brand Boulevard and Glendale Avenue is older than other portions of the LU, with City Hall and the Post Office being constructed in the 1930s along with the historic streetlights lining portions of Broadway. East of Glendale Boulevard land uses along Broadway remain commercial but consist of newer strip mall developments. The eastern portion of the LU in the vicinity of Glendale High School is more residential with two story apartment buildings fronting the roadway east of Chevy Chase Drive. The Colorado Street portion of the LU is similarly commercial with one- and two-story structures lining the entire corridor.

Typical views in LU-4 include the Central Avenue, Broadway, and Colorado Street corridors which are all bordered by sidewalks, street trees, and commercial and residential buildings. The Central Avenue portion of the LU includes street trees and the historic streetlights mentioned previously; however, the streetscape elements are not dominant features within this portion of the LU due to relatively narrow sidewalks and large buildings lining the street. In this regard, Central Avenue is geared toward travel to and from major shopping areas including the Americana and the Glendale Galleria. In contrast, the Broadway portion of the LU includes several streetscape elements that add to the visual character of the LU, including street trees, decorative and historic streetlights, and decorative sidewalk and crosswalk pavement. In particular, portions of Broadway have sidewalks that consist of a red brick paving material which matches many of the buildings lining the street which results in a designed feel and memorable viewer experience. Colorado Street is similar to Central Avenue, as it has relatively few street trees other than within intermittent curb extensions that are landscaped with small shrubs and palm trees, which are dispersed east of Glendale Avenue. Architectural elements along Colorado Street vary widely and the corridor is catered to local commercial activity. The San Gabriel Mountains are visible to north facing views and portions of the San Rafael Hills can be seen from east facing views along Broadway, though these natural features are generally obscured by buildings in the foreground.

Visual resources within LU-4 consist of urban streetscape elements such as mature street trees, decorative street treatments particularly along Broadway, the potentially historic streetlights along Broadway and Central Avenue, and historic buildings visible from the roadway including the following:

- The Security Trust and Savings Bank (100 North Brand Boulevard)
- The Hotel Glendale (701 East Broadway)
- The Glendale City Hall (613 East Broadway)

3.2.2.5 LU-5 Eagle Rock, Colorado Boulevard

LU-5 is entirely within the Eagle Rock neighborhood of the City of Los Angeles and consists of Colorado Boulevard from the Glendale city limit on the west to Figueroa Street on the east. Colorado Boulevard is two lanes in each direction with a center/turn lane between the City limit and Caspar Avenue. East of Caspar Avenue there is a landscaped median along the center of the roadway. Parking and bicycle lanes run along both sides of the street throughout the LU. Street elements along Colorado Boulevard include on-street parking, bicycle lanes and intermittent street trees along sidewalks.

Colorado Boulevard is an entirely commercial corridor within the self-contained community of Eagle Rock. Land uses along the corridor include small scale commercial uses consisting of restaurants, shops, and some neighborhood serving businesses (i.e., liquor stores, groceries, etc.). Residential land uses within the LU are located to the north and south of Colorado Boulevard, behind commercial buildings and extending up and down arterials perpendicular to Colorado Boulevard. The portion of the LU to the west of Eagle Rock Boulevard is less neighborhood-oriented with transitory land uses that cater to a more regional population such as

Eagle Rock Plaza, motels, and car washes. In addition, this portion of the LU is less pedestrian oriented as evidenced by the lack of streetscape features and relative distance between land uses. East of Eagle Rock Boulevard, the LU becomes more neighborhood-oriented with pedestrian-friendly streetscape treatments and commercial uses spaced more closely together. Within this portion of the LU, commercial buildings are of a consistent height and scale with similar facades. The landscaped median extends from Caspar Avenue on the west to Townsend Avenue on the east and consists of an approximately 16-foot wide median with trees scattered throughout and simple landscaping (i.e., grass and small shrubs). There are multiple gaps along the length of the median to provide pockets for left turns at each intersection. In addition to the median, mature street trees line the south side of Colorado Boulevard and are dispersed intermittently along the north side of the street. East of Townsend Avenue, development within the LU becomes less dense as the topography of the area is more varied and pedestrian circulation is less convenient.

Visual resources in LU-5 include streetscape elements such as mature street trees, the landscaped median along Colorado Boulevard, and the following historic buildings:

- The Arts Center Eagle Rock (2225 Colorado Boulevard)
- The Los Angeles City Council office (2035 Colorado Boulevard)
- The Women's 20th Century Club building (5105 Hermosa Avenue)

In addition to these historic and cultural monuments, the Eagle Rock, a major granite monolith that is important to the community and a notable visual resource, is not visible from the LU.

3.2.2.6 LU-6 Pasadena, Colorado Boulevard

LU-6 is entirely within the City of Pasadena and consists of the Proposed Project route along Colorado Boulevard, Raymond Avenue, and Walnut Street as well as the route option that utilizes Green Street and Union Street. A majority of the Proposed Project route through LU-6 utilizes Colorado Boulevard but a short stretch from between the SR-134 would follow Fair Oaks Avenue to Raymond Avenue via Walnut Street. Colorado Boulevard is two lanes in each direction with a center/left-turn lane throughout the LU. Both sides of the roadway also include the "blue stripe" which demarcates the boundary for the annual Rose Parade route through the City of Pasadena as well as on-street parking. Both Green Street and Union Street are one-way streets (Green Street is eastbound and Union Street is westbound) with lane configurations that range from two lanes to four lanes depending on the location. There are no bicycle lanes along either Green Street or Union Street.

From SR-134 to Colorado Boulevard, the LU consists of a portion of Fair Oaks Avenue, Walnut Street, and Raymond Avenue, all of which are two lanes in each direction with a center/left-turn lane. This short segment includes Memorial Park, which is a NRHP designated historic property. In addition to its historic value, the park also has several visual resources including a variety of exotic plants, a Romanesque stone building constructed in 1890, an art deco band shell, and a civil war memorial statue. Other than Memorial Park, this portion of the LU is defined by architectural elements which are consistent with Pasadena's Central District and Old Pasadena

Historic District. Buildings are two- to four-stories with consistent façade treatments and adaptive re-use historic-period structures.

Colorado Boulevard, a part of the original Route 66, makes up the majority of the LU and traverses Pasadena's major activity centers popularly known as Old Pasadena, the Civic Center, and the Playhouse District. Colorado Boulevard is an important scenic corridor in the City of Pasadena for its focused views east and west through the City's Central District and adjacent neighborhoods. Colorado Boulevard showcases historic commercial architecture in Old Pasadena and provides views of major cultural institutions such as Pasadena City College. Visually, the corridor ties together a long sequence of neighborhoods. Due to its prominence in the City's hierarchy of streets, it is also commonly used for wayfinding by motorists, pedestrians, and others. Land uses along Colorado Boulevard are primarily commercial with activity-oriented businesses such as restaurants and shops within the Central District, transitioning to more office uses and destination shopping and businesses such as office supply and department stores to the east. Buildings in the Central District are generally of a similar scale and mass, and façade treatments depict a consistent theme of restoration and reuse of historic buildings as determined by the design guidelines of the Central District Specific Plan. Landforms including the San Gabriel Mountains to the north and the San Rafael Hills to the west are visible from the LU and serve as the backdrop for the urban setting of the LU.

Visual resources within LU-6 consist of urban streetscape elements such as mature street trees, decorative street treatments such as decorative streetlights consistent with historic district design guidelines, and numerous historic buildings which consist primarily of the Old Pasadena National Register of Historic Places (NRHP) District, the Pasadena Civic Center NRHP District and the Pasadena Playhouse NRHP District, with contributing and individual resources interspersed throughout the LU. The following historic sites are located within the LU:

<u>Old Pasadena NRHP District</u>

- The Pasadena Civic Center NRHP District
- The Pasadena Playhouse NRHP District
- Memorial Park (85 East Holly Street)
- All Saints Episcopal Church (132 North Euclid Ave)
- Castle Green/Green Hotel Apartments (50 East Green Street)
- Pasadena City Hall (100 Garfield Ave)
- Civic Auditorium (300 East Green Street)

<u>Colorado Boulevard</u>

- Pasadena Public Library (285 East Walnut Street)
- Pasadena Playhouse (39 South El Molino Avenue)
- St. Andrews Catholic Church (311 North Raymond Avenue)
- Holliston Community Church (1305 East Colorado Boulevard)

3.2.3 Significance Thresholds and Methodology

3.2.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to aesthetics if it would:

a) Have a substantial adverse effect on a scenic vista;
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; and/or
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.2.3.2 Methodology

The following steps were used to assess the existing visual setting of the Project corridor:

- The existing visual resources, character and quality were identified;
- Maps were prepared and photographs were taken to illustrate existing visual character and quality;
- Existing viewers, viewer exposure, and viewer response were evaluated; and
- An assessment of the potential impacts on visual resources was conducted using architectural renderings and visual simulations.

Background research was conducted to identify the regulatory and planning context for visual resources in the Project Area. Existing land use and aerial maps, as well as other available background information, were reviewed to identify the general visual setting and context of the Project, including major geographical features, vegetated areas, water features, and patterns of development. Field surveys were performed of the Project Area on February 19, 2020, and March 5, 2020, to identify distinct landscape units and to describe associated landform, visual resources, vegetation patterns, and manmade development.

Views from representative viewpoints were digitally photographed to depict the Project Area and for potential use in creating visual simulations. Adjacent property types and associated uses were also catalogued in order to identify users/viewers and their exposure to the Project. After identifying existing viewsheds and visual resources, maps were created using Geographic Information Systems to convey the location and spatial distribution of these resources in the Project Area.

Photo-realistic visual simulations were created to illustrate potential impacts that could result from the Proposed Project (see Section 3.2.4). For each LU, visual simulations were created, with exception to LU-6 in the City of Pasadena because physical improvements within the LU would be limited.

3.2.4 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable).

Impact 3.2-1) Would the Proposed Project have a substantial adverse effect on a scenic vista?

While there are no formal or designated scenic vistas within the Project Area, scenic viewing areas are available at higher elevations in the San Gabriel Mountains and Santa Monica Mountains. These vistas generally provide views of the Los Angeles Basin and are not formally intended for viewing the Project Area or individual components contained within it. In this regard, views from vista points at high elevations would be unaffected by the Proposed Project as structures associated with the Project are relatively small and unobtrusive as compared to urban development throughout the Project Area and would likely not be visible from vista points in the San Gabriel Mountains or Santa Monica Mountains. This discussion focuses on vistas within the Project Area.

Scenic vistas in the Project Area include views of the surrounding mountains, which are visible from various locations and include the Santa Monica Mountains/Hollywood Hills to the south, the Verdugo Mountains to the north and east, the San Gabriel Mountains to the north, and the San Rafael Hills to the north and east. Views of surrounding mountains are visible in each of the LUs. In some LUs, the surrounding mountains are minimally visible due to the orientation of the subject roadway and intervening land uses and development, such as in LU-3 and LU-5. In some LUs the surrounding mountains are a visually dominant feature in the background, such as in LU-1 and LU-6.

Drivers, transit riders, people on bicycles, and pedestrians would be expected to have more fleeting views of scenic vistas because they are moving along the Project corridor, while residents, pedestrians, employees/students, and visitors would be expected to have longer views.

Construction

Less-Than-Significant Impact. The presence of construction vehicles, equipment, visual signs of construction, construction staging and laydown of materials, and personnel would present visually disruptive elements in each of the LUs but would be temporary. Construction activities would introduce heavy equipment to the area (i.e., bulldozers, scrapers, and trucks), security fencing, barricade materials, stockpiled building materials, and safety and directional signage into the Project Area, which would result in some obstructed views of visual elements in the foreground such as buildings and landscape elements; however, views of surrounding mountains and

landscapes would remain unaffected from view corridors of public streets, sidewalks, and properties where construction would occur. It is not anticipated that cranes or other tall construction equipment would be required to construct the Proposed Project and thus no obstruction of the physical landscape surrounding the Project Area would occur. Construction activities along sidewalks would restrict visual access to the pedestrian viewer group, which would be most affected by construction activities given their exposure and sensitivity. Impacts to scenic vistas would be temporary and not significant given the nature of construction activities and general lack of high-quality vistas within the Project Area. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact. There are no formal scenic vistas in the Project Area and views of surrounding landscapes and topography are available but generally low quality and not the primary focus of affected viewer groups. The primary visual elements of the Proposed Project include the addition of BRT vehicles, changes to existing parking and vehicle lanes, bus stations and platforms, curb and sidewalk modifications, and changes to street configurations including bus-only lanes, new or relocated bus stops, and modifications to existing medians. The addition of buses in any of the proposed configurations would not be expected to substantially affect existing views in the Project Area. Stations would include canopies, potential monument signs, and other vertical features which could limit views for viewers directly adjacent to or underneath the canopies; however, views in the Project Area as a whole would not be substantially affected. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Impact 3.2-2) Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no designated state scenic highways within the Project Area. Scenic resources include existing landscaping elements, including rows of mature trees along the medians in LU-1, LU-3, and LU-5, and historic properties.

Construction

Less-Than-Significant Impact. Construction activities are not anticipated to result in damage to any scenic resources. Certain construction activities associated with modifications to the medians along Glenoaks Boulevard and Colorado Boulevard as well as placing stations along sidewalks may require trimming of existing street trees and temporary removal of streetscape features (i.e., decorative street lights and paving), but such resources would be replaced or

maintained where feasible. Permanent removal of historic resources, street trees and other landscape elements as well as historic properties are addressed in the following operational discussion. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact with Mitigation. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. Such modifications would not result in substantial effects on visual resources which, in the Project Area, consist mainly of typical street trees and streetscape amenities such as decorative paving. Certain station locations may conflict with existing street trees but further design refinement during the Preliminary Engineering phase would avoid most conflicts with existing street trees located within sidewalks. Station footprints in LU-4 may affect decorative brick paving at the proposed Broadway/Brand Boulevard Station and Broadway/Glendale Avenue Station; however, the impact would be less than significant as a majority of the existing brick would be unaffected by the proposed station and during Preliminary Engineering and Final Design, Metro would coordinate station design with the City of Glendale to ensure stations are incorporated into the streetscape in a manner that does not substantially alter the visual quality of the LU. Additionally, the Project will integrate site-specific public art during final design. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts on surrounding neighborhoods.

The Proposed Project may require the demolition or relocation of the Central Avenue and Broadway Streetlights in LU-4, which are historic resources. There is some speculation as to whether all of the affected street lights are historic or reproductions; however, as visual resources they contribute to the visual character of the LU regardless of their designation as historic properties because the reproductions are indiscernible from their historic counterparts. Based on current concept engineering plans station, platforms conflict with approximately three historic streetlights on Central Avenue and approximately three on Broadway. The final platform locations are subject to refinement during the Preliminary Engineering phase to meet site-specific conditions. Metro is developing a standard “kit of parts” for station features, which would be further refined in the Preliminary Engineering phase. The selection of specific station features as well as final platform locations are also subject to refinement during the Preliminary Engineering phase to meet site-specific conditions. As discussed, during Preliminary Engineering and Final Design, Metro would coordinate station design with the City of Glendale to ensure stations are incorporated into the streetscape in a manner that does not substantially alter the visual quality of the LU. Such design incorporation may include but is not limited to relocating historic streetlights in close proximity to their existing locations, paving the station areas with similar brick treatments, or inclusion of additional streetscape features to offset losses in streetscape amenities. Refer to Section 3.5, Cultural Resources of the Draft EIR for additional information related to historic resources. Regarding other historic properties, no potential conflicts have been identified between stations or roadway modifications and existing historic resources that may result in damage or destruction.

The landscaped medians along Glenoaks Boulevard in LU-3 would undergo modifications as a result of the Proposed Project. In LU-3, portions of the median along Glenoaks Boulevard would be removed to allow for station platforms and transition lanes for BRT station approaches as well as left turn pockets. Some trees within the landscaped median as well as existing landscaping would be removed as a result; however, the majority of the median and associated landscaping would remain unaffected by the Project. In addition, the Proposed Project would install additional landscaping and median extension/jersey barriers at left-turn approaches to ensure safety but also to compensate for the loss of portions of the median. Therefore, impacts related to existing landscaped medians would be less than significant.

Due to the potential removal or relocation of the potentially historic Central Avenue and Broadway streetlights, without mitigation, the Proposed Project would result in a significant impact related to operational activities. Implementation of Mitigation Measure **CUL-1** would reduce this impact to less than significant.

Colorado Street (Route Option E2)

The Colorado Street route option would avoid all impacts to the potentially historic streetlights on Broadway; however, the Central Avenue streetlights would still potentially be affected by the proposed station platform at Central Avenue and Lexington Drive. While fewer streetlights would be affected, without mitigation, the Proposed Project with the Colorado Street route option would result in a significant impact related to operational activities. Implementation of Mitigation Measure **CUL-1** would reduce this impact to less than significant.

SR-134 (Route Option E3)

The SR-134 route option would avoid all construction-related impacts to the Central Avenue and Broadway streetlights. Therefore, the Proposed Project with the SR-134 route option (Route Option E3) would result in no impact related to operational activities.

Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1)

The Colorado Boulevard Hybrid Side-and-Center Running Configuration Option in the Eagle Rock community would replace the existing median with the proposed center-running bus lanes and associated station platforms at Caspar Avenue and Townsend Avenue. While the existing median and associated landscaping would be removed as a result of the Configuration Option, new median and center lane landscaping amenities would be installed throughout the LU for safety purposes, as part of the Project, but would also offset some of the loss in visual resources within LU-5. Given the Eagle Rock community's expressed sensitivity to the loss of the median and associated visual resources and the substantial degree to which visual resources in LU-5 would be affected, without mitigation, the Proposed Project with the Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1) would result in a potentially significant impact related to operational activities. As discussed, the Project will integrate site-specific public art during final design. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts

on surrounding neighborhoods. Mitigation Measures **VIS-1** and **VIS-2** are recommended to reduce this impact to less than significant.

Mitigation Measures

VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:

- 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.
- Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.
- 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.

VIS-2: 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.

CUL-1: Please refer to Section 3.5, Cultural Resources of the Draft EIR.

Significance of Impacts after Mitigation

Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification. Mitigation Measure **CUL-1** would reduce potential visual impacts by ensuring that the Proposed Project design would be consistent with Rehabilitation Standards for historic resources damaged or relocated within the Project Area. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to impacts to visual resources.

Impact 3.2-3) In non-urbanized areas, would the Proposed Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Proposed Project is located in an urbanized area. The following analysis focuses on potential impacts related to conflicts with applicable zoning and other regulations governing scenic quality. Refer to the Aesthetics Technical Report, included as Appendix C to the Draft EIR, for additional information related to visual character and quality of views.

Construction

No Impact. None of the jurisdictions in the Project Area have policies or plans that govern visual quality during construction activities as visual quality is typically a permanent condition that cities regulate. Adherence to South Coast Air Quality Management District Rules 401 and 403 would reduce the amount of visible Project-related emissions that are released into the air (Rule 401) and the amount of Project-related fugitive dust that are entrained into the air (Rule 403). Project-related construction activities would be required to comply with these rules. Therefore, the Proposed Project would not result in a significant impact related to related to construction activities.

Operations

Less-Than-Significant Impact. While each jurisdiction in the Project Area has a zoning ordinance that regulates the scenic quality of development projects, the zoning ordinances do not directly regulate the design of transportation infrastructure elements including bus facilities such as stations. Limited property acquisitions are anticipated, and Proposed Project elements would primarily be located within the street right-of-way such that no changes to existing land uses are anticipated. As such, the Proposed Project would be consistent with zoning requirements.

The Proposed Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings. The Metro Transit Service Policies & Standards identifies policies, principles and requirements that will be used by Metro staff in the design or modification of the transit network. The Metro Public Art Policy mandates the inclusion of art in the design of its transit systems; the Systemwide Station Design Standards Policy provides a consistent, streamlined systemwide design approach for Metro stations that include sustainable design features and sustainable landscaping.

In locations where there are specific design guidelines or ordinances, including the North Hollywood Redevelopment Project Commercial Core Urban Design Guidelines, Glendale Downtown Specific Plan, Glendale Town Center Specific Plan, Glendale Comprehensive Design Guidelines, Pasadena Citywide Design Principles and Design Guidelines, or Pasadena Central District Specific Plan, the Project would comply with applicable design requirements including undergoing mandated design review. Metro has been coordinating and continues to coordinate with the affected jurisdictions regarding Project design to ensure the Project is consistent with all applicable local jurisdiction zoning and other regulations governing scenic quality. As discussed, the Project will integrate site-specific public art during final design. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts on surrounding neighborhoods. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Although visual character is not required to be assessed in the Draft EIR, illustrations have been developed to visually show how the Proposed Project would be incorporated into the communities. These illustrations are shown in **Figure 3.2-2** through **Figures 3.2-12**.

Figure 3.2-2 - Illustrative View of LU-1 Pre-Project



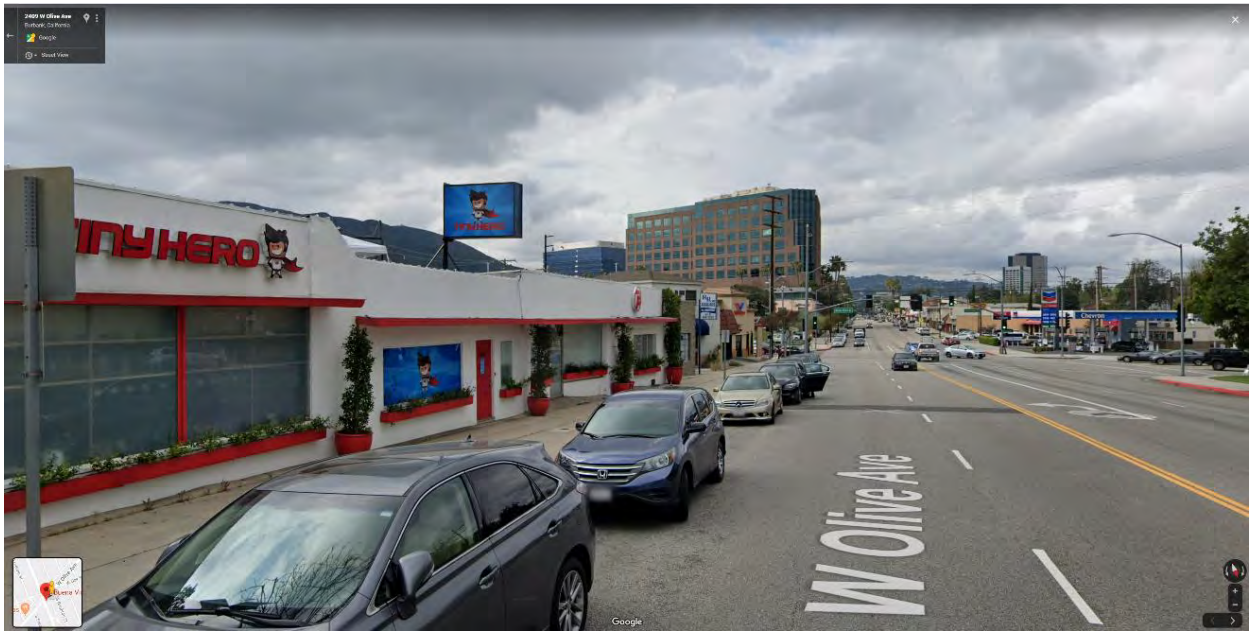
SOURCE: Kilograph, 2020

Figure 3.2-3 - Illustrative View of LU-1 Post-Project



SOURCE: Kilograph, 2020

Figure 3.2-4 - Illustrative View of LU-2 Pre-Project



SOURCE: Kilograph, 2020

Figure 3.2-5 - Illustrative View of LU-2 Post-Project



SOURCE: Kilograph, 2020

Figure 3.2-6 - Illustrative View of LU-3 Pre-Project



SOURCE: Kilograph, 2020

Figure 3.2-7 - Illustrative View of LU-3 Post-Project



SOURCE: Kilograph, 2020

Figure 3.2-8 - Illustrative View of LU-4 Pre-Project



SOURCE: Kilograph, 2020

Figure 3.2-9 - Illustrative View of LU-4 Post-Project



SOURCE: Kilograph, 2020

Figure 3.2-10 - Illustrative View of LU-5 Pre-Project



SOURCE: Kilograph, 2020

Figure 3.2-11 - Illustrative View of LU-5 Post-Project



SOURCE: Kilograph, 2020

Figure 3.2-12 - Illustrative View of LU-5, Post Center Running Configuration Option (F2)



SOURCE: Kilograph, 2020

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Impact 3.2-4) Would the Proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

No Impact. Most construction activities would occur during daytime hours; however, if necessary, nighttime illumination during construction activities would be temporary and would not result in permanent effects to nighttime views in the Project Area. No construction equipment or activities have been identified that would result in a substantial source of light or glare during daytime hours. Therefore, the Proposed Project would not result in a significant impact related to related to construction activities.

Operations

No Impact. Because the Proposed Project is located in a developed, urban area, there is a substantial amount of existing lighting and glare. Current lighting and glare sources in the Project Area include streetlights, buildings and other structures, vehicles, and other various sources. Shading sources include buildings, other structures, utilities, and vegetation. The primary elements of the Proposed Project that could result in lighting, glare, and shading are the station upgrades and additional buses. These elements would not be expected to result in a substantial change in existing lighting, glare, or shading. Shading related to the bus station canopies would be a beneficial change for station users and would not result in impacts on adjacent land uses, as canopies would be relatively low profile compared to surrounding development. Therefore, the Proposed Project would not result in a significant impact related to related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

3.3. AIR QUALITY

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to Air Quality. Refer to the Air Quality Technical Report (Appendix E) for additional details related to applicable regulations and the existing setting.

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons such as children, pregnant women, and the elderly, from illness or discomfort. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), respirable particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb). Note that reactive organic gases (ROGs), which are also known as reactive organic compounds (ROCs) or volatile organic compounds (VOCs), and Nitrogen oxide (NOx) are not classified as criteria pollutants. However, ROGs and NOx are widely emitted from land development projects and participate in photochemical reactions in the atmosphere to form O_3. The analysis also discusses toxic air contaminants (TACs).

3.3.1 Regulatory Framework

3.3.1.1 Federal Regulations

Clean Air Act (CAA). The federal CAA was first enacted in 1955 to establish federal air quality standards, known as National Ambient Air Quality Standards (NAAQS). The CAA mandates that states submit and implement a State Implementation Plan (SIP) for local areas not meeting those standards. The plans must include pollution control measures that demonstrate how the standards will be met. The Proposed Project is located within the South Coast Air Basin (SCAB) and, as such, is in an area designated as a nonattainment area for certain pollutants that are regulated under the CAA.

The 1990 amendments to the CAA identify specific emission-reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or meet interim milestones. The sections of the CAA that would most substantially affect the development of the Proposed Project include Title 1 (Nonattainment Provisions) and Title II (Mobile-Source Provisions). Title III (Air Toxics) also has provisions that apply to the development of the Proposed Project.

National Ambient Air Quality Standards (NAAQS). The NAAQS set primary standards and secondary standards for specific criteria air pollutants. Primary standards define ambient concentration limits for the intention of protecting public health, which includes considerations for sensitive populations such as asthmatics, children, and the elderly. Secondary Standards

define limits to protect public welfare to include protection against decreased visibility, damage to animals, crops, vegetation, and buildings. A summary of the NAAQS is shown in **Table 3.3-1**.

Table 3.3-1 – National Ambient Air Quality Standards

Pollutant		Primary/Secondary	Averaging Time	Level
Carbon Monoxide (CO)		Primary	8-hour	9 ppm
			1-hour	35 ppm
Lead (Pb)		Primary and secondary	Rolling 3-month average	0.15 µg/m^3
Ozone (O_3)		Primary and secondary	8-hour	0.070 ppm
Nitrogen dioxide (NO_2)		Primary	1-hour	100 ppb
		Primary and secondary	Annual	0.053 ppm
Particulate Matter	$PM_{2.5}$	Primary	Annual	12 µg/m^3
		Secondary	Annual	15 µg/m^3
		Primary and secondary	24 hours	35 µg/m^3
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3
Sulfur Dioxide (SO_2)		Primary	1-hour	75 ppb
		Secondary	3-hour	0.5 ppm

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter
SOURCE: CARB, *Ambient Air Quality Standards*, June 25, 2020.

The adverse health effects of criteria pollutants include:

- **Carbon Monoxide (CO)**. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.
- **Lead (Pb)**. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.
- **Ozone (O_3)**. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.
- **Nitrogen Dioxide (NO_2) and Nitrogen Oxides (NO_x)**. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.
- **Particulate Matter (PM_{10} and $PM_{2.5}$)**. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to

three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

- **Sulfur Dioxide (SO_2)**. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Safe Affordable Fuel-Efficient (SAFE) Vehicle Rule. On September 19, 2019, the U.S. Department of Transportation's National Highway Traffic Safety Administration and United States Environmental Protection Agency (USEPA) issued the "One National Program Rules" to enable the federal government to provide nationwide uniform fuel economy and greenhouse gas emission standards for automobile and light duty trucks. This action finalizes the SAFE Vehicles Rule and clarifies that federal law preempts State and local tailpipe greenhouse gas emissions standards as well as zero emission vehicle (ZEV) mandates. The SAFE Vehicle Rule also withdraws the CAA waiver granted to the State of California that allowed the State to enforce its own Low Emission Vehicle program.[1] On March 31, 2020, Part II of the SAFE Vehicles was issued and sets carbon dioxide emissions and corporate average fuel economy standards for passenger vehicles and light duty trucks, covering model years 2021 to 2026.[2]

3.3.1.2 State Regulations

The California Clean Air Act of 1988 (Chapter 1568, Statutes of 1988) requires all air pollution control districts in the state to aim to achieve and maintain California Ambient Air Quality Standards (CAAQS) by the earliest possible date and to develop plans and regulations specifying how the districts will meet this goal. Responsibility for achieving the CAAQS, which for certain pollutants and averaging periods are more health protective than federal standards, is placed on the California Air Resources Board (CARB) and local air pollution control districts. State standards, shown in **Table 3.3-2**, are to be achieved through district-level air quality management plans that are incorporated into the SIP. Traditionally, CARB has established the CAAQS, maintained oversight authority in air quality planning, developed programs for reducing emission from motor vehicles, developed air emissions inventories, collected air quality and meteorological data, and approved SIPs developed by the individual air districts.

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[1] U.S. Department of Transportation and USEPA, *One National Program Rule on Federal Preemption of State Fuel Economy Standards*, 2019. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-one-national-program-federal-preemption-state#:~:text=In%20this%20action%20NHTSA%20is,and%20local%20programs%20are%20preempted.

[2] U.S. Department of Transportation, *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks*, 2020. https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/final_safe_preamble_web_version_200330.pdf.

Table 3.3-2 – California Ambient Air Quality Standards

Pollutant		Averaging Time	Level
Carbon Monoxide (CO)		8-hour	9 ppm
		1-hour	20 ppm
Lead (Pb)		30-day average	1.5 µg/m^3
Nitrogen Dioxide (NO_2)		1-hour	0.180 ppm
		Annual	0.030 ppm
Ozone (O_3)		8-hour	0.070 ppm
		1 hour	0.09 ppm
Particulate Matter	$PM_{2.5}$	Annual	12 µg/m^3
	PM_{10}	24 hours	50 µg/m^3
		Annual	20 µg/m^3
Sulfur Dioxide (SO_2)		1-hour	0.25 ppm
		24 hours	0.04 ppm
Sulfates		24 hours	25 µg/m^3
Hydrogen Sulfide		1 hour	0.03 ppm

SOURCE: CARB, *Ambient Air Quality Standards*, https://www.arb.ca.gov/research/aaqs/aaqs2.pdf, May 2016.

3.3.1.3 Regional Regulations

South Coast Air Quality Management District (SCAQMD). The SCAQMD was created to protect the public from the harmful effects of air pollution, achieve and maintain air quality standards, foster community involvement, and develop and implement cost-effective programs that meet State and federal mandates, while considering environmental and economic impacts. The SCAQMD monitors air quality, and plans, implements, and enforces programs in order to attain and maintain CAAQS and NAAQS in the SCAB. The SCAB region makes up all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The attainment status of the SCAB region in summarized in **Table 3.3-3**. SCAB is a nonattainment area for ozone and particulate matter for both the CAAQS and the NAAQS.

Table 3.3-3 – Attainment Status of the South Coast Air Basin

Pollutants	Federal Classification	State Classification
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Ozone (O_3) - 8-hour standard	Nonattainment (extreme)	Non-attainment
Ozone (O_3) - 1-hour standard	Nonattainment (extreme)	Non-attainment
Particulate Matter (PM_{10})	Attainment	Non-attainment
Particulate Matter ($PM_{2.5}$)	Non-attainment (serious)	Non-attainment
Sulfur Dioxide (SO_2)	Unclassifiable/Attainment	Unclassifiable/Attainment

SOURCE: CARB, *Maps of State and Federal Area Designations*, 2019.

The SCAQMD is required to develop an Air Quality Management Plan (AQMP) to reach attainment for ozone and particulate matter in the region. The SCAQMD approved the latest version, 2016 AQMP, in March 2017. The 2016 AQMP analyzes the existing and potential regulatory options, including proven, cost-effective strategies, for controlling emissions and seeks to achieve multiple goals in partnerships to further reduce air contaminants as well as greenhouse gas emissions and TACs in order to meet attainment. The 2016 AQMP projected the SCAB region would attain the 24-hour $PM_{2.5}$ standards by 2019, annual $PM_{2.5}$ standards by 2021, 1-hour O_3 standards by 2023, and 8-hour O_3 standards by 2032.

SCAQMD Rules and Regulations

The following is a list of noteworthy SCAQMD rules applicable to the Proposed Project:

- Rule 402 (Nuisance) – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property.
- Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.
- Rule 1113 (Architectural Coatings) – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Southern California Association of Governments (SCAG). MPO are designated local decision-making bodies that carry out the federal transportation planning process. SCAG is the federally designated MPO for Los Angeles County. SCAG is required to adopt and periodically update a RTP. SB 375 requires MPOs to set regional greenhouse gas emission reduction targets that are developed through a SCS as part of the RTP. SCAG's 2020-2045 RTP/SCS presents the latest transportation vision for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties through 2045 and provides a long-term investment framework for addressing the region's transportation and growth challenges. The expansion of public transit and displacement of on-road light duty automobile and truck travel are recognized in 2020-2045 RTP/SCS as crucial pillars of sustainable regional transportation planning.

Los Angeles County Metropolitan Transportation Authority (Metro). Approved by the Metro Board of Directors on September 24, 2020, the Moving Beyond Sustainability Plan establishes agency-wide sustainability goals, targets, and strategies for the next ten years. The Plan includes energy, water, emissions and pollution control, materials and construction/operations,

climate adaptation and resiliency, livable neighborhoods, equity, and economic and workforce development goals. Metro has also prepared the Climate Action and Adaptation Plan 2019 that commits the agency to reducing greenhouse gas emissions by 79 percent relative to 2017 levels by 2030 and 100 percent by 2050. The Draft Moving Beyond Sustainability Plan, published in 2020, establishes agency-wide sustainability goals, targets, and strategies for the next ten years. The Plan will include energy, water, emissions and pollution control, materials and construction/operations, climate adaptation and resiliency, livable neighborhoods, equity, and economic and workforce development goals. Metro has also prepared the Climate Action and Adaptation Plan 2019 that commits the agency to reducing greenhouse gas emissions by 79 percent relative to 2017 levels by 2030 and 100 percent by 2050. Many of the benefits of reducing greenhouse gas (GHG) emissions correlate to other air pollutants as well. The 2019 Climate Action and Adaptation Plan updated the agency's commitment to reducing operational greenhouse gas emissions by 79 percent relative to 2017 levels by 2030 and 100 percent by 2050. Operational emissions are broken down into three sources, or scopes. Scope 1 emissions include direct GHG emissions from equipment and facilities owned and/or operated by Metro. Scope 2 includes indirect GHG emissions from electricity purchases. Scope 3 includes all other Metro activities from sources owned or controlled by another company or entity, including: business travel, embodied emission in material goods purchased and service contracted by Metro, emissions from landfilled solid waste, and emissions Metro employee commute patterns. The Plan includes thirteen mitigation measures to reduce GHG emissions, most of which are aimed at reducing Scope 1 and Scope 2 emissions.

Metro adopted a Green Construction Policy in August 2011 and is committed to using more sustainable construction equipment and vehicles as well as implementing best practices, to reduce harmful diesel emissions from all Metro construction projects performed on Metro properties and in Metro ROWs. The Green Construction Policy encourages the use of construction equipment with technologies such as hybrid drives and specific fuel economy standards, both of which are methods to reduce air pollutant emissions during the construction period. From January 2015 onwards, the Green Construction Policy has required all off-road, diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 off-road emission standards at a minimum.

3.3.1.4 Local Regulations

The Cities through which the Proposed Project traverses have published planning documents that address air quality. Refer to the Air Quality Technical Report for a more detailed discussion of the specific elements of each plan below that are relevant to the Proposed Project.

City of Los Angeles

General Plan. The City of Los Angeles' General Plan contains goals and policies for future development in the City. The General Plan Framework Element provides Citywide policy and direction for the creation and updates of the General Plan elements. The Air Quality Element of the General Plan identifies existing air quality issues for the City of Los Angeles and contains goals, objectives, and policies for improving air quality through strategic land use planning and other initiatives.

Land Use/Transportation Policy. The City of Los Angeles Land Use/Transportation Policy provides the framework to guide future development around transit station areas. The policy includes several elements, consisting of Land Use, Housing, Urban Design, Ridership Strategy, Parking and Traffic Circulation, Equity, Economic Development, and Community Facilities Elements. The elements are intended to guide the land use and circulation patterns linked to the transit system. The guiding principles of the Land Use/Transportation Policy that are applicable to air quality include:

- Increase transit ridership and maximize the use and efficiency of Los Angeles' rail and bus transit systems.
- Establish transit centers and station areas as places where future growth of Los Angeles is focused.
- Develop compact quality pedestrian oriented mixed-use neighborhoods within walking distance to rail transit stations and other transit centers.
- Improve the public health and environment by reducing emission of air pollution from automobiles by creating a more efficient urban form.

North Hollywood – Valley Village Community Plan. The North Hollywood – Valley Village Hollywood Community Plan Area is located approximately 15 miles northeasterly of Downtown Los Angeles. The Community Plan is intended to promote an arrangement of land uses, streets, and services which will contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the community. The plans include goals to maximize the development opportunities of transit systems.

Mobility Plan 2035. In February 2015, the City of Los Angeles released the City's Mobility Plan 2035 as an addition to the Air Quality Element of the General Plan. The Plan identifies goals, objectives, policies, and action items (programs and projects) that serve as guiding tools for making sound transportation decisions as the City evolves. The Mobility Plan 2035 includes a number of policies related to the Proposed Project, including policies that promote the link between land use and transportation and increase the use of technology (applications, real time transportation information). It also includes wayfinding to expand awareness and access to parking options and a host of multi-modal options (car share, bicycle share, car/van pool, bus and rail transit, shuttles, walking, bicycling, driving).

City of Burbank

General Plan. The Burbank 2035 General Plan addresses air quality in the Air Quality and Climate Change Element. The plan acknowledges that one of the City's biggest challenges is how to best accommodate growth and encourage economic development, while protecting air quality and taking action to curb greenhouse gas emissions. The City of Burbank General Plan identifies air quality and climate change programs to reduce air pollutant emissions in order to improve overall air quality and environmental health.

Burbank Center Plan. The Burbank Center Plan is an economic revitalization plan for Downtown Burbank and surrounding areas. The Burbank Center Plan includes objectives related to air quality such as encouraging coordination of land use and transportation facilities and services in order to reduce the need for private vehicle transportation in accordance with regional congestion management and clean air goals.

City of Glendale

General Plan. The Air Quality Element of the Glendale General Plan identifies existing air quality issues for the City of Glendale and contains goals and policies. The overall goal of this element is to assist other governmental agencies in the attainment of healthful air for Glendale, including those sensitive to air pollution.

Greater Downtown Strategic Plan. The Greater Downtown Strategic Plan, adopted in 1996, includes the downtown area and the adjacent residential neighborhoods. Goals of the Greater Downtown Strategic Plan include significantly increasing the amount of public open space and developed parkland in Downtown Glendale and strengthening the interdependence between downtown and the surrounding neighborhoods. The Greater Downtown Strategic Plan was followed by the Town Center Specific Plan in 2004 and the Downtown Strategic Plan in 2006 to update and implement the vision, goals, and policies for the Greater Downtown area.

Downtown Specific Plan (DSP). The DSP is designed to update and implement the vision, goals, and policies for the downtown as initially set forth in the Greater Downtown Strategic Plan. The DSP is an urban design-oriented plan, which sets the physical standard and guidelines as well as land use regulations for activities within the DSP area. The DSP's purpose as it relates to air quality includes strengthening pedestrian, bicycle and transit-oriented characteristics while ensuring vehicular access to downtown destinations and concentrating growth in the downtown – a transit-rich entertainment, employment and cultural center – to relive development pressures on existing residential neighborhoods.

City of Pasadena

General Plan. The City of Pasadena's General Plan does not include an Air Quality Element; however, the mobility element of the General Plan includes policies aimed at reducing air quality pollutant emissions through transit. The relevant mobility objectives and policies are generally focused on integration of transit to displace vehicle trips, reducing congestion, encouraging active transportation, and enhancing multi-modal transportation nodes.

3.3.2. Existing Setting

This section describes the existing air quality setting of the Project Area, which includes a discussion of the air pollutants of concern, the background concentrations of these pollutants, and the air quality management of the SCAB. Below is a description of the air pollutants commonly used to characterize air quality conditions and public health issues.

3.3.2.1 Sensitive Receptors

Certain groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The 18-mile corridor includes many sensitive receptors.

3.3.2.2 Climate and Meteorology

The Proposed Project is located within the SCAB, an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the SCAB, which is a coastal plain with connecting broad valleys and low hills. The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography) and human influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the SCAB, making it an area of high pollution potential.

3.3.2.3 Measured Pollutant Concentrations

The SCAQMD operates air quality monitoring stations throughout Los Angeles County. The monitoring stations located closest to the Proposed Project and most representative of the air quality within the Project Area are the Pasadena – South Wilson Avenue, Los Angeles – North Main Street, and Reseda stations. All three stations monitor O_3, NO_2, and $PM_{2.5}$, while the Los Angeles – North Main Street station also monitors PM_{10}. A summary of the monitored values for O_3, NO_2, and $PM_{2.5}$ at the Pasadena – South Wilson Avenue monitoring station for the past three years of available data (2017 to 2019) is presented in **Table 3.3-4**. The values show that the Pasadena monitoring station has registered values above State and/or federal standards for O_3.

A summary of the monitored values for O_3, NO_2, PM_{10}, and $PM_{2.5}$ at the Los Angeles – North Main Street monitoring station for the past three years of available data (2017 to 2019) is presented in **Table 3.3-5**. The values show that the Los Angeles monitoring station has registered values above State and federal standards for O_3 and $PM_{2.5}$.

Table 3.3-4 – Pasadena – South Wilson Avenue Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards	Year		
		2017	2018	2019
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.139	0.112	0.120
Maximum 8-hour concentration monitored (ppm)		0.100	0.090	0.098
Number of days exceeding State 1-hour standard	0.09 ppm	18	8	1
Number of days exceeding federal/State 8-hour standard	0.070 ppm	36	19	6
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.072	0.068	0.059
Annual average concentration monitored (ppm)		0.015	0.014	0.013
Number of days exceeding State 1-hour standard	0.18 ppm	0	0	0
FINE PARTICULATE MATTER ($PM_{2.5}$)				
Maximum 24-hour concentration monitored (µg/m^3)		22.8	32.5	30.9
Annual average concentration monitored (µg/m^3)		9.6	10.2	8.9
Number of samples exceeding federal standard	35 µg/m^3	0	0	0

SOURCE: CARB, *Air Quality Data Statistics*, 2020; SCAQMD, *Air Quality South Coast Air Quality Management District*, 2019.

Table 3.3-5 – Los Angeles – North Main Street Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards	Year		
		2017	2018	2019
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.116	0.098	0.085
Maximum 8-hour concentration monitored (ppm)		0.086	0.073	0.080
Number of days exceeding State 1-hour standard	0.09 ppm	6	2	0
Number of days exceeding federal/State 8-hour standard	0.070 ppm	14	4	2
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.081	0.070	0.069
Annual average concentration monitored (ppm)		0.02	0.018	0.018
Number of days exceeding State 1-hour standard	0.18 ppm	0	0	0
RESPIRABLE PARTICULATE MATTER (PM_{10})				
Maximum 24-hour concentration monitored (µg/m^3)		64.6	68.2	62.0
Annual average concentration monitored (µg/m^3)		25.7	30.2	25.5
Number of samples exceeding State standard	50 µg/m^3	40	31	3
Number of samples exceeding federal standard	150 µg/m^3	0	0	0
FINE PARTICULATE MATTER ($PM_{2.5}$)				
Maximum 24-hour concentration monitored (µg/m^3)		54.9	61.4	43.5
Annual average concentration monitored (µg/m^3)		12	12.8	10.8
Number of samples exceeding federal standard	35 µg/m^3	6	6	1

SOURCE: CARB, *Air Quality Data Statistics*, 2020; SCAQMD, *Air Quality South Coast Air Quality Management District*, 2019.

A summary of the monitored values for O_3, NO_2, and $PM_{2.5}$ at the Reseda monitoring station for the past three years of available data (2017 to 2019) is presented in **Table 3.3-6**. The values show that the Reseda monitoring station has registered values above State and/or federal standards for O_3.

Table 3.3-6 – Reseda Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards	Year		
		2017	2018	2019
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.140	0.101	0.101
Maximum 8-hour concentration monitored (ppm)		0.114	0.0101	0.087
Number of days exceeding State 1-hour standard	0.09 ppm	44	23	6
Number of days exceeding federal/State 8-hour standard	0.070 ppm	64	49	6
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.063	0.057	0.064
Annual average concentration monitored (ppm)		0.012	0.012	0.011
Number of days exceeding State 1-hour standard	0.18 ppm	0	0	0
FINE PARTICULATE MATTER ($PM_{2.5}$)				
Maximum 24-hour concentration monitored (µg/m^3)		35.2	38.9	30.0
Annual average concentration monitored (µg/m^3)		9.7	**	9.2
Number of samples exceeding federal standard	35 µg/m^3	0	1	0

**Insufficient data available to determine value.
SOURCE: CARB, *Air Quality Data Statistics*, 2020; SCAQMD, *Air Quality South Coast Air Quality Management District*, 2019.

Air Toxics

The SCAQMD completed the Multiple Air Toxics Exposure Study IV (MATES IV), which was an ambient air monitoring and evaluation study conducted in the SCAB. Compared to previous studies of air toxics in the SCAB, Mates IV found a decreasing risk for air toxics exposure. The MATES IV concluded that the average carcinogenic risk throughout the SCAB, attributed to TACs, is approximately 418 in one million.

As the MATES-IV was being concluded, the California Office of Environmental Health Hazard Assessment (OEHHA) adopted revised methods for estimating cancer risks, which resulted in a SCAB-wide cancer risk of 1,023 in one million. This revised figure represents a change in the methodology for risk calculations, taking into account age sensitivity factors and breathing rates to a greater extent than previous efforts. Mobile sources (e.g., cars, trucks, trains, ships, aircraft) represent the greatest contributors, at 90 percent. About 68 percent of all risk is attributed to diesel particulate matter emissions. As of August 2020, SCAQMD is updating and finalizing its MATES-V.

According to the most current SCAQMD inhalation cancer risk data (MATES IV Carcinogenic Interactive Map), the Project Area is within a cancer risk zone of approximately 792 to 1,142 cases per one million. This is largely due to the Proposed Project proximity to Interstate 210, Interstate 5, SR-1, and SR-2. The potential alignments travel through seven areas that have a higher cancer risk than the SCAB-wide average. For comparison, the average cancer risk in the SCAB is 1,023 cases per one million people; as such, existing risks in the study area are not substantially different from the SCAB-wide average. The alignment runs through 19 areas (from the MATES IV Interactive Map), seven of which have a risk greater than the SCAB-wide average cancer risk.

3.3.3 Significance Thresholds and Methodology

3.3.3.1 Thresholds of Significance

State CEQA Guidelines

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to air quality if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan;
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;
c) Expose sensitive receptors to substantial pollutant concentrations; and/or
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The State CEQA Guidelines also states that the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determination above.

SCAQMD Air Quality Significance Thresholds

Based on the SCAQMD's regulatory role in SCAB, the significance thresholds and analysis methodologies outlined in the *SCAQMD CEQA Air Quality Handbook*, *Localized Significance Thresholds and Calculation Methodology* guidance documents were used in evaluating impacts. The SCAQMD daily air pollutant emissions threshold amounts are presented in **Table 3.3-7**. If the operation or construction emissions exceed the applicable threshold, then the impact can be considered to be significant.

Table 3.3-7 – SCAQMD Air Quality Significance Thresholds

Pollutant	Construction	Operation
MASS DAILY THRESHOLDS		
Nitrogen Oxides (NOx)	100 lbs/day	55 lbs/day
Volatile Organic Compounds (VOC)	75 lbs/day	55 lbs/day
Respirable Particulate Matter (PM10)	150 lbs/day	150 lbs/day
Fine Particulate Matter (PM2.5)	55 lbs/day	55 lbs/day
Sulfur Oxides (SOx)	150 lbs/day	150 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Lead (Pb)	3 lbs/day	3 lbs/day

SOURCE: SCAQMD, *SCAQMD Air Quality Significance Thresholds*, 2019.

The SCAQMD has also established a localized significance threshold (LST) for emissions based on the source receptor area (SRA), site size, and the receptor distance. These LSTs represent the mass emissions rates that could result in localized exceedances of ambient air quality standards. The Proposed Project traverses three different SRAs: the East San Fernando Valley SRA (SRA 7), West San Gabriel Valley (SRA 8), and South San Gabriel Valley (SRA 11). To evaluate construction impacts, this analysis assumes a number of localized construction projects focusing on building BRT stations and associated infrastructure. To ensure a conservative analysis, a one-acre site and 25-meter distance to the nearest sensitive receptor were assumed. These are the smallest site sizes and closest receptor distances published in the SCAQMD's LST look-up tables for daily localized emissions. To evaluate operations impacts, this analysis recognizes the linear footprint of the BRT corridor and conservatively assumes the Project Area to be one-acre with receptors 25 meters from the source of emissions. Localized emissions would be significant if the operation or construction emissions exceed any of the LST thresholds shown in **Table 3.3-8**.

Table 3.3-8 – SCAQMD LST Thresholds

Phase	NOx	CO	PM_{10}	$PM_{2.5}$
EAST SAN FERNANDO VALLEY (SRA 7)				
Construction (lbs/day)	80	498	5	3
Operation (lbs/day)	80	498	1	1
WEST SAN GABRIEL VALLEY (SRA 8)				
Construction (lbs/day)	69	535	4	3
Operation (lbs/day)	69	535	1	1
SOUTH SAN GABRIEL VALLEY (SRA 11)				
Construction (lbs/day)	83	760	5	4
Operation (lbs/day)	83	760	1	1

SOURCE: SCAQMD, *Mass Rate LST Look-Up Tables*, 2009.

With respect to criteria pollutants, NAAQS and CAAQS represent the exposure level (with an adequate margin of safety) deemed safe for humans. No ambient air quality standards exist for TACs because there is no exposure level deemed safe for humans. Pollutants are identified as TACs because of their potential to increase the risk of developing cancer or because of their acute or chronic health risks. For TACs that are known or suspected carcinogens, CARB has consistently found that there are no levels or thresholds below which exposure is risk-free. Individual TACs vary greatly in the risk they present. At a given level of exposure, one TAC may pose a hazard that is many times greater than another. For certain TACs, a unit risk factor can be developed to evaluate cancer risk. For acute and chronic health risks, a similar factor, called a Hazard Index, is used to evaluate risk.

3.3.3.2 Methodology

The Proposed Project would generate temporary construction-related emissions and result in changes to regional operational emissions. The methodology used to evaluate construction and operational effects is described below.

Construction

The analysis quantified construction emissions using the California Emissions Estimator Model (CalEEMod) version 2016.3.2, which has been approved by the SCAQMD for emissions estimation within SCAB. To determine the significance of potential construction air quality impacts, the calculated daily emissions were measured against applicable SCAQMD regional and local significance thresholds. The *SCAQMD Air Quality Analysis Handbook* recommends the assessment of air pollutant emissions from projects for both regional and localized impacts. Regional emissions refer to all emissions associated with project implementation that occur within SCAB, while localized emissions are those emitted from sources specifically located on a project site.

For construction, regional emissions include those that would be generated by all equipment, fugitive/area sources, and emissions associated with debris hauling, material delivery, and crew vehicle trips. The SCAQMD guidance advises that maximum daily emissions be disclosed in the air quality impacts assessment. While construction of the Proposed Project is expected to cumulatively last 24 to 30 months, construction activities at any one station location would be much shorter in duration, with potential overlapping activities at two or more locations. The regional analysis accounts for a conservative projection of the maximum daily equipment and vehicle activity that could be occurring along the entire Project corridor in a given day. Analyzing such a worst-case scenario ensures that all other construction activities would not produce air quality impacts that exceed those analyzed in this document.

The SCAQMD has developed a set of mass emissions rate look-up tables than can be used to evaluate localized impacts that may result from construction LSTs. If the on-site emissions from proposed construction activities are below the LST emissions levels found in the LST mass rate look-up tables for the SRA, then emissions would not have the potential to cause a significant localized air quality impact. The proposed BRT service would travel through three SRAs: East

San Fernando Valley SRA (SRA 7), West San Gabriel Valley (SRA 8), and South San Gabriel Valley (SRA 11).

The localized analysis accounts for the standard construction methods that would be used to install the station platforms and accessory features along the Proposed Project corridor. Construction work would generally include a combination of the following elements dependent upon the chosen BRT alignment: restriping, curb-and-gutter/sidewalk reconstruction, ROW clearing, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Construction equipment anticipated to be used for the Proposed Project could include but would not be limited to asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The SCAQMD's methodology clearly states that off-site mobile emissions should not be included in the emissions compared to LSTs. Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod on-site emissions outputs were considered. Each individual project site (assumed to be each proposed BRT station) is less than 1-acre and it was assumed that sensitive receptors would lie adjacent to the BRT stations. According to SCAQMD methodology, it is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, the LST screening thresholds for a 1-acre project site with sensitive receptors located within 25 meters of the project site were used for this analysis.

Daily construction emissions from off-road equipment, on-road vehicles and fugitive dust from the Proposed Project were compared to the SCAQMD's regional significance thresholds, see **Table 3.3-7**. In order to evaluate localized emissions impacts, emissions from the construction of a representative bus station were evaluated and compared to the LSTs for the East San Fernando Valley SRA, West San Gabriel SRA, and South San Gabriel Valley SRA, see **Table 3.3-8**.

Operations

The Proposed Project would produce two types of operational air quality impacts. First, BRT service would generate emissions associated with operating bus services throughout the corridor. BRT service is expected to utilize zero-emission electric buses. However, compressed natural gas (CNG)-powered buses may be required when the Proposed Project first opens. If required, the use of CNG-powered buses during operation would be a temporary condition and any additional impacts posed by CNG-powered buses would be short-term and negligible. While operation of electric buses would not generate combustion-related emissions directly, buses would require battery charging.

The energy consumption of the buses would generate indirect operational NOx emissions from power plant or other energy sources that were quantified below based on the annual vehicle miles traveled (VMT) of the fleet and the USEPA's eGRID2018 Summary Tables for the State of California.[3] Second, operation of the electric buses would generate particulate matter emissions from brake and tire wear as well as fugitive road dust. The analysis quantified break and tire wear particulate matter and fugitive road dust emissions using CARB's Emissions Factor Model (EMFAC2017).

The Proposed Project was compared against existing conditions, which "normally constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant," under Section 15125(a) of the CEQA Guidelines. As summarized in **Table 3.3-9**, there are over 428 million regional daily VMT for motor vehicles under existing conditions. As the Proposed Project includes several route options, the alignment with the highest mixed-flow traffic VMT was evaluated and compared to the SCAQMD's thresholds. As a result, this route would result in the highest operational emissions; consequently, any other route would produce lesser operational emissions. When compared to the Existing condition, the Existing plus Project condition would reduce VMT by 0.017 percent by replacing some auto use with bus transit trips. A similar reduction is demonstrated between the 2042 Baseline condition and the Proposed Project. Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis.

Table 3.3-9 – Regional Vehicle Miles Traveled

Scenario	Daily VMT	Annual VMT	Percent Decrease
Existing (2017)	428,792,499	148,791,691,153	-
Existing + Project	428,721,905	148,766,500,989	0.017%
2042 Baseline	511,871,989	177,619,580,183	-
Proposed Project	511,785,330	177,589,509,510	0.017

SOURCE: Kimley-Horn Associates, *North Hollywood to Pasadena BRT Project Transportation Technical Report*, 2020.

Transportation modeling was also completed for the Route Options. The regional VMT for implementing the design options differed marginally from the Proposed Project by approximately 0.003 percent. Therefore, it is reasonable to only quantify air pollutant emissions associated with the Proposed Project. In order to conservatively evaluate any potential BRT service route, the alignment with the highest mixed-flow traffic VMT was evaluated and compared to the SCAQMD's thresholds. As a result, this route would result in the highest operational emissions; consequently, any other route would produce lesser operational emissions. Additionally, the

[3] USEPA, *eGRID2018*, https://www.epa.gov/sites/production/files/2020-01/documents/egrid2018_summary_tables.pdf, 2018.

analysis takes into account the changes in air quality emissions associated with changes along the project route from implementation of Metro's NextGen Service and the Proposed Project that would reduce service from existing bus lines that overlap with the proposed BRT route. Metro Line 180 connects Hollywood with Pasadena and would be restructured to reduce service along the route by approximately 303,125 annual revenue miles.

The potential impacts related to localized CO hot-spot emissions are evaluated following the methodology prescribed in the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) developed for the California Department of Transportation (Caltrans) by the Institute of Transportation Studies at the University of California, Davis.

3.3.4 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). The potential for the Proposed Project to result in an impact to energy resources is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact 3.3-1) Would the Proposed Project conflict with or obstruct implementation of the applicable air quality plan?

Construction and Operations

Less than Significant Impact. As part of its enforcement responsibilities, the USEPA requires each State with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California CAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and State ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Proposed Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving the CAAQS and NAAQS. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts (defined in consultation with local governments and with reference to local general plans).

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the *SCAQMD's 1993 CEQA Air Quality Handbook*, and include the following:

- Consistency Criterion No. 1: The Proposed Project would not result in an increase in the frequency or severity of existing air quality violation, or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The Proposed Project would not exceed the assumptions of the AQMP or increments.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and the NAAQS. As evaluated under Impact (b) below, the Proposed Project would not exceed the short-term construction standards or long-term operational standards and, as a result, would not violate any air quality standards, see **Table 3.3-10** and **Table 3.3-11**. The Proposed Project would be consistent with the first criterion.

Second, the 2016 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project would construct an 18-mile BRT route connecting North Hollywood to Pasadena. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the AQMP. The Proposed Project would expand the transit network within the County of Los Angeles and would encourage mode shift from single-passenger vehicles to transit. As a result, the Proposed Project is consistent with the 2016 AQMP as well as the goals set out in the Cities of Los Angeles, Burbank, Glendale, and Pasadena's General Plans. The Proposed Project is also consistent with the second criterion.

Therefore, the Proposed Project would result in a less-than-significant impact related to construction and operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant impact.

Impact 3.3-2) Would the Proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

Construction

Less-Than-Significant Impact. The SCAB region is in nonattainment for O_3 and $PM_{2.5}$. The analysis presented below quantitatively addresses the six pollutants regulated by the SCAQMD's significance thresholds, including particulate matter as well as O_3 precursors, ROG and NOx.

Construction activities would result in the short-term generation of criteria pollutant emissions. Emissions would include (1) fugitive dust generated from curb/pavement demolition, site work, and other construction activities; (2) hydrocarbon (ROG) emissions related to the application of architectural coatings; (3) exhaust emissions from powered construction equipment; and (4) motor vehicle emissions associated with debris hauling trips, material delivery trips, and worker trips.

During construction, the Proposed Project would be subject to SCAQMD Rule 403 (Fugitive Dust). SCAQMD Rule 403 does not require a permit for construction activities but sets forth requirements for all construction sites (as well as other fugitive dust sources) in SCAB. In general, Rule 403 prohibits a project from causing or allowing emissions of fugitive dust from construction (or another fugitive dust source) to remain visible in the atmosphere beyond the property line of the emissions source.

Bus charging is expected to occur at stationary facilities. Coaches would likely be serviced at one maintenance division, likely the El Monte Metro Division. Coaches maybe CNG-fueled in the opening years and use existing fueling facilities. Metro is committed to an electric bus fleet by 2030. The BRT coaches would utilize charging facilities already planned for this and other maintenance and storage facilities. Any upgrades needed to substations, transformers, conduits, and charging facilities would be programmed into Metro's capital improvement plans for its fleet and developed over time. The BRT service's fleet of zero-emission electric buses would be charged overnight at the maintenance and storage facility where the buses are parked. In addition, electric charging equipment would be provided at both ends of the BRT route, at the North Hollywood B/G Line (Red/Orange) and PCC, for the opportunity to boost the charge on the buses between runs.

Construction under the Proposed Project would involve sidewalk modifications as well as the installation of stations along the route. Emissions sources include but are not limited to equipment, truck trips for debris disposal and material delivery, and worker commute trips. Consistent with Metro's Green Construction Policy, Proposed Project construction would require Tier 4-certified construction equipment. The SCAQMD significance thresholds are based on the maximum daily emissions of a project. Therefore, for the purposes of this impact analysis, the maximum single-day construction activity for the Proposed Project was modeled.

Emissions for a scenario characterizing maximum daily activity intensity along the Proposed Project corridor during construction were estimated using the SCAQMD-recommended CalEEMod, version 2016.3.2.

Table 3.3-10 shows potential criteria pollutant emissions during the calendar year of 2022. Any construction work in a later year would generally produce less emissions given turnover of older construction equipment over time in favor of new, clear-burning engines. Further, any concurrent construction of another site could increase emissions, but would not exceed these regional thresholds of significance. Finally, Metro's Green Construction Policy requires construction to use Tier 4 construction equipment; however, in order to provide the most conservative analysis, the estimates of construction emissions do not include this measure. As a result, maximum daily construction emissions would likely be lower than those provided in **Table 3.3-10**. Proposed Project construction emissions would not exceed the SCAQMD's regional construction thresholds for any criteria air pollutant and, as a result, emissions would be less than significant. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Table 3.3-10 – Maximum Daily Construction Emissions

Emissions Source	Daily Emissions in Pounds per Day					
	ROG	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Off-Road Equipment	4.52	45.83	45.38	0.08	2.24	2.08
On-Site Paving	0.05	-	-	-	-	-
On-Road Haul Trucks	0.08	2.52	0.66	0.008	0.18	0.06
On-Road Vendor Trucks	0.03	0.92	0.27	0.002	0.07	0.02
On-Road Worker Trips	0.27	0.18	2.04	0.006	0.68	0.18
Total Emissions	4.95	49.45	48.34	0.09	3.16	2.34
SCAQMD Regional Thresholds	75	100	550	150	150	55
Exceed?	No	No	No	No	No	No

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Air Quality Report*, 2020.

Operation

Less-Than-Significant Impact. The Proposed Project would result in indirect criteria air pollutant emissions from, brake and tire wear from transit buses, and the reduction of motor vehicle use throughout the surrounding region as motorists shift from vehicles to public transit.

Under the Proposed Project, ZEV buses are expected to travel 1,348,500 annual revenue miles in 2042 as well as an additional 267,180 "deadhead" miles to the El Monte Metro Division, or other Metro division in closer proximity to the Project corridor, for battery charging. Any other overnight facility would be closer to the Project corridor, resulting in less emissions from "deadhead" miles. Implementation of Metro's NextGen service and implementation of the Proposed Project would reduce service from existing bus lines that overlap with the proposed BRT route. Metro Line 180 connects Hollywood with Pasadena and would be restructured to reduce service along the route by approximately 303,124 annual revenue miles. Metro anticipates having a 100 percent electric fleet by 2030, which is accounted for in the emissions analysis.

As summarized in **Table 3.3-11**, the operation ZEVs for the BRT service combined with the service reduction from Metro Line 180 would result in negligible increases in PM_{10} and $PM_{2.5}$ emissions in 2042, exclusively from tire wear and break wear. .

Table 3.3-11 – Maximum Daily Operational Emissions

Emissions Source	Daily Emissions in Pounds per Day					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2042 BASELINE EMISSIONS						
Regional Traffic Emissions	19,045	140,871	664,736	2,919	1,682	1,582
PROPOSED PROJECT						
ZEV Operations	-	-	-	-	0.83	0.31
Displaced Metro Line 180 Operations	-	-	-	-	0.19	0.07
Regional Traffic Emissions	19,042	140,847	664,624	2,918	1,681	1,582
NET OPERATIONAL EMISSIONS						
Total Emissions	-3	-24	-112	-1	-0.36	0.24
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

SOURCE: Impact Sciences, N*orth Hollywood to Pasadena BRT Project Air Quality Report*, 2020.

More significantly, the implementation of BRT service in this corridor would also reduce emissions emitted by the overall vehicle fleet traveling within the study area, as mode share shifts away from auto use to public transit. In operational year 2042, BRT service would reduce 30,070,673 VMT annually as compared to conditions without BRT service), a 0.017 percent reduction in VMT that would result in concomitant reductions in start, hot soak, and running emissions from the vehicle fleet. As summarized in **Table 3.3-11**, the Proposed Project would result in a net decrease of ROG, NO_x, CO, and $PM_{2.5}$. PM_{10} emissions would slightly increase as a result of operations. The increase in daily PM_{10} emissions is significantly lower than the SCAQMD's thresholds. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

When compared to the Existing condition, the Existing plus Project condition would also reduce overall emissions in the study area. As shown in **Table 3.3-9**, BRT services would reduce 25,190,164 VMT annually when compared to the Existing condition. This would also result in reductions in start, hot soak, and running emissions from the vehicle fleet in the study area. There would be some criteria pollutant emissions from the initial use of CNG buses at the start of service in 2022. Specifically, the operation of 20 CNG buses would emit_0.78_lbs/day of ROG, 4.14 lbs/day of NOx, 421 lbs/day of CO,_0.03_lbs/day of PM_{10}, and_0.03 lbs/day of PM2.5. When considering overall fleet emissions reductions associated with mode shift from passenger vehicles to public transit, initial BRT service would result in -5.08_lbs/day of ROG, -32.62 lbs/day of NOx, -160 lbs/day of CO, -0.55_lbs/day of PM_{10}, and_-0.48 lbs/day of $PM_{2.5}$. Like the 2042 scenarios, these daily emissions would not exceed SCAQMD operations thresholds, and would be considered less than significant.

Transportation modeling was also completed for the route options. The regional VMT for implementing the design options differed from the Proposed Project by approximately 0.003 percent. Therefore, the implementation of any route options would still result in a reduction in criteria pollutant emissions that would not exceed SCAQMD's regional operational thresholds of significance and would be considered less than significant.

These reductions in regional emissions would also reduce the ambient levels of criteria pollutants and produce public health benefits. Reductions in ozone precursor emissions will contribute to reductions in respiratory infections, asthma, and other ailments associated with ozone exceedances. Reductions in other criteria pollutants will reduce heart and lung diseases associated with particulate emissions and heart disease associated with carbon monoxide, among other health benefits.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant impact.

Impact 3.3-3) Would the Proposed Project expose sensitive receptors to substantial pollutant concentrations?

Construction

Less-than-Significant Impact. The following analysis assesses the potential for sensitive receptors to be exposed to substantial pollutant concentrations during construction activities.

Toxic Air Contaminants. The greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations during construction activities. Construction activities associated with the Proposed Project would be sporadic and short-term in nature. Metro has committed to using equipment outfitted with engines meeting Tier 4 emissions standards that would substantially reduce diesel PM emissions and associated exposures. Construction would travel along the route and would not be in any one location over those 30-months. The assessment of cancer risk is typically based on a 70-year exposure period; however, the Proposed Project's construction is anticipated to have a duration of approximately 30 months. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction activities would not result in an elevated cancer risk to exposed persons because of the short-term nature of construction. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Localized Pollutant Emissions. The SCAQMD has developed a set of mass emissions rate look-up tables than can be used to evaluate localized impacts that may result from construction LSTs. A single-day construction scenario was prepared in CalEEMod in order estimate the

maximum daily activity that may occur upon construction along the route. **Table 3.3-12** summarizes the localized emissions associated with construction activity at a typical station site.

Table 3.3-12 – Localized Construction Emissions per Site – Maximum Pounds per Day

Construction Activity	NOx	CO	PM_{10}	$PM_{2.5}$
Demolition	10.31	11.58	0.55	0.52
Site Preparation	13.87	7.92	1.58	0.59
Station Construction	9.75	13.56	0.46	0.42
Roadway/Sidewalk Paving	12.01	17.35	0.60	0.55
Roadway Restriping	5.33	8.09	0.25	0.24
Maximum Daily Localized Emissions	13.87	17.35	1.58	0.59
East San Fernando Valley SRA LST	80	498	5	3
West San Gabriel Valley SRA - LST	69	535	4	3
South San Gabriel Valley SRA - LST	83	760	5	4
Exceed?	No	No	No	No

SOURCE: Impact Sciences, N*orth Hollywood to Pasadena BRT Project Air Quality Report*, 2020.

The on-site air pollutant emissions on the peak day of construction would not exceed the applicable LSTs in any of the three SRAs. Metro's Green Construction Policy requires construction to use Tier 4 construction equipment; however, because the Policy allows for exceptions to this requirement under specific, documented circumstances, in order to provide the most conservative analysis, **Table 3.3-12** construction emissions do not include this measure. As a result, emissions are likely to be lower than what is presented in the table. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-than-Significant Impact. The following analysis assesses the potential for sensitive receptors to be exposed to substantial pollutant concentrations during operational activities.

Localized Pollutant Emissions. Operational activities would not include localized emissions. The only potential source of localized emissions associated with bus operations would be pollutants from bus idling. The Proposed Project would include ZEVs and there would be no exhaust emissions. There is no potential for localized emissions to exceed the SCAQMD significance thresholds.

Carbon Monoxide Hot-Spot Analysis. The *SCAQMD CEQA Air Quality Analysis Handbook* recommends the evaluation of potential CO hot spots that may occur from traffic congestion resulting from implementation of projects with substantial trip generation or modifications to roadway networks. Based on ambient air monitoring data collected by SCAQMD, SCAB has continually met State and federal ambient air quality standards for CO since 2003. As such, SCAB was reclassified to attainment/maintenance status from serious nonattainment, effective June 11, 2007. While the Final 2016 AQMP is the most recent AQMP, no additional regional or hot-spot CO modeling has been conducted to demonstrate attainment of the 8-hour average CO standard since the analysis provided in the 2003 AQMP.

Since local CO concentrations are a function of (1) intersection traffic volumes, (2) peak-hour intersection LOS, (3) CO emissions factors [idle and grams per mile], and (4) the ambient CO background concentration, it is possible to identify which, if any, of the most congested intersection locations anticipated under Proposed Project have the potential to violate State or federal CO standards. As shown in **Table 3.3-13**, maximum intersection approach volumes under the Proposed Project would not exceed the maximum total intersection approach volume identified for a 2003 attainment demonstration intersection during the peak periods. Refer to the Air Quality Technical Report for a comprehensive list of intersection volumes.

USEPA Air Data provides the maximum 8-hour CO concentrations at monitoring stations within Los Angeles County. The closest monitoring stations to the Proposed Project include Pasadena – South Wilson, Los Angeles – North Main Street, and Reseda. The maximum CO background concentrations in 2020 at Pasadena – South Wilson, Los Angeles – North Main Street, and Reseda are 0.9 parts per million (ppm), 1.3 ppm, and 1.4 ppm, respectively.[4] These background concentrations are significantly lower than the 8-hour CO ambient air standard of 9.0 ppm as well as the predicted 8-hour background concentration of 7.8 ppm used for the 2003 attainment demonstration analysis.

Maximum intersection approach volumes under the Proposed Project would be over 40 percent less than the maximum intersection approach volume used for the 2003 AQMP attainment demonstration. Volumes would be less in the Existing plus Project condition without the ambient growth attributed to future years. Furthermore, the background concentration of 8-hour CO has significantly reduced as compared to the 2003 AQMP. As such, there would be no potential for CO emissions at any intersection location to result in an exceedance of either the CAAQS or NAAQS for CO. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Toxic Air Contaminant Emissions. Operation of the proposed BRT service would utilize zero-emission buses that do not combust fuel that could create TAC emissions from diesel or other fuels. Further, the enhancement of public transit service over this 18-mile corridor would generally reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities. The Proposed Project may require CNG buses during the opening years of BRT service; however, due to the decrease in VMT from the overall vehicle fleet, the Proposed Project would help reduce TAC emissions along the service corridor and impacts from TAC emissions would be considered less than significant. These reductions in localized emissions would also reduce the ambient levels of criteria pollutants and produce public health benefits. This includes reducing the incidence of heart and lung diseases associated with localized particulate emissions, heart disease associated with carbon monoxide, and chronic and acute health impacts associated with exposure to TACs.

[4] USEPA, *Monitor Values Report*, https://www.epa.gov/outdoor-air-quality-data/monitor-values-report.

Table 3.3-13 – Comparison of Intersection Total Approach Volumes

Intersections	Proposed Project									
	AM Peak Hour Approach Volumes					PM Peak Hour Approach Volumes				
	South bound	West bound	North bound	East Bound	Total	South bound	West bound	North bound	East Bound	Total
N. Buena Vista & W. Magnolia Blvd.	1,641	1,005	848	956	4,450	1,077	1,274	1,332	1,123	4,806
W. Magnolia Blvd. & Victory Blvd.	1,392	934	777	918	4,021	1,401	1,014	1,234	1,316	4,965
Maximum Volumes	4,450					4,965				
ATTAINMENT DEMONSTRATION INTERSECTION										
Wilshire Blvd./ Veteran Ave.	721	1,830	560	4,951	8,062	1,400	3,317	933	2,069	7,719
Sunset Blvd./ Highland Ave.	2,304	1,342	1,551	1,417	6,614	1,832	1,540	2,238	1,764	7,374
La Cienega Blvd./ Century Blvd.	1,384	1,890	821	2,540	6,635	2,029	2,728	1,674	2,243	8,674
Long Beach Blvd./ Imperial Highway	479	1,760	756	1,217	4,212	944	1,400	1,150	2,020	5,514
Maximum Volumes	8,062					8,674				
Percent Change: Maximum Build Alternative vs. Maximum Attainment Demonstration Total Approach Volumes	-45%					-43%				

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Air Quality Report*, 2020.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant impact.

Impact 3.3-4) Would the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction

Less-Than-Significant Impact. Construction activities associated with the Proposed Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the Proposed Project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Proposed Project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. Nuisances can be reported to the local jurisdiction for enforcement as well. The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Operations

Less-Than-Significant Impact. The S*CAQMD CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. Stations would include waste bins that would be maintained on a regular basis and would not typically generate significant odors. The Proposed Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant impact.

3.4. BIOLOGICAL RESOURCES

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to Biological Resources. Refer to the Biological Resources Technical Report (Appendix G) for additional details related to applicable regulations and the existing setting.

3.4.1 Regulatory Framework

3.4.1.1 Federal Regulations

Federal Endangered Species Act (FESA). The FESA provides a framework to conserve and protect endangered and threatened species and their habitat. Section 10 of the FESA allows for the "incidental take" of endangered and threatened wildlife species by non-federal entities. Section 10(a)(1)(B) of the FESA authorizes the taking of federally listed wildlife or fish through an incidental take permit. Section 10(a)(2)(A) of the FESA requires an applicant for an incidental take permit to submit a habitat conservation plan that specifies, among other things, the impacts likely to result from the taking of the species, and the measures the permit applicant will take to minimize and mitigate impacts on the species. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.[1]

Migratory Bird Treaty Act (MBTA). The MBTA protects migratory birds, their occupied nests, and their eggs from disturbance and/or destruction, including all species native to the United States (U.S.) (or U.S. territories) that are known to be present as a result of natural biological or ecological processes. In addition, the U.S. Fish and Wildlife Service (USFWS) provided clarification that the MBTA does not apply to any nonnative species whose presence in the United States are solely the result of intentional or unintentional human-assisted introduction.[2] Nonnative bird species not protected by the MBTA include, but are not limited to, the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

3.4.1.2 State Regulations

California Fish and Game Code. Section 2126 states that it is unlawful for any person to take any mammals that are identified within Section 2118, including all species of bats; Sections 3503, 3513, and 3800 prohibit the take of birds, including any birds in the order Falconiformes or Strigiformes (birds-of-prey) protected under the MBTA, and protect their occupied nests. Section 3801 and 3800 state that the house sparrow and European starling are the only species authorized for take without prior authorization from the California Department of Fish and Wildlife (CDFW). Section 2080.1 states that, if a project would result in take of a species that is both federally and State listed, a consistency determination may be completed in lieu of undergoing a separate California Endangered Species Act (CESA) consultation. Under

1 USFWS, *Endangered Species Act*, 1973.
2 USFWS, *Migratory Bird Treaty Act – Bird Protection*, 2013.

Section 2081, if a project would result in take of a species that is State-only listed as threatened or endangered, then an incidental take permit from the CDFW is required. Sections 3511, 4700, 5050, and 5515 prohibit the take or possession of 37 fully protected bird, mammal, reptile, amphibian, and fish species. The CDFW will not authorize the incidental take of fully protected species when activities are proposed in areas inhabited by those species.[3]

California Environmental Quality Act (CEQA). Section 15380 of the CEQA Guidelines requires that species of special concern be included in an analysis of project impacts. California Species of Special Concern include species that are native to California and are experiencing population declines but are not currently listed as threatened or endangered, all State and federally protected and candidate species, and Bureau of Land Management and United States Forest Service sensitive species. Species considered declining or rare by the California Native Plant Society (CNPS) or National Audubon Society, and a selection of species which are considered to be under population stress but are not formally proposed for listing, are also included under species of special concern.[4]

3.4.1.3 Local Regulations

City of Los Angeles

The Framework and Conservation Elements of the General Plan. The City of Los Angeles' General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Framework Element contains objectives and policies for the provision, management, and conservation of Los Angeles' biological resources.[5] In addition to the Framework Element, the Conservation Element includes relevant objectives and policies to biological resources.[6]

Protected Tree Relocation and Replacement Ordinance. The ordinance protects the following native tree species: California black walnut (*Juglans californica*), California bay *(Umbellularia californica*), western sycamore (*Platanus racemosa*), and all oak tree species (*Quercus sp.*). This ordinance applies to trees that have a diameter of four inches or greater at 4.5 feet above the ground level. Removal of protected trees requires a permit by the City of Los Angeles Department of Public Works.[7]

3 California State Legislature, *California Fish and Game Code*, 2020.
4 California State Legislature, *The California Environmental Quality Act (CEQA)*, 1970.
5 City of Los Angeles Department of City Planning, *Los Angeles General Plan – Framework Element*, 1974.
6 City of Los Angeles Department of City Planning, *Los Angeles General Plan – Conservation Element*, 2001.
7 City of Los Angeles Department of City Planning, *Protected Tree Relocation and Replacement Ordinance #177404*, 2006.

City of Burbank

The Open Space and Conservation Element of the Burbank 2035 General Plan. The Burbank 2035 General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. It addresses biological resources in the Open Space and Conservation Element.[8]

Burbank Municipal Code. The Burbank Municipal Code 7-4-111 discusses the procedure for removal of trees during construction.[9]

City of Glendale

The Open Space and Conservation Element of the Glendale General Plan. The City of Glendale's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Open Space and Conservation Element of the General Plan outlines policies, goals, and objectives that are applicable to biological resources.[10]

Glendale Municipal Code. The City of Glendale Indigenous Tree Ordinance protects indigenous trees by requiring a permit for work performed on a protected tree or a review of project plans when construction is proposed near a protected tree. An Indigenous Tree Report is required for projects that will result in encroachment of protected trees.[11] The City Street Tree Ordinance established standards and regulations to promote the benefits of a healthy urban forest and preserve and protect street trees.[12]

City of Pasadena

The Open Space and Conservation Element of the Pasadena General Plan. The City of Pasadena's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Open Space and Conservation Element include relevant objectives and policies to biological resources.[13]

Pasadena Municipal Code. The City Trees and Tree Protection Ordinance was established to preserve and grow canopy cover by protecting native trees, street trees, and trees on public property and to protect and maintain healthy trees in the land use planning processes.[14] Protection is given to all public trees and to all native and specimen trees, landmark trees and trees that meet the criteria for landmark tree, public trees, and mature trees in all zoning districts except for properties subject to RS and RM-12 (multi-family two units on a lot) development standards.

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8 City of Burbank, *Burbank 2035 General Plan*, 2013.
9 City of Burbank, *Burbank Municipal Code*, April 18, 2014.
10 City of Glendale, *City of Glendale General Plan: Open Space and Conservation Element*, 1993.
11 City of Glendale, *Glendale Municipal Code 12.44 Indigenous Trees*, 2010.
12 City of Glendale, *Glendale Municipal Code - Chapter 12.40 City Street Trees*, 2004.
13 City of Pasadena, *General Plan Update: Draft Open Space and Conservation Element*, 2012.
14 City of Pasadena, *Code of Ordinances: City Trees and Tree Protection Ordinance*, 2002.

3.4.2. Existing Setting

The Biological Study Area (BSA) is approximately 18 miles long and includes areas that would be directly or indirectly impacted by the Proposed Project, either temporarily or permanently, including an approximate 300-foot buffer to account for indirect impacts. The limits of the BSA were determined by reviewing project plans, aerial photography, and evaluating potential construction limits. See Section 4 of the Biological Resources Technical Report (Appendix G) for a complete discussion of the existing conditions within the BSA, including maps and figures of the BSA and biological resources.

3.4.2.1 Vegetation Communities and Cover Classes

Vegetation within the BSA consists of ornamental trees, grasses, and shrubs.[15] **Table 3.4-1** shows the vegetation communities and cover classes observed in the BSA.

Table 3.4-1 - Vegetation Communities and Cover Classes

Vegetation Community / Cover Class	Description	Location
Coastal Sage Scrub	Coastal Sage Scrub communities are dominated or co-dominated by California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum),* and coyote bush (*Baccharis pilularis*).	North of the SR-134 option through Eagle Rock
Ornamental	Ornamental communities predominantly consist of non-native horticultural plants, including introduced trees, shrubs, flowering plants, and turf grass	Along the shoulders and within the medians of affected roadways.
Developed	Developed areas are where human disturbance has resulted in permanent impacts on natural communities. These include paved areas, buildings, bridges, and other structures.	North Hollywood to Pasadena BRT Corridor's streets and each bus stop location along the North Hollywood to Pasadena BRT Corridor.

SOURCE: GPA Consulting, *Biological Resources Technical Report*, 2020.

3.4.2.1 Observed Wildlife

The habitat in the BSA is developed and disturbed; however, there are buildings and mature landscaped trees adjacent to the paved areas that could provide suitable habitat for birds and bats. Wildlife species observed during surveys were mostly urban species including rock pigeon and mourning dove (*Zenaida macroura*).

[15] CDFW, *Metadata Descriptions of CNDDB Fields*, 2020.

3.4.2.3 Special Status Species

Special Status Species are those that are threatened to varying degrees. The discussion of the special-status plant and wildlife species with potential to be in the BSA is based on (1) a record reported in the California Natural Diversity Database (CNDDB), National Marine Fisheries Service (NMFS) or USFWS species lists, (2) the presence of suitable habitat, and (3) survey results.[16,17] **Table 3.4-2** discusses the various special status species in the Project Area, including the Special Status Natural Communities, Plant Species, and Wildlife Species.

Table 3.4-2 - Special Status Species

Description	Special Status Species
NATURAL COMMUNITIES	
According to the CNDDB search, nine special-status natural communities have potential to be in the BSA. Based on survey results, there is no potential for special-status natural communities to be in the BSA.	• California Walnut Woodland • Open Engelmann Oak Woodland • Riversidean Alluvial Fan Sage Scrub • Southern California Arroyo Chub/Santa Ana Sucker Stream • Southern Coast Live Oak Riparian Forest • Southern Cottonwood Willow Riparian Forest • Southern Mixed Riparian Forest • Southern Sycamore Alder Riparian Woodland • Walnut Forest
PLANT SPECIES	
According to the CNDDB and USFWS searches, 93 special-status plant species have potential to be in the BSA. Based on research and survey results, there is potential for 18 special-status plant species to be in the BSA.	• Western Spleenwort (*Asplenium vespertinum*) • Braunton's Milk-Vetch (*Astragalus brauntonii*) • Davidson's Saltscale (*Atriplex serenana var. davidsonii*) • Catalina Mariposa-Lily (*Calochortus catalinae*) • Plummer's Mariposa-Lily (*Calochortus plummerae*) • Parry's Spineflower (*Chorizanthe parryi var. parryi*) • Small-Flowered Morning-Glory (*Convolvulus simulans*) • Many-Stemmed Dudleya (*Dudleya multicaulis*) • Mesa Horkelia (*Horkelia cuneata var. puberula*) • Southern California Black Walnut (*Juglans californica*) • Robinson's Peppergrass (*Lepidium virginicum var. robinsonii*) • Ocellated Humboldt Lily (*Lilium humboldtii ssp. ocellatum*) • Davidson's Bush-Mallow (*Malacothamnus davidsonii*) • California Spineflower (*Mucronea californica*) • Hubby's Phacelia (*Phacelia hubbyi*) • White Rabbit-Tobacco (*Pseudognaphalium leucocephalum*) • Nuttall's Scrub Oak (*Quercus dumosa*) • Coulter's Matilija Poppy (*Romneya coulteri*)

[16] CDFW, *CNDDB RareFind 5*, 2020.
[17] CDFW, *CDFW QuickView Tool for the San Fernando, Sunland, Condor Peak, Chilao Flat, Mt. Wilson, EL Monte, Van Nuys, Burbank, Pasadena, Beverly Hills, Hollywood, and Los Angeles 7.5-foor topographic quadrangles for Unprocessed Data*, 2020.

Description	Special Status Species
WILDLIFE SPECIES	
According to the CNDDB, USFWS, and NMFS searches, 108 special-status wildlife species have potential to be in the BSA. Based on research and survey results, there is potential for 13 special-status wildlife species to be in the BSA.	• Cooper's Hawk (*Accipiter cooperii*) • Sharp-Shinned Hawk (*Accipiter striatus*) • Southern California Rufous-Crowned Sparrow (*Aimophila ruficeps canescens*) • Pallid Bat (*Antrozous pallidus*) • Orange-Throated Whiptail (*Aspidoscelis hyperythra*) • Busck's Gallmoth (*Carolella busckana*) • Western Mastiff Bat (*Eumops perotis californicus*) • California Gull (*Larus californicus*) • Silver-Haired Bat (*Lasionycteris noctivagans*) • Western Red Bat (*Lasiurus blossevillii*) • Hoary Bat (*Lasiurus cinereus*) • Western Yellow Bat (*Lasiurus xanthinus*) • Oregon Vesper Sparrow (*Pooecetes gramineus affinis*)

SOURCE: CNDDB, NMFS, and USFWS Species Lists, 2020.

3.4.2.4 Habitat Connectivity/Wildlife Movement Corridor Assessment

The land surrounding the BSA consists of commercial, residential, industrial, and governmental properties. There are no essential wildlife connectivity areas or natural landscape blocks in the BSA. The closest natural landscape block is approximately 0.3 mile south of the BSA within Griffith Park.[18] The Proposed Project is not located within the boundary of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. However, the BSA may be used for local foraging and movement by local wildlife species from the surrounding areas.

3.4.3 Significance Thresholds and Methodology

3.4.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to biological resources if it would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

[18]CDFW, *BIOS Habitat Connectivity Viewer*, 2019.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; and/or
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.3.2 Methodology

USFWS, CNDDB, and NMFS species lists were generated on July 3, 2019, and updated on January 16, 2020, to identify special-status species previously recorded in the vicinity of the BSA. To determine whether the Proposed Project would result in a significant impact on biological resources, a windshield survey was conducted on July 9, 2019, to document the existing conditions in the BSA and determine the potential for sensitive species or habitats to be in the BSA. Based on observations during the windshield survey, the BSA is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs.

3.4.4 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a biological resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.

Impact 3.4-1) Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Construction

The analysis below addresses potential impacts on biological resources, including FESA and CESA species, anticipated during construction activities.

Special-Status Plant Species

No Impact. There is potential for 18 special-status plant species to be in the BSA. However, all of these species only have potential to be in the Coastal Sage Scrub community located north of the SR-134 near Eagle Rock, and there would be no construction activities within or adjacent to this community. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Special-Status Wildlife Species

Less-than-Significant Impact with Mitigation. Based on habitat requirements and survey results, 13 special-status wildlife species have potential to be in the BSA, including the Cooper's hawk, sharp-shinned hawk, southern California rufous-crowned sparrow, pallid bat, orange-throated whiptail, Busck's gallmoth, western mastiff bat, California gull, silver-haired bat, western red bat, hoary bat, western yellow bat, and Oregon vesper sparrow. None of these species are federally or State threatened or endangered species. The southern California rufous-crowned sparrow, orange-throated whiptail, and Busck's gallmoth have potential to be in the Coastal Sage Scrub community located north of the SR-134 near Eagle Rock. However, there would be no construction activities within or adjacent to the Coastal Sage Scrub.

Construction activities would include vegetation removal, pedestrian and vehicle movement, staging, and paving within the BSA, which could result in direct and indirect impacts on special-status wildlife species if these activities were to be conducted while wildlife species are within or adjacent to the affected areas. Special-status birds and mammals are known to use the trees and open area in the BSA for foraging and roosting. Removal of trees and habitat and increased noise, vibration, carbon dioxide, and human activity could result in direct and indirect impacts to special-status wildlife species. Without mitigation, the Proposed Project would result in a potentially significant impact to special-status species as a result of construction activities. Therefore, Mitigation Measure **BIO-1** is recommended to reduce the construction related impact to special-status species to less than significant.

Operations

No Impact. The Proposed Project would not affect the Coastal Sage Scrub community along SR-134. In addition, there is already a high level of human activity, night lighting, and noise in the BSA and the Proposed Project would not increase levels of human activity, night lighting, or noise in the BSA. Therefore, operation of the Proposed Project would not result in impacts on any species identified as a candidate, sensitive, or special-status. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

BIO-1: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:

- 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.
- 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.

- 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.
- 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.

To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:

- Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats.
- 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 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.
- 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.
- 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.
- 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.

- 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).

Significance of Impacts after Mitigation

Mitigation Measure **BIO-1** would mitigate inadvertent impacts to biological resources during construction activities by ensuring compliance with the MBTA and California Fish and Game Code (Sections 2126, 3503, 3513, and 3800). Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact.

Impact 3.4-2) Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Construction and Operations

No Impact. There are three concrete lined riverine features within the BSA; however, these riverine features do not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW and the USFWS.[19] In addition, the proposed bus stations are located away from the riverine features and no construction work or bus operations are anticipated within these features. Therefore, the Proposed Project would not result in a significant impact related to construction or operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

[19] USFWS, *Information for Planning and Consultation*, 2020.

Impact 3.4-3) Would the Proposed Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Construction and Operations

No Impact. There are three concrete lined riverine features within the BSA; however, these riverine features do not contain State or federally protected wetlands.[20] In addition, the proposed bus stations are located away from the riverine features and no construction work or bus operations are anticipated within these features. Therefore, the Proposed Project would not result in a significant impact related to construction or operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact 3.4-4) Would the Proposed Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Construction

Less-Than-Significant Impact with Mitigation. Native migratory birds and native bats may use the trees in this area as a nursery site (nesting). Tree removal during construction activities, including staging, could interfere with bird nesting and bat roosting. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to construction activities. Implementation of Mitigation Measure **BIO-1** would reduce this impact to less than significant by ensuring that tree removal during construction does not interfere with bird nesting and bat roosting.

Operations

No Impact. Once construction is complete, no additional removal of trees would be required; therefore, project operation would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

[20] USFWS, *Wetlands Mapper*, 2019.

Mitigation Measures

Refer to Mitigation Measure **BIO-1**.

Significance of Impacts after Mitigation

Mitigation Measure **BIO-1** would mitigate inadvertent impacts to biological resources during construction activities by ensuring compliance with the MBTA and California Fish and Game Code (Sections 2126, 3503, 3513, and 3800). Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities.

Impact 3.4-5) Would the Proposed Project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

Construction

Less-Than-Significant Impact. There is potential for tree and vegetation removal within the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Each City has ordinances protecting native and/or street trees. Trees that could be removed within the City of Los Angeles are non-native and are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. Trees that could be removed within the City of Pasadena are non-native and are not protected under the City Trees and Tree Protection Ordinance. The City of Burbank Municipal Code 7-4-111 requires a tree removal permit for any street tree removed within the City, and replacement plantings. City of Glendale Municipal Code Chapter 12.40 requires a tree removal permit for any street tree removed, and replacement plantings may be required. Therefore, Project construction would result in a less than significant impact related to any local policy or ordinance. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

No Impact. Once construction is complete, no additional removal of trees would be required. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact 3.4-6) Would the Proposed Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

Construction and Operations

No Impact. The BSA is not within the boundary of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Proposed Project would not result in a significant impact related to construction or operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

3.5. CULTURAL RESOURCES

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to Cultural Resources. Refer to the Historic Resources Technical Report (Appendix K) and the Archaeological and Tribal Cultural Resources Technical Report (Appendix E) for additional details related to applicable regulations and the existing setting.

3.5.1 Regulatory Framework

3.5.1.1 Federal Regulations

National Register of Historic Places (National Register). The National Register is the authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.[1] To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of exceptional importance) and possess significance in American history and culture, architecture, or archaeology. The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district "derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties."[2] A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.[3]

3.5.1.2 State Regulations

California Register of Historical Resources (California Register). The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.[4] The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. An altered property may still have sufficient

1 Title 36 Code of Federal Regulations Part 60.2.
2 U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, accessed March 31, 2020, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, 5.
3 Title 36 Code of Federal Regulations Part 60.3(d).
4 Public Resources Code Section 5024.1 (a).

integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.[5] A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance.[6]

California Public Resources Code (PRC). Archaeological and historical sites are protected pursuant to policies and regulations enumerated under the California PRC. California PRC Sections 5020–5029.5 continue the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. California PRC Sections 5079–5079.65 define the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund. California PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods. California PRC Section 21083.2(g) protects archaeological resources. California PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Assembly Bill (AB) 52. AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that tribal cultural resources must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. Refer to Section 3.10 Tribal Cultural Resources for additional details related to AB 52.

California Health and Safety Code. The California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. Specifically, burials or human remains found either inside or outside a known cemetery are not to be disturbed or removed unless by authority of law, and the area of a discovery of human remains should remain undisturbed until the County Coroner is notified and has examined the remains prior to determining the appropriate course of action.

3.5.1.3 Local Regulations

Each of the cities within the Project Area have passed resolutions related to historic and archeological resources. These resolutions are usually included in their general plans, which provide additional guidance on assessment and treatment measures for projects subject to

[5] California Code of Regulations Section 4852 (c)
[6] California Code of Regulations Section 4852 (d) (2).

CEQA compliance. In addition, a preservation ordinance has been adopted by each city to address local designation and treatment of historic resources. Provided below is a summary of relevant policies for the cities within the Project Area.

City of Los Angeles

The City of Los Angeles General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Conservation Element of the General Plan identifies paleontological, archaeological, and historic cultural resources within the City of Los Angeles and describes objectives, policies, and programs for their protection, preservation, and management.[7] The relevant objective is to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

The North Hollywood-Valley Village Community Plan and the Northeast Los Angeles Community Plan guide the development of their respective neighborhoods through land use goals, policies, issues and opportunities.[8,9] The relevant objective of the plans is to preserve and enhance neighborhoods with a distinctive and significant historical or architectural character.

In the City of Los Angeles, the procedures for Historic-Cultural Monument designations and their preservation are described in the Cultural Heritage Ordinance (Number 178,402, effective April 2, 2007). The ordinance also establishes the Cultural Heritage Commission and defines its roles and responsibilities.[10]

City of Burbank

The City of Burbank's 2035 General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Burbank 2035 General Plan addresses cultural resources in the Land Use Element. The Open Space and Conservation Element contains policies for paleontological resources.[11] The relevant objective is to maintain a careful balance between a desire for economic prosperity and the high quality of life valued by the Burbank community.

The City of Burbank's historic preservation regulations are outlined in the Historic Resources Management Ordinance, including the procedures for designating and maintaining historic properties and the duties and responsibilities of the Heritage Commission. The Historic Preservation Plan provides further direction for implementing the ordinance with specific guidelines and polices for historic preservation.[12]

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[7] City of Los Angeles Department of City Planning, L*os Angeles General Plan – Conservation Element,* 2001.
[8] City of Los Angeles, *North Hollywood-Valley Village Community Plan*, 1995
[9] City of Los Angeles, *Northeast Los Angeles Community Plan*, 1999.
[10] City of Los Angeles Municipal Code, *Cultural Heritage Ordinance (Number 178,402)*, 2007.
[11] City of Burbank, *Burbank 2035 General Plan*, 2013.
[12] City of Burbank Municipal Code, *Historic Resource Management Ordinance (Number 10-1-925),* 2011.

City of Glendale

The City of Glendale's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Historic Preservation Element of the General Plan outlines policies, goals, and objectives that are applicable to cultural resources.[13] The relevant goals are to preserve historic resources which define community character and to create and continue programs and practices which enable an appreciation of history and historic preservation.

Local historic preservation regulations include the Historic Preservation Ordinance (Glendale Municipal Code, Section 15.20), which pertains to the Glendale Register of Historic Resources, and the Historic District Overlay Zone Ordinance (Glendale Municipal Code, Section 30.25), which outlines procedures for historic districts. The Demolition Review Ordinance (Glendale Municipal Code, Section 15.22) includes requirements for proposed demolitions of properties over 30 years old. The roles and duties of the Historic Preservation Commission are codified in Glendale Municipal Code, Section 2.76.[14]

City of Pasadena

The City of Pasadena's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Land Use Element of the General Plan includes goals and policies to provide for community conservation and strategic growth, preserving existing neighborhoods and targeting new development to infill areas that are vacant or underutilized, and are scaled and designed to complement existing uses.[15] In regards to historic resources, the General Plan outlines the following Guiding Principle: "Pasadena's historic resources will be preserved. Citywide, new development will be in harmony with and enhance Pasadena's unique character and sense of place. New construction that could affect the integrity of historic resources will be compatible with, and differentiated from, the existing resource."[16]

The Historic Preservation Ordinance (Pasadena Zoning Code, Section 17.62) outlines procedures related to historic resources in the City of Pasadena. It includes the processes for designating historic landmarks and landmark districts, criteria for designation, the process for the acquisition of historic façade easements, and processes for the alteration, demolition, or relocation of a historic resource. It also outlines available incentives for preserving historic resources as well as the powers and duties of the Historic Preservation Commission.[17]

[13] City of Glendale, *General Plan, Historic Preservation Element*, 1993.
[14] City of Glendale Municipal Code, *Historic Preservation Ordinance (Number 15.20, 15.22, 15.25, 2.76),* 1996.
[15] City of Pasadena, *Land Use Element of the City of Pasadena General Plan*, 2015, amended 2016.
[16] *Ibid.*, 1-1.
[17] City of Pasadena Municipal Code, *Historic Preservation Ordinance (Number 17.62),* 2007.

3.5.2 Existing Setting

3.5.2.1 Historic Resources

The Historical Resources Survey Area was limited to the public ROW for the length of the entire alignment, except at possible station platform locations, where the survey area was increased to include properties abutting the ROW within approximately 100 feet of the proposed station platform footprint. Since potential for impacts resulting from a change in setting are limited to areas where stations are proposed, defining the Historical Resources Study Area in this way resulted in a level of effort in line with the potential impact of the Proposed Project.

A reconnaissance survey of all properties over 45 years of age within the Historical Resources Study Area was conducted to identify properties that appeared to be potential historical resources. Potential historical resources were defined as those properties that are over 45 years of age, have apparent potential significance, and retain a moderate to high level of integrity (i.e., it retains sufficient integrity to convey its potential significance). The determination of "potential significance" was made by qualified architectural historians utilizing the applicable historic contexts. For properties located in the City of Los Angeles, this encompassed those historic contexts included in the City of Los Angeles' Citywide Historic Context Statement and SurveyLA[18] methodology for evaluating potential historical resources. For those properties located within the cities of Burbank, Glendale, and Pasadena, existing historic context statements prepared by the respective municipalities were utilized to the extent possible and are described in the Historic Resources Technical Report (Appendix K).

Records searches in the California Historical Resources Information System (CHRIS) were conducted at the South Central Coastal Information Center (SCCIC) to obtain previously recorded resources and reports within the Project Area. The record search radius was 0.25-miles from the center of the BRT alignment. Various portions of the Project Area have been the subject of previous historic context statements and historic resources surveys.[19] These were reviewed to identify previously evaluated historic resources and inform the historic context statement. A total of 309 previously recorded resources are located within the 0.25-mile record search radius and only one resource is prehistoric. Four of the previously recorded built environment resources overlap the alignment, and 68 are immediately adjacent to the alignment. **Table 3.5-1** shows all designated, previously surveyed, and potentially significant properties identified through Project reconnaissance within the Historical Resources Study Area. Refer to the Historic Resources Technical Report (Appendix K) for mapped locations of the resources, which are shown in a series of 19 maps. The maps were not included in the body of the Draft EIR to limit the length of the document.

[18] SurveyLA is the City of Los Angeles Citywide Historic Resources Survey.
[19] See *Historic Resources Technical Report* for additional information regarding previously reviewed historic resources surveys.

Table 3.5-1 – Designated, Previously Surveyed, and Potential Historical Resources Identified Within the Historic Resources Study Area

Map Ref. No	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
1	11275 Chandler Blvd	Los Angeles/North Hollywood	c. 1895	Previously Surveyed (CHRIS #P-19-186585)
2	5025 Lankershim Blvd	Los Angeles/North Hollywood	1971	Previously Surveyed (SurveyLA)
3	3000 W. Alameda Ave	Burbank	1956	Identified through Project Survey
4	142 E. Olive Ave	Burbank	1974	Identified through Project Survey
5	175 E. Olive Ave	Burbank	1972	Identified through Project Survey
6	N. Central Ave Streetlights	Glendale	1924-1926	Identified through Project Survey
7	346 N. Central Ave	Glendale	1934	Previously Surveyed (Downtown Specific Plan)
8	336 N. Central Ave	Glendale	1960	Previously Surveyed (Downtown Specific Plan)
9	100 N. Brand Blvd	Glendale	1923	Designated (GR #16; Security Trust and Savings Bank)
10	E. Broadway Streetlights	Glendale	1921	Previously Surveyed (Downtown Specific Plan)
11	222 E. Harvard St	Glendale	1973	Previously Surveyed (Downtown Specific Plan)
12	613 E. Broadway	Glendale	1940	Designated (GR #31; Glendale City Hall)
13	633 E. Broadway	Glendale	1966	Previously Surveyed (Downtown Specific Plan)
14	600 E. Broadway	Glendale	1959	Previously Surveyed (Downtown Specific Plan)
15	701 E. Broadway	Glendale	1924	Designated (GR #17; Hotel Glendale)
16	101 N. Verdugo Rd	Glendale	ca.1973	Identified through Project Survey
17	1401 E. Broadway	Glendale	1949	Previously Surveyed (South Glendale)
18	1377 E. Colorado St	Glendale	1922	Previously Surveyed (South Glendale)
19	1538 E. Wilson Ave	Glendale	1936	Previously Surveyed (South Glendale)
20	1542 E. Wilson Ave	Glendale	1935	Previously Surveyed (South Glendale)
N/A	Eagle Rock Commercial Historic District	Los Angeles/Eagle Rock	1910-1927	Previously Surveyed (SurveyLA)
21	2711 Colorado Blvd	Los Angeles/Eagle Rock	1964	Previously Surveyed (SurveyLA)
22	2557 Colorado Blvd	Los Angeles/Eagle Rock	1951	Previously Surveyed (SurveyLA)
23	2225 Colorado Blvd	Los Angeles/Eagle Rock	1914/1927	Designated (HCM #292; Old Eagle Rock Branch Library)

Map Ref. No	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
24	2160 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1915	Previously Surveyed (SurveyLA)
25	2144 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1922	Previously Surveyed (SurveyLA)
26	2124 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1910	Previously Surveyed (SurveyLA)
27	2116 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1927	Previously Surveyed (SurveyLA)
28	2108 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
29	2106 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1925	Previously Surveyed (SurveyLA)
30	2102 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
31	2028 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1924	Previously Surveyed (SurveyLA)
32	1627 Colorado Blvd	Los Angeles/Eagle Rock	1931	Designated (HCM #692; Dahlia Motors Building)
33	1620 Colorado Blvd	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
34	1579 Colorado Blvd	Los Angeles/Eagle Rock	1923	Previously Surveyed (SurveyLA)
35	85 E. Holly St/ 195 N. Raymond Ave	Pasadena	1930	Designated (Memorial Park/Pasadena Civic Center National Register Historic District)
36	145 N. Raymond Ave	Pasadena	1932	Designated (Armory Building/Old Pasadena)
37	125 N. Raymond Ave	Pasadena	1921	Designated (Crown Theatre/Old Pasadena National Register Historic District)
38	95 N. Raymond Ave	Pasadena	1895	Designated (Adams & Taylor Funeral Home/Old Pasadena)
39	119 E. Union St	Pasadena	1915	Designated (Union Building/Old Pasadena)
40	35 N. Arroyo Parkway	Pasadena	1924	Designated (Broadway Building/Old Pasadena)
41	163 E. Union St	Pasadena	1905	Previously Surveyed (Historic Designed Gardens)
42	75 N. Marengo Ave	Pasadena	ca.1930	Designated (First Baptist Church/ Pasadena Civic Center)

Map Ref. No	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
43	177 E. Colorado Blvd	Pasadena	1970	Previously Surveyed (Historic Designed Gardens)
44	117 E. Colorado Blvd	Pasadena	1905	Designated (Chamber of Commerce/Old Pasadena)
45	45 S. Arroyo Pkwy	Pasadena	1916	Previously Surveyed (Pasadena Central District)
46	101 S. Marengo Ave	Pasadena	1974	Previously Surveyed (Recent Past, Historic Designed Gardens)
47	469 E. Colorado Blvd	Pasadena	1927	Designated (Thomas Warner Building/Pasadena Playhouse District)
48	464 E. Colorado Blvd	Pasadena	1930	Designated (Walter Gerlach Building/Pasadena Playhouse National Register Historic District)
49	500 E. Colorado Blvd	Pasadena	1925	Designated (First Methodist Church/Pasadena Playhouse District)
50	880 E. Colorado Blvd	Pasadena	1974	Identified through Project Survey
51	940 E. Colorado Blvd	Pasadena	1926	Designated (Pasadena Historic Landmark; Constance Hotel)
52	909 E. Green St	Pasadena	1952	Previously Surveyed (Pasadena Central District)
53	55 S. Hill Ave	Pasadena	1925	Designated (Pasadena Historic Landmark; Hill Avenue Library)
54	20 N. Raymond Ave	Pasadena	1901	Designated (Union Savings Bank Building/Old Pasadena)
55	80 E. Colorado Blvd	Pasadena	1886	Designated (Masonic Temple/Old Pasadena)
56	87 E. Colorado Blvd	Pasadena	1929	Designated ([No Name]/Old Pasadena)
57	96 E. Colorado Blvd	Pasadena	1896	Designated (Richardson Block/Old Pasadena)
58	97 E. Colorado Blvd	Pasadena	1902	Designated ([No Name]/Old Pasadena)
N/A	Various	Pasadena	1886-1936	Designated (Old Pasadena National Register Historic District)
N/A	Various	Pasadena	1910-1932	Designated (Civic Center National Register Historic District)
N/A	Various	Pasadena	1905-1928	Designated (Civic Center Financial National Register Historic District)
N/A	Various	Pasadena	1906-1940	Designated (Pasadena Playhouse National Register Historic District)

SOURCE: GPA Consulting, *Historic Resources Technical Report,* 2020.

There was a total of 23 designated properties (listed in the National, California, and/or local register), including 16 contributors to historic districts, and 29 properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local register), including eight that are contributors to a potential historic district. An additional six potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project.

The potentially historic streetlights on East Broadway and North Central Avenue in the City of Glendale are of particular importance to the Proposed Project due to proposed sidewalk improvements. Along Central Avenue and Broadway, the Proposed Project would be side or curb-running and proposed station platform footprints may result in the removal or relocation of potentially historic streetlights currently within the existing sidewalk. Conceptual engineering plans developed to support the Draft EIR show proposed station platform footprints that appear to conflict with the placement of approximately three potentially historic streetlights on Central Avenue and approximately three on Broadway. These include two streetlights at the northeast corner and one streetlight at the southwest corner of Central Avenue at Lexington Drive, one streetlight at the northwest corner of Broadway at Glendale Avenue, and two at the southeast corner of Broadway at Brand Boulevard. **Figure 3.5-1** shows one of the potentially historic streetlights.

3.5.3.2. Archaeological Resources

The Proposed Project is situated on lands that were once inhabited by the Gabrieleno (also known as the Tongva) and to the south of lands that were once inhabited by the Tataviam. As discussed, a records search was conducted at SCCIC to identify previously-recorded cultural resources and previous investigations within the Project Area and within a 0.25-mile radius. The records search reviewed technical reports and Department of Parks and Recreation site records. Additional consulted sources included the Historic Property Data File, which identifies resources listed on or determined eligible for listing on the National, California, and local registers, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility.

The Project Area consists of existing roadways and developed parcels. An assessment of the Project Area, via a review of historic and current aerial photographs and maps along with a windshield survey of the Project Area, indicated that no exposed native ground surface is present.

The records search indicated that a total of 154 previous studies have taken place within the 0.25-mile records search radius, between 1949 and 2016. Of these, 30 overlapped the Project Area, 40 were immediately adjacent to the Project Area, and the remaining 84 studies were outside of the Project Area but within the 0.25-mile radius. The results of the SCCIC records search also indicated that 271 previously-recorded resources are located within the 0.25-mile records search radius of the Project Area. Four of the built environment resources overlap the Proposed Project. The four that overlap include the Union, Raymond, Holly, and Fair Oaks corridors, Pasadena Civic Center District, Old Pasadena Historic District, and Alta San Rafael Association. No prehistoric or historic-age archaeological resources have been previously recorded within the Project Area.

Figure 3.5-1 – Representative streetlight on Broadway, Glendale



SOURCE: GPA Consulting, *Historic Resources Technical Report*, 2020.

3.5.6 Significance Thresholds and Methodology

3.5.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to Cultural Resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; and/or
c) Disturb any human remains, including those interred outside of formal cemeteries.

3.5.3.2 Methodology

Historic Resources

The definition of historical resource for CEQA includes properties listed in or determined eligible for the California Register. Properties listed in a local register of historical resources or identified as historically significant in a historic resources survey (provided certain statutory criteria and requirements are satisfied) are also presumed to be a historical resource unless a preponderance of evidence demonstrates that the property is not historically or culturally significant. A lead agency may also treat a property as historical resource if it meets statutory requirements and substantial evidence supports the conclusion.[20]

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states:

> *A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.*

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies "substantial adverse change" as follows:

> *Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.*

[20] Title 14 California Code of Regulations §15064.5(a).

Title 14 California Code of Regulations Section 15064.5(b)(2) in turn explains that a historical resource is "materially impaired" when a project:

> *Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.*

Projects that may affect historical resources are considered mitigated to a level of less than significant if they are conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards).[21] The Standards were issued by the National Park Service and are accompanied by Guidelines for four types of treatments for historical resources: Preservation, Rehabilitation, Restoration, and Reconstruction. The most common treatment is rehabilitation; this is the treatment that applies to the Proposed Project. The definition of rehabilitation assumes that at least some alteration of the historic property will be needed in order to provide for an efficient contemporary use; however, these alterations must not damage or destroy materials, features, or finishes that are important in defining the property's historic character.

The Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

[21] Title 14 California Code of Regulations §15126.4(b).

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

It is important to note that the Standards are not intended to be prescriptive, but instead provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, nor is it necessary to comply with every Standard to achieve compliance.

Archaeological Resources

Archaeological sites are usually adversely affected only by physical destruction or damage. The CEQA and the CEQA Guidelines contain specific standards for determining the significance of impacts to archaeological sites (PRC Section 21083.2; 14 California Code Regulations Section 15064.5(c)). If the lead agency determines that the Project may have a significant effect on unique archaeological resources, the EIR must address those archaeological resources.[22] The analysis of archaeological resources was based on a cultural resource records search and literature review at the SCCIC, a SLF file search, windshield survey, and AB 52 consultation results.

3.5.4 Impact Analysis

Impact 3.5-1) Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Construction

Less-Than-Significant Impact with Mitigation. There would be no physical demolition or alteration of known and potential historical resources identified within the Project Area, with one exception, discussed below. It is anticipated that Proposed Project, including station platforms or dedicated lanes, would be constructed in the immediate or broader setting of historical

[22] California PRC, Section 21083.2(a).

resources, but not within the physical boundaries of the historical resource itself. Construction activities, including staging areas, would not physically affect nearby historical resources because the Proposed Project would not demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance. Construction-related noise and/or visual effects from activity and equipment in the vicinity of historical resources would not be permanent. The identified historical resources are not highly fragile building types, and so would not be susceptible to physical damage from the anticipated level of vibration associated with construction activities.

The Proposed Project passes through the boundaries of four historic districts in the City of Pasadena (Old Pasadena National Register of Historic District (NRHD), Pasadena Civic Center NRHD, Civic Center Financial NRHD, and Pasadena Playhouse NRHD).[23] Within Pasadena, the proposed alignment is mixed-flow in existing travel lanes. Station platform footprints in the City of Pasadena would be constructed on the sidewalk or on sidewalk extensions; five are situated at the edge of a historic district boundary, but none are wholly within a historic district boundary. Construction activities would not impact the four historic districts.

The exception to the preceding analyses is the potentially historic streetlights on Central Avenue and Broadway in the City of Glendale. Along Central Avenue and Broadway, the Proposed Project would be side or curb-running and proposed station platform footprints may result in the removal or relocation of potentially historic streetlights currently within the existing sidewalk. Conceptual engineering plans developed to support the Draft EIR show proposed station platform footprints that appear to conflict with the placement of approximately three potentially historic streetlights on Central Avenue and approximately three on Broadway. These include two streetlights at the northeast corner and one streetlight at the southwest corner of Central Avenue at Lexington Drive, one streetlight at the northwest corner of Broadway at Glendale Avenue, and two at the southeast corner of Broadway at Brand Boulevard. These six streetlights are similar in appearance to historic streetlights elsewhere on the street, although research suggests some may have been recently installed (or reinstalled) as early as 2007 or as recent as 2014, depending on the location. Regardless, at this time in the planning process, it is possible for the Proposed Project to interfere with potentially historic streetlights. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to construction activities. Implementation of Mitigation Measure **CUL-1** would reduce this impact to a less than significant level by ensuring that rehabilitation adheres to the Secretary of the Interior's Standards for the Treatment of Historic Properties and by confirming that the Proposed Project will not cause a substantial adverse change in the significance of a historical resource.

[23] The Proposed Project would also pass immediately adjacent to, but not within, the boundaries of the Eagle Rock Commercial Historic District in the community of Eagle Rock, as either a center-running or curb-running alignment with one station platform immediately adjacent to the district boundaries. As a result, no physical alteration to any features of Eagle Rock Commercial Historic District would occur during construction or operation of the Proposed Project.

Colorado Street (Route Option E2)

The Colorado Street route option would avoid all impacts to the potentially historic streetlights on Broadway; however, the Central Avenue streetlights would still potentially be affected by construction of the proposed station platform at Central Avenue and Lexington Drive. While fewer streetlights would be affected, without mitigation, the Proposed Project with the Colorado Street route option would result in a potentially significant impact related to construction activities. Implementation of Mitigation Measure **CUL-1** would reduce this impact to a less than significant level by ensuring that rehabilitation adheres to the Secretary of the Interior's Standards for the Treatment of Historic Properties and by confirming that the Proposed Project will not cause a substantial adverse change in the significance of a historical resource.

SR-134 (Route Option E3)

The SR-134 route option would avoid all construction-related impacts to the Central Avenue and Broadway streetlights. Therefore, the Proposed Project with the SR-134 route option (Route Option E3) would result in no impact related to construction activities.

Operations

Less-Than-Significant Impact with Mitigation. The Proposed Project would operate within the existing public ROW and would not directly affect historic resources. However, components of the Proposed Project would be located within the setting of known and potential historical resources. These components, such as stations, electric charging infrastructure, and signs, have the potential to visually affect historic resources.

Potential impacts to historical resources would primarily be limited to changes in setting at the location of station platforms, where shade structures and other vertical features would be constructed. Station platforms would generally be level with the sidewalk; the roadway curb may be raised slightly to provide "near level" boarding. Where feasible, a curb extension up to 12 feet would be provided to accommodate the station platform with minimal impact to the existing sidewalk area. Within the station platform footprint various vertical elements such as shelters (up to approximately 15 feet tall), seating, monument signs (up to approximately 20 feet tall), electronic displays, and bicycle racks may be located. Design integration of the station features into the sidewalk area would consider retaining or relocating existing vertical elements such as trees, signs, parking meters, and streetlights to minimize conflicts.

Station features (e.g., shelters, amenities, etc.) would be selected from a standard "kit of parts," which Metro is currently developing, and refined during the Preliminary Engineering phase of the Proposed Project. In the case of historical resources that are characterized by their relationship to the street, such as pedestrian oriented street fronts sited at or near the property line, consistency with Rehabilitation Standards can be achieved by maintaining physical access to the historical resource from the sidewalk and a visual connection between the historical resource and the street. The size, massing, and placement of station platform components would be carefully considered, especially proposed vertical structures that may obstruct views of important physical features or interrupt spatial relationships that characterize a historical

resource. Additionally, the materials, scale, and proportion of proposed station features would be differentiated from, yet compatible with, nearby historical resources. It is assumed the "kit of parts" would have a contemporary appearance that is generally consistent among the stations. This would visually differentiate the proposed new features from existing historical resources nearby. Compliance with Rehabilitation Standards would be unobtrusive as possible and allow the Proposed Project to retain the historic relationships between buildings and the landscape in the setting.

Rehabilitation Standard Nine advises "…related new construction will not destroy historic materials, features, and spatial relationships that characterize the [historic] property…new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the [historic] property and its environment." The only historical resources anticipated to be physically altered by the Proposed Project are the Central Avenue and Broadway streetlights (as described in the "Construction" section above). For all other historical resources, including individually significant properties, properties contributing to a historic district, and historic districts, it is assumed that changes would occur within the setting only. Where station platforms are proposed on the sidewalk or on sidewalk extensions directly in front of a historical resource, changes would occur in the immediate setting and in closer proximity to the historical resource. Where station platforms are proposed at the roadway center or median, changes would occur in the broader setting and would be further removed from the historical resource.

Rehabilitation Standard Ten advises "…related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired." With the possible exception of the Central Avenue and Broadway streetlights, the Proposed Project would not construct station platforms within the boundaries of a historical resource or change the essential physical form or integrity of a historical resource. As such, consistency with Rehabilitation Standard Ten would be achieved for stations proposed adjacent to historical resources.

It is anticipated that station platforms would be designed in a manner that is consistent with the Rehabilitation Standards. However, a qualified architectural historian would be needed to confirm if the appearance and placement of new features would not materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance. Therefore, without mitigation, operation of Proposed Project could result in a potential significant impact to historic resources. Implementation of Mitigation Measure **CUL-1** would ensure this impact is reduced to less than significant.

Mitigation Measures

CUL-1: 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.

Significance of Impacts after Mitigation

Mitigation Measure **CUL-1** would ensure that the Proposed Project design would be consistent with Rehabilitation Standards. Therefore, the Proposed Project would result in a less-than-significant related to construction and operational activities.

Impact 3.5.2 Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Construction

Less-Than-Significant Impact with Mitigation. No archaeological resources were identified during the records search and literature review, SLF search, AB 52 consultation, or windshield survey. Surficial archaeological resources that may have existed have likely been displaced or destroyed as a result of previous development activities. The negative results and the developed nature of the Project Area does not, however, preclude the existence of undiscovered prehistoric or archaeological resources that may be encountered during construction.

Construction activities associated with the establishment of dedicated bus lanes would involve minimal ground disturbance and excavation. Excavation activities would be limited to 2 to 3 feet below ground surface, within soils previously impacted during initial road and sidewalk construction. Excavation associated with these vertical elements would be limited to two to three feet below ground surface, within soils previously impacted during initial road and sidewalk construction. Vertical element relocation activities, such as trees, signs, parking meters and streetlights, may extend to a depth of 12 feet below ground surface, below the currently disturbed soils. It is therefore possible that previously undiscovered and undocumented archaeological resources could be encountered during construction activities. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to

construction activities. With implementation of Mitigation Measure **CUL-2**, this impact would be reduced to less than significant by ensuring that any archaeological resource discovered during construction is avoided or treated to the standards established by the Secretary of Interior.

Operations

No Impact. The potential to disturb archaeological resources is only possible during construction activities. There is no potential for the surface-running BRT to encounter archaeological resources. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

CUL-2: 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.

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.

Significance of Impacts after Mitigation

Mitigation Measure **CUL-2** would mitigate inadvertent impacts to subsurface archaeological deposits during construction. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities.

Impact 3.5.3 Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries?

Construction

Less-Than-Significant Impact. The results of the record searches from the SCCIC and the NAHC indicated that no human remains have been recorded within the Project Area or within a 0.25-mile radius. The negative results and the developed nature of the Project Area does not, however, preclude the existence of buried human remains that may be encountered during construction. If human remains are encountered during construction, the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1); Health and Safety Code Section 7050.5, subdivision (c); and PRC Section 5097.98 (as amended by AB 2641) would be followed. According to these existing legal requirements, if human remains are discovered, all work within 100 feet of the find must be halted immediately and the Los Angeles County Coroner and Metro must be notified by the construction contractor. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains.. The NAHC would identify the MLD to be consulted by Metro regarding treatment and/or reburial of the remains. The MLD must be afforded an opportunity to inspect the find and make recommendations for treatment options. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after being granted access to the Project Area to examine the remains, the landowner, working with the Metro, must rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. Compliance with these existing laws would ensure unanticipated discovery of human remains would be treated with appropriate deference and legal requirements. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

No Impact. The potential to disturb human remains is only possible during construction activities. There is no potential for the surface-running BRT to encounter human remains. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

3.6. ENERGY RESOURCES

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to energy resources. Refer to the Energy Resources Technical Report (Appendix G) for additional details related to applicable regulations and the existing setting.

3.6.1 Regulatory Framework

3.6.1.1 Federal Regulations

Energy Policy and Conservation Act. The Federal Energy Policy and Conservation Act of 1975 established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 Federal Register 62624–63200).

Alternative Motor Fuels Act. The Alternative Motor Fuels Act of 1988 amended a portion of the Energy Policy and Conservation Act to encourage the use of alternative fuels, including electricity. This Act directed the Secretary of Energy to conduct a study regarding alternative fuel vehicles' performance, fuel economy, safety, and maintenance costs and report to Congress the results of a feasibility study concerning the disposal of such federal vehicles.

Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA, passed in 1991, presented an intermodal approach to highway and transit funding with collaborative planning requirements, giving additional powers to state and local transportation decision-makers and metropolitan planning organizations.

Energy Policy Act. The Energy Policy Act of 1992 was passed to reduce U.S. dependence on foreign petroleum and improve air quality. The Energy Policy Act includes several provisions intended to build an inventory of alternative fuel vehicles in large, centrally fueled fleets in metropolitan areas. The Energy Policy Act requires certain Federal, state, and local government and private fleets to purchase a percentage of light duty alternative fuel vehicles each year.

Transportation Equity Act for the 21st Century (TEA-21). The TEA-21 was enacted in 1998 as the successor legislation to ISTEA and builds on its established initiatives. This Act reauthorized the Congestion Management Air Quality Program and authorized federal highway, highway safety, transit and other surface transportation programs over the next six years.

Energy Policy Act. The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources (i.e., landfill gas), provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification, and establishes a Federal purchase requirement for renewable energy called the Renewable Fuels Standard (RFS).

Energy Independence and Security Act (EISA). On December 19, 2007, the EISA was signed into law requiring increased levels of renewable fuels (the RFS) to replace petroleum. The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the Act, the original RFS program required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that lay the foundation for achieving significant reductions in GHG emissions from the use of renewable fuels, reducing imported petroleum, and encouraging the development and expansion of the renewable fuels sector in the U.S.

Light Duty Vehicles Standards. On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the U.S. auto industry. The adopted federal standard applied to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpassed the prior Corporate Average Fuel Economy (CAFE) standards and required an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of carbon dioxide (CO_2) per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 passenger cars and light-duty trucks. By 2020, new vehicles are projected to achieve 41.7 mpg—if GHG reductions are achieved exclusively through fuel economy improvements—and 213 grams of CO_2 per mile (Phase 2 standards). By 2025, new vehicles are projected to achieve 54.5 mpg and 163 grams of CO_2 per mile, a reduction of approximately 50 percent relative to 2010.

On September 27, 2019, the USEPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (84 Federal Register 51310 [September 27, 2019]). The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. Both the GHG emission standards and the ZEV sales standards reduce GHG emissions and fossil fuel energy consumption; as a result of the loss of ZEV sales requirements, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years. California expects Part Two of these regulations to be adopted in 2020, and it is anticipated that the federal government may adopt revised GHG emission standards and fuel efficiency standards.

Moving Ahead for Progress in the 21st Century Act (MAP-21). Signed in 2012, MAP-21 represented the first multi-year transportation authorization enacted since 2005, funding surface transportation programs with more than $105 billion for fiscal years 2013 and 2014. MAP-21 also authorized $70 million for a public transportation research program that focuses on energy efficiency and system capacity, among other items. With the exception of the provisions of MAP-21, there is no federal legislation related specifically to the subject of energy efficiency in public transportation project development and operation.

3.6.1.2 State Regulations

Warren-Alquist Act. The California Legislature passed the Warren-Alquist Act in 1974. The Warren-Alquist Act created the California Energy Commission (CEC), which is the State's primary energy policy and planning agency. The legislation directed the CEC to formulate and adopt the nation's first energy conservation standards for both buildings constructed and appliances sold in California; removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high-demand projections, and transferred it to a more impartial CEC; and directed CEC to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources. Several regulatory entities administer energy policy throughout the State. The California Public Utilities Commission (CPUC) regulates privately owned utilities providing the telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation services.

Senate Bill 1389. SB 1389 requires the CEC to prepare a biennial integrated energy policy report assessing major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors. The report is also intended to provide policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies.

Senate Bill 1078 and Senate Bill 107. SB 1078 (2002) and SB 107 (2006) created the Renewable Energy Standard, which required electric utility companies to increase procurements from eligible renewable energy resources by at least 1 percent of their retail sales annually until reaching 20 percent by 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the State's Renewables Portfolio Standard to 33 percent renewable power by 2020. On April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015) further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027.

Senate Bill 100. On September 10, 2018, Governor Jerry Brown signed SB 100, which further increased California's Renewables Portfolio Standard to achieve 50 percent renewable resources by December 31, 2026, and a 60 percent target by December 31, 2030, while requiring retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

Assembly Bill 118. In 2007, Assembly Bill 118 created the Alternative and Renewable Fuel and Vehicle Technology Program, to be administered by the CEC. This Program authorizes the CEC to award grants, revolving loans, loan guarantees and other appropriate measures to qualified entities to develop and deploy innovative fuel and vehicle technologies that will help achieve California's petroleum reduction, air quality and climate change goals, without adopting or advocating any one preferred fuel or technology. The statue was amended in 2008 and 2013,

which authorized the CEC to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the State's climate change policies.

Senate Bill 350. The Clean Energy and Pollution Reduction Act of 2015, SB 350 (Chapter 547, Statutes of 2015) was approved by Governor Jerry Brown on October 7, 2015. SB 350 does the following: (1) increases the standards of California's RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030; (2) requires the State Energy Resources Conservation and Development Commission to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030; (3) provides for the evolution of the Independent System Operator into a regional organization; and (4) requires the State to reimburse local agencies and school districts for certain costs mandated by the State through procedures established by statutory provisions.

Title 24 Standards. The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. The standards require that enforcement agencies determine compliance with the California Code of Regulations, Title 24, Part 6 before issuing building permits for any construction.

California Green Building Standards Code. Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."

California Transportation Plan. The California Transportation Plan is a statewide, long-range transportation plan to meet future mobility needs developed by the California Department of Transportation. The Plan defines performance-based goals, policies, and strategies to comply with MAP-21 and to achieve an integrated, multimodal transportation system. The Plan addresses how the State will achieve maximum feasible emissions reductions, taking into consideration the use of alternative fuels, new vehicle technology and tailpipe emissions reductions.

Senate Bill 375. SB 375 addresses energy resources associated with the transportation sector through regional transportation and sustainability plans. SB 375 required the CARB to adopt regional GHG emissions reduction targets for the automobile and light-truck sector for the milestone years 2020 and 2035, and tasked regional MPOs with the preparation of SCS within their RTPs.

Senate Bill 743. SB 743 encourages land use and transportation planning decisions and investments to reduce VMT that contribute to GHG emissions. SB 743 requires the Office of Planning Research to develop revisions to the CEQA Guidelines and establish criteria to determine the significance of transportation impacts of projects within transit priority areas.

3.6.1.3 Regional Regulations

Metro Energy Management. Metro has implemented several policies and plans to enhance energy efficiency throughout its system. In 2011, Metro published its Energy Conservation and Management Plan (ECMP) to serve as a strategic blueprint for proactively guiding energy use in a sustainable, cost-effective, and efficient manner. The ECMP complements Metro's 2007 Energy and Sustainability Policy, focusing on electricity for rail vehicle propulsion, electricity for rail and bus facility purposes, natural gas for rail and bus facility purposes, and the application of renewable energy. Metro's efforts to improve energy efficiency and expand renewable energy use are directly correlated with systemwide GHG emissions reductions; the 2012 Metro Climate Action and Adaptation Plan relied upon the ECMP sustainability analyses to set a path forward for reducing Metro's GHG emissions.

Adopted in 2012, the Metro Countywide Sustainability Planning Policy & Implementation Plan outlines Metro's robust approach to improving energy efficiency, reducing GHG emissions, and providing a healthier and more accessible network of transportation and transit infrastructure. The plan includes core principles and priorities that guide Metro's transportation planning efforts to influence sustainability outcomes as a regional mobility provider, a project manager, and a steward of public funds. Metro identified three key social, economic, and environmental priorities for each fundamental principle to be advanced through the transportation planning process.

Metro prepares an annual Energy & Resource Report to provide an annual evaluation of the sustainability performance of the multi-modal system, measured across ten specific performance metrics and through updates on program impact. Between 2017 and 2018, Metro reduced its systemwide energy use per vehicle revenue mile (VRM) by approximately 6.5 percent. Metro has committed to incorporating renewable natural gas (RNG) into its bus fleet, and intends to achieve zero carbon emissions by 2050 through strategies including transitioning its fleet to 100 percent zero-emission buses by 2030 and ensuring 100 percent renewable energy use by 2035. Metro published an updated iteration of its Climate Action and Adaptation Plan in 2019 that summarizes current and projected GHG emissions from Metro operations, describes how climate change could affect Metro's system and operations, and identifies steps to reduce emissions and increase resilience to climate change.

In 2020 Metro published *Moving Beyond Sustainability*, a 10-year strategic plan that is the most comprehensive to date and sets goals, targets, strategies, and actions that align with and emanate from other key Metro guidance documents. The plan is organized into topical strategic focus areas including water quality and conservation, solid waste, materials, construction and operations, energy resource management, emissions and pollution control, resilience and climate adaptation, and economic and workforce development. By recognizing the intersectionality of these various focus areas, Metro designed a robust, holistic plan to guide the

expansion and enhancement of its transit services into the future. Targets of the plan specifically related to energy resources include:

- Reduce potable water use by 22 percent from the 2020 Business as Usual scenario.
- Reduce annual operational solid waste disposal 24 percent from business as usual scenario.
- Achieve LEED Silver certification for all new facilities over 10,000 square feet, and achieve Envision certification where LEED is not applicable.
- Design and build 100 percent of capital projects to CALGreen Tier 2 standards.
- Reduce energy consumption by 17 percent at facilities from the 2030 Business as Usual Scenario.
- Increase onsite renewable energy generation to 7.5 MW.

Southern California Association of Governments (SCAG). SCAG is the MPO for the regional planning jurisdiction encompassing Los Angeles, Ventura, San Bernardino, Riverside, Orange, and Imperial Counties. SCAG is required by federal law to prepare and update a long-range RTP (23 United States Code [U.S.C.] Section 134 et seq.) California SB 375, codified in 2008 in Government Code Section 65080 (b)(2)(B), also requires that the RTP include a SCS that outlines growth strategies for land use and transportation and helps reduce the State's GHG emissions from cars and light duty trucks. SCAG adopted the Connect SoCal 2020–2045 RTP/SCS (Connect SoCal) in May 2020, which is the most recent and applicable RTP for the Proposed Project. The Proposed Project is identified in Connect SoCal as the "BRT Connector – Orange/Red Line to Gold Line."

Connect SoCal includes a commitment to reduce emissions from transportation sources to comply with SB 375. The 2016-2040 RTP/SCS states that the region will meet or exceed the SB 375 per capita targets, lowering regional per capita GHG emissions by 8 percent by 2020, 18 percent by 2035, and 22 percent by 2040. The GHG emissions reductions from automobile and light-truck sectors would result from decreased transportation fuels consumption.

Los Angeles Countywide Sustainability Plan. The Los Angeles Countywide Sustainability Plan is a regional sustainability plan for unincorporated areas of Los Angeles County. The Countywide Sustainability Plan includes various goals to improve countywide sustainability features and can serve as a template for cities within LA County to formulate their own municipality-level sustainability plans.

3.6.1.3 Local Regulations

The Cities through which the Proposed Project traverses have published planning documents that address energy. Refer to the Energy Technical Report for a more detailed discussion of the specific elements of each plan below that are relevant to the Proposed Project.

City of Los Angeles

GreenLA Climate Action Plan. The City of Los Angeles began addressing the issue of global climate change by publishing Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHG emissions from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO2 to 35 percent below 1990 levels by year 2030. To achieve this, the City LA Green Plan a policy to change transportation and land use patterns to reduce dependence on automobiles.

Mobility Plan 2035. State law requires that municipal General Plans must contain seven mandatory elements: land use, transportation, housing, conservation, open space, noise, and safety; the City of Los Angeles has 12 elements within its General Plan to better address the specific local planning challenges it faces. Adopted by the City Council in September 2016, Mobility Plan 2035 represents the transportation element of the Los Angeles General Plan dedicated to improving multimodal connectivity throughout the City.

Sustainable City pLAn. In April 2015, Mayor Eric Garcetti released the City of Los Angeles' Sustainable City pLAn as a roadmap to achieve short-term (2017) and longer term (by 2025 and 2035) targets in 14 categories that will advance the City's commitment to a cleaner environment, stronger economy, and equity. The Green New Deal, released in 2019, provided an update to the Sustainable City pLAn.

L.A.'s Green New Deal. In April 2019, Mayor Eric Garcetti announced Los Angeles' Green New Deal to set goals for the City's sustainable future. Los Angeles' Green New Deal commits to uphold the Paris Climate Agreement and deliver environmental justice through an inclusive green economy, plans to ensure every City resident has the ability to join the green economy, and sets a determination to lead by example within City government. The Green New Deal aims to reach a 50 percent reduction in GHG emissions by 2025 and reach net neutrality by 2050.

City of Burbank

The City of Burbank adopted its General Plan 2035 in 2013, which contains numerous items related to management of energy resources. Goals include promoting planning and programs that reduce air pollutants to improve the health and sustainability of the City and County. Implement policies that reduce fossil fuel combustion (by reducing VMT and promoting conservation and use of renewable energy) to lessen adverse impacts on both air quality and climate change.

City of Glendale

The City of Glendale General Plan contains several elements that address energy resources management, conservation, and efficiency that are relevant to Proposed Project implementation. The Glendale Circulation Plan contains Goals and Objectives that set direction for the City's policies, principles, standards, and programs related to community mobility. In

addition to the Circulation Plan, Glendale published a Greener Glendale Plan – The City of Glendale's Sustainability Plan that also addresses energy resource management and efficiency related to public transit and transportation fuels consumption. Tenets of the Greener Glendale Plan pertinent to the Proposed Project include public transit accessibility, the energy benefits of reducing on-road passenger vehicle travel and transportation fuels consumption, and objectives and strategies aimed at expanding and encouraging public transit access and use.

City of Pasadena

The City of Pasadena updated the Mobility Element of its General Plan in 2015, which contains Mobility Objectives that are incorporated into local planning endeavors to promote a city where people can circulate without cars. In 2018, the City of Pasadena prepared a climate action plan (CAP) with the goal to reduce community-wide GHG emissions 27 percent below 2009 levels by 2020, 49 percent below 2009 levels by 2030, 59 percent below 2009 levels by 2035, and 83 percent below 2009 levels by 2050. City initiatives to reduce GHG emissions are directly and indirectly correlated with energy resource management, improving energy efficiency, and reducing transportation fuels consumption.

3.6.2. Existing Setting

Various forms of energy resources are used to fuel on-road vehicles, provide lighting and heat for residential and non-residential buildings, treat, supply, and distribute potable water, among many other end uses. Direct and indirect energy resources involved in the transit system implementation include electricity, natural gas, and transportation fuels (i.e., gasoline and diesel fuel). This section provides a brief discussion of the types of energy resources that would be consumed by construction and operation of the Proposed Project and how they are produced and distributed to the respective end uses.

Electricity

The production of electricity requires the consumption or conversion of other natural resources, whether it be water (hydroelectric power), wind, oil, gas, coal, or solar energy. The delivery of electricity as a utility involves several system components for distribution and use. Electricity is distributed through a network of transmission and distribution lines referred to as a power grid. Energy capacity, or electrical power, is generally measured in watts (W), while energy use is measured in watt-hours (Wh), which is the integral electricity consumption over a time period of one hour. On a utility scale, the capacity of electricity generation and amount of consumption is generally described in megawatts (MW) and megawatt-hours (MWh), respectively. Within the Proposed Project area, electricity providers include Los Angeles Department of Water and Power (LADWP), Burbank Water and Power, Glendale Water and Power, and Pasadena Water and Power (PWP).

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is a fossil energy source formed deep beneath the earth's surface. Natural gas consumed in California is obtained from its naturally occurring subterranean reservoirs and delivered through high-pressure transmission pipelines. Natural gas provides almost one-third of the total energy requirements in California and is generally measured in units of standard cubic feet or British thermal units. The Southern California Gas Company (SoCalGas) is the natural gas provider for the Project Area.

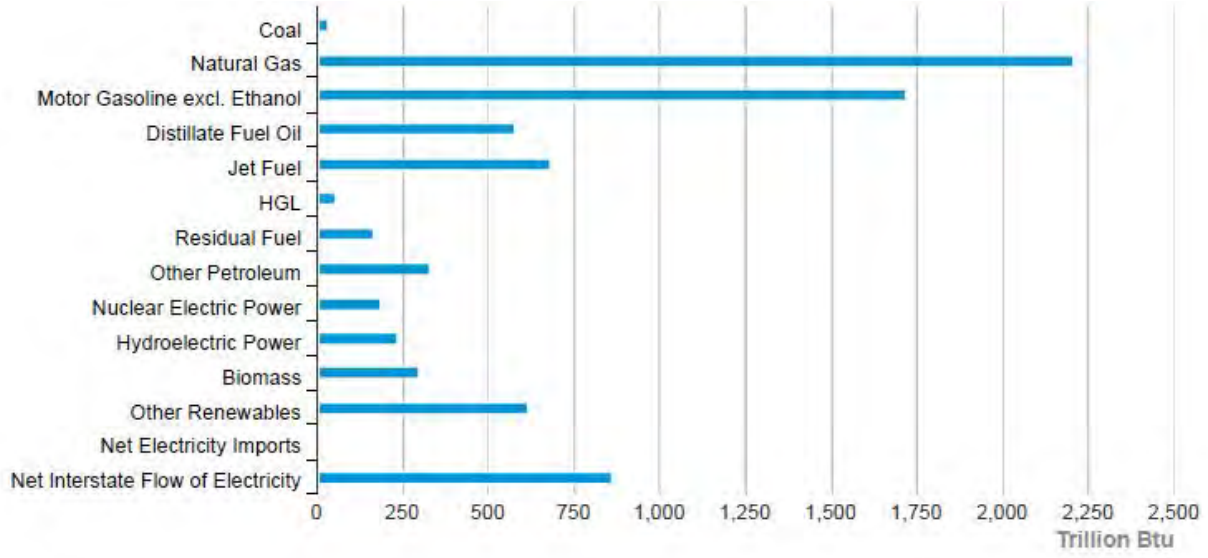
Transportation Fuels

The spark-ignited internal combustion engines of on-road motor vehicles and off-road equipment use fossil fuel energy for propulsion. Gasoline and diesel fuel are formulations of fossil fuels refined for use in various applications. Gasoline is the primary fuel source for most passenger automobiles, and diesel fuel is the primary fuel source for most off-road equipment and medium and heavy-duty trucks.

3.6.2.1 State Setting

This subsection provides a brief overview of the statewide energy resources for electricity, natural gas, and transportation fuels. Electricity, natural gas, and renewable energy production, consumption, research, and conservation within the State are managed by the CEC in coordination with the CPUC and the California Department of Conservation. California's consumption by source for the year 2018 is shown in **Figure 3.6-1**. Natural gas and gasoline are the most consumed resources and account for 27.6 percent and 21.5 percent of all energy consumption in the State.

Figure 3.6-1 - California Energy Consumption by Source 2018



SOURCE: U.S. Energy Information Administration, 2020.

Electricity

According to the U.S. Energy Information Administration State Energy Profile, California leads the nation in electricity generation from renewable sources including solar, geothermal, and biomass. California is also a leading producer of electricity from conventional hydroelectric power and wind, ranking fourth in the nation in both. Electricity in California is produced in a variety of ways and consumed in many more. In 2018, renewable resources—including hydroelectric and non-commercial solar installations—supplied almost half (44 percent) of California's in-State electricity generation, which was approximately 195,027 gigawatt hours (GWh) of electrical power. Hydropower accounted for approximately 13 percent of generation in 2018 and fluctuates based on precipitation patterns. Non-hydroelectric renewable technologies, such as solar, wind, geothermal, and biomass, provided about 30 percent of net generation from utility-scale (greater than one MW) facilities. Natural gas-fired power plants provided more than 46 percent of in-State electricity, and nuclear power accounted for approximately 9.4 percent. Solar and wind now account for approximately 23 percent of in-State electricity generation. In 2018 California also relied on 90,648 GWh of net electricity imports, less than 15 percent of which was sourced from coal-fired power plants.

Natural Gas

California's natural gas output equals about one-tenth of state demand. Almost two-thirds of California households use natural gas for home heating, and almost half of the State's utility-scale electricity generation is fueled by natural gas. Several interstate natural gas pipelines enter the State from Arizona, Nevada, and Oregon and bring natural gas into California from the Southwest, the Rocky Mountain region, and western Canada. Almost all the natural gas delivered to California is used in the State or is placed in storage. California has 14 natural gas storage reservoirs in 12 storage fields, together those fields have a natural gas storage capacity of about 600 billion cubic feet.

Transportation Fuels

According to the CEC, transportation fuels account for nearly 40 percent of statewide total energy demand and approximately 39 percent of the State's GHG emissions. In 2018, California consumed 15.5 billion gallons of gasoline and 3.7 billion gallons of diesel fuel. Petroleum-based fuels currently account for more than 90 percent of California's transportation fuel use. To address the magnitude of transportation fuel consumption, California has implemented several polices, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce on-road vehicle miles traveled. The California initiatives have begun to gradually reduce statewide dependence on fossil fuels, and the CEC predicts that demand for gasoline will continue to decline as the expansion of public transit infrastructure and use of alternative fuels becomes more prevalent.

3.6.2.2 Local Setting

This subsection provides an overview of local energy resources and the Metro energy resources profile. Although the Proposed Project would traverse local utility jurisdictions of Burbank Water and Power, Glendale Water and Power, and PWP, it is assumed that the ZEV buses would primarily utilize Metro facilities within the City of Los Angeles for recharging and maintenance. Additional charging may be supplemented at Pasadena City College, which would be provided by PWP. The amount of charging that may occur at Pasadena City College is unknown at this time, and the proportion of electricity supplied by Pasadena City College would not change the total expenditure of energy resources associated with Proposed Project operations. Energy consumption at station platforms would result in negligible increases to electricity service providers other than LADWP. Therefore, the discussion of local electricity resources focuses on LADWP and Metro resources, as well as regional transportation fuels consumption.

Electricity

LADWP provides electrical service throughout the City, serving approximately four million people within a service area of approximately 465 square miles. LADWP generates power from a variety of energy sources, such as wind, solar, and geothermal sources. According to LADWP's 2017 Power Strategic Long-Term Resource Plan, the department has a net dependable generation capacity greater than 7,880 MW and experienced a net record instantaneous peak demand of 6,500 MW in 2017. Approximately 30 percent of LADWP's 2017 electricity purchases were from renewable sources, which is similar to the statewide proportion. By 2030, LADWP forecasts its energy supply sourcing to be approximately 26 percent natural gas, 60 percent renewable, nine percent nuclear, and five percent large hydroelectric infrastructure. In 2019, LADWP committed with the City to achieve carbon neutrality by 2050, and updated its RPS targets to 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. As the power supply becomes more dependent upon renewable energy, overall grid efficiency will increase, and associated GHG emissions will be reduced. In the County of Los Angeles, 68,486,187,103 kWh (68,486 GWh) of electricity were consumed in 2018.

Natural Gas

Natural gas is provided to the region by SoCalGas, which is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas services approximately 21.6 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout Central and Southern California. SoCalGas receives gas supplies from several sedimentary basins in the western U.S. and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies.

SoCalGas, along with five other California utility providers, released the 2018 California Gas Report, presenting a forecast of natural gas supplies and requirements for California through the year 2035. SoCalGas predicts a decrease in natural gas demand in future years due to a decrease in per capita usage, energy efficiency policies, and the transition of the State to renewable energy displacing fossil fuels including natural gas.

Transportation Fuels

The CEC maintains a statewide database of annual transportation fuel retail sales in accordance with the Petroleum Industry Information Reporting Act called the California Retail Fuel Outlet Annual Reporting system. Annual gasoline and diesel fuel sales are available by county within the database for years 2010 through 2018. Retail transportation fuels sales in Los Angeles County in 2018 were approximately 3,638 million gallons of gasoline and approximately 253 million gallons of diesel fuel. More transportation fuels were purchased in Los Angeles County than any other county in the State, accounting for 24 percent of statewide gasoline sales and 14 percent of statewide diesel sales.

3.6.2.3 Metro System Energy

Metro's contribution to regional energy consumption includes on-road vehicle fuel use (primarily compressed natural gas) and electricity for rail vehicle propulsion and maintenance and administrative facility operation. The 2019 Energy and Resource Report examined Metro energy use for the 2019 calendar year and refined estimates prepared by previous analysis. **Table 3.6-1** presents the Metro system energy consumption by end use between 2015 and 2019. As of 2019, the Metro system comprises 124,695,827 million revenue miles consuming approximately 53.5 megajoules (MJ) of energy per revenue mile, for a total of 6,667.1 million MJ. Metro system energy consumption has decreased by 6.9 percent during the period from 2015 to 2019. Metro has prioritized generating system energy from alternative fuels in recent years. Approximately 30 percent of Metro's electricity is generated by renewable sources, and Metro is on track to utilize 33 percent renewable energy by 2020. Metro plans to phase out all directly operated natural gas buses by 2030 to be replaced by ZEVs.

Table 3.6-1 - Metro Operations Energy Consumption

End Use	Annual Energy Consumption (Megajoules)				
	2015	2016	2017	2018	2019
Vehicle Fuel	5,796,786,075	5,644,897,527	5,787,683,879	5,317,489,842	5,357,290,785
Rail Propulsion	719,276,609	711,196,744	775,022,735	817,378,502	781,571,203
Facilities	642,626,521	660,898,312	564,325,336	491,666,179	528,225,942
Total	**7,158,689,205**	**7,016,992,583**	**7,127,031,949**	**6,626,534,523**	**6,667,087,930**

Notes: GGE = gasoline gallon equivalent; kWh = kilowatt hours
SOURCE: Metro, Energy and Resource Report, 2019.

3.6.3 Significance Thresholds and Methodology

3.6.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to GHG emissions if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and/or
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see PRC Section 21100(b)(3)). The CEQA Guidelines recommend that the assessment of energy impacts assess energy use for all phases and components, including transportation-related energy, during construction and operation.

Appendix F of the CEQA Guidelines addresses energy conservation. The objective of conserving energy involves the wise and efficient use of energy, which is achieved through intersecting efforts to decrease overall per capita energy consumption, decrease reliance on fossil fuels such as coal, natural gas, and oil, and increase reliance on renewable energy sources. The CEQA Guidelines acknowledge that environmental impacts analysis related to energy may consider:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.

The above criteria are used to determine the potential significance of energy resources impacts associated with the Proposed Project. Consumption of electricity, natural gas, and transportation fuels during construction and operations are evaluated quantitatively in the context of local and regional resources. Consistency with relevant renewable energy and energy efficiency planning is addressed qualitatively.

3.6.3.2 Methodology

Under CEQA, energy impacts analyses should evaluate direct and indirect effects of a project on the environment. Direct energy effects include the one-time expenditure of gasoline and diesel fuels used by off-road equipment and on-road vehicles during construction activities, as well as operational electricity required for propulsion of the ZEV buses. Indirect energy effects

for the Proposed Project include the induced change in regional transportation fuels consumption resulting from mode shift associated with BRT trips replacing passenger vehicle trips, and the expenditure of natural resources at power plants to produce the electricity for bus propulsion. Direct and indirect energy resources effects are quantified separately for construction and operations.

Construction

Construction activities would result in the direct expenditure of gasoline and diesel fuels to power off-road equipment and on-road vehicles involved in construction activities. Preliminary planning by Metro determined that construction would last up to 30 months and would generally comprise sidewalk demotion and restoration, BRT station facilities installation, and roadway repaving and restriping. Landscaping features would also be installed in medians along certain segments of the corridor. Construction activities would employ diesel-fueled off-road equipment and on-road material delivery and debris hauling trucks, as well as gasoline-fueled vehicles associated with construction crew trips. The construction energy impacts analysis estimated the one-time expenditure of diesel fuel and gasoline fuel associated with the Proposed Project.

CalEEMod is the preferred regulatory tool for estimating construction emissions of air pollutants, including GHG emissions, from proposed land use and transportation development projects. Estimates of GHG emissions that would be generated by construction were produced using CalEEMod, as disclosed in Section 3.8, Greenhouse Gas Emissions of the Draft EIR. The estimates of CH_4 emissions from off-road equipment and estimates of CO_2 emissions from on-road vehicles were used to quantify construction diesel and gasoline fuel consumption using the emission factors presented in **Table 3.6-2**, derived from the USEPA Emission Factors for Greenhouse Gas Inventories which is used by CARB in development of their OFFROAD and EMFAC models.

Table 3.6-2 – Mobile Fuel Combustion Factors

Vehicle Type	Fuel Type	Combustion Factor (Units)
Off-Road Equipment	Diesel	0.20 gCH4/gallon
On-Road Trucks	Diesel	10.21 kgCO2/gallon
On-Road Passenger Vehicles	Gasoline	8.78 kgCO2/gallon

SOURCE: USEPA, Emission Factors for Greenhouse Gas Inventories, 2020.

The CalEEMod output emissions of CH_4 from off-road equipment and emissions of CO_2 from on-road vehicles were multiplied by the corresponding conversion factors to estimate the one-time expenditure of fuel consumption during construction. The passenger vehicle emissions were multiplied by the CARB Off-Model Adjustment Factors published in response to the SAFE Vehicle Rule Part One, using the 2024 value of 1.0315.

All construction activities would be conducted in accordance with the Metro Green Construction Policy, which includes best management practices that would control and minimize the consumption of fuels by off-road equipment and on-road vehicles. Although not accounted for in the quantitative analysis of energy resources, the following measures would be adhered to during construction to reduce fuel consumption to the maximum extent feasible:

- Maintain equipment according to manufacturer specifications.
- Restrict idling of construction equipment and on-road heavy duty trucks to a maximum of 5 minutes when not in use, except as provided to the applicable CARB regulations regarding idling for off-road and on-road equipment.
- Prepare haul routes that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas.
- Use electric power in lieu of diesel power where available.

Operations

Operational energy consumption would occur directly through the consumption of electricity for propulsion of the ZEV buses, and indirectly through induced changes to transportation fuels consumption through regional mode shift displacing on-road vehicle trips. In addition to the displacement of on-road vehicle trips, operation of the Proposed Project would supplant eastern portions (approximately 303,124 annual revenue miles) of the existing Metro 180 bus line operations, which currently uses CNG for vehicle propulsion. Indirect energy effects resulting from reduced Metro 180 bus travel are accounted for assuming future conversion to electric propulsion. Additionally, natural and renewable resources are indirectly consumed to provide the electricity used to charge the ZEV buses, and consumption of these resources is addressed qualitatively based on the LADWP electricity generation profile described earlier in this section.

Annual direct electricity demand was estimated using projected annual VRM of the ZEV buses as presented in the Operating Statistics and O&M Costs Report, which relied upon an estimated one-way trip distance along the BRT corridor of 18.1 miles.

Table 3.6-3 presents a summary of the daily and annual VRM for the Proposed Project. Operations would result in approximately 1,348,500 VRM annually. It was assumed that the buses would recharge at the El Monte Metro Division, the farthest Metro Division from the route likely to accommodate the Project's fleet, which would increase daily VMT by 36.6 miles of "deadhead" travel per bus. Charging at PCC, the North Hollywood transit station, or another location on the route would result in less "deadhead" VMT. It was conservatively assumed that the fleet would use up to 20 individual buses per day for operations, and therefore total annual deadhead miles would be 267,180. When combined with VRM, the total annual BRT miles would be 1,615,680 for operations. The electricity consumption associated with ZEV bus propulsion was estimated using a fuel economy factor of 2.2 kWh per VMT (Metro 2019 Climate Action Adaptation Plan).

Table 3.6-3 – Project BRT Revenue Miles

Day of Week	Daily Trips (One Way)	Daily VRM (miles)	Days per Year	Annual VRM (miles)
Monday-Thursday	208	4,012	203	814,400
Friday	220	4,243	52	220,600
Saturday	152	2,932	52	152,400
Sunday/Holiday	144	2,777	58	161,100
Total Annual Vehicle Revenue Miles				**1,348,500**

SOURCE: Kimley-Horn, *Operating Statistics and O&M Costs Report*, 2020.

The Proposed Project would also result in changes to regional on-road VMT through transportation mode shift displacing passenger vehicle trips. **Table 3.6-4** presents the results of regional transportation modeling under the Existing (2017) condition and the Existing plus Project (2017) condition along with the 2042 Baseline and Proposed Project conditions in 2042. The table shows that Proposed Project would reduce VMT in the existing and 2042 conditions. Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis.

Table 3.6-4 – Regional On-Road Vehicle Miles Traveled

Scenario	Daily VMT	Annual VMT
Existing (2017)	428,794,449	148,791,691,153
Existing + Project (2017)	428,721,905	148,766,500,989
Change from Existing (2017)	-72,594	-25,190,164
Percent Change from Existing (2017)	-0.014%	-0.014%
2042 Baseline	511,871,989	177,619,580,183
Proposed Project (2042)	511,785,330	177,589,509,510
Change from 2042 Baseline	-86,659	-30,070,673
Percent Change from 2042 Baseline	-0.017%	-0.017%

SOURCE: Kimley-Horn, *Transportation Technical Report,* 2020.

The CARB mobile source emissions inventory contains projections for air pollutant. The CARB mobile source emissions inventory contains projections for air pollutant emissions and fuel consumption throughout California. Projected regional fuel consumption within Los Angeles County in 2017 and 2042 from EMFAC2017 was utilized to estimate daily and annual transportation fuels consumption by the on-road vehicle fleet under the Baseline and Proposed Project conditions. Based on the EMFAC2017 database for the operational year 2017,

approximately 42.06 gallons of gasoline and 5.76 gallons of diesel fuel are consumed for every 1,000 on-road VMT by the regional fleet. In the operational year 2042, approximately 24.88 gallons of gasoline and 5.61 gallons of diesel fuel would be consumed. These factors were multiplied by the annual VMT for the Baseline and Proposed Project conditions to estimate changes in annual gasoline and diesel fuels consumption resulting from implementation of the Project.

Implementation of Metro's NextGen service and implementation of the Proposed Project would reduce service from existing bus lines that overlap with the proposed BRT route. The existing Metro Line 180 connects Hollywood with Pasadena and would be restructured to reduce service along the route by approximately 303,124 annual VRM under operations. The operational analysis accounted for the displaced bus VRM assuming that the Metro Line 180 would be operating ZEV buses in 2042. Therefore, the Metro consumption factor of 2.2 kWh per mile was applied to the reduction in annual Metro bus VRM resulting from operation of the Proposed Project.

The Proposed Project would not require the use of any natural gas resources by the operational year of 2042. When operations commence in 2024, it is possible that the fleet would operate CNG buses in its service until ZEV buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions. As of 2019, Metro's directly operated natural gas bus fleet comprised 65,492,776 VRM annually and consumed approximately 44,203,405 therms of natural gas—averaging 0.675 therms of natural gas per VRM (0.675 therms per VRM)—of which approximately 41 percent is sourced from RNG. A conservative estimate of annual natural gas consumption associated with operation of the BRT corridor in the opening year of 2024 is presented for informational disclosure using the 2019 natural gas consumption factor.

3.6.4 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). The potential for the Proposed Project to result in an impact to energy resources is independent of the specific alignment and Proposed Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact 3.6-1) Would the Proposed Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

Less-Than-Significant Impact. Construction activities would use energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, construction worker travel, and delivery truck travel, and haul truck travel. Construction is anticipated to last up to 30 months, and as a conservative approach, petroleum-based fuels consumption during construction activities accounted for the maximum construction duration. **Table 3.6-5** presents a summary of the one-time expenditure of petroleum-based fuels that would be required for construction.

Table 3.6-5 – Project Construction Energy Consumption

Construction Activity	Off Road Equipment Diesel (Gallons)	On Road Vehicles Diesel (Gallons)	Total Diesel (Gallons)	Construction Worker Gasoline (Gallons)
Demolition	75,500	18	75,518	2,269
Site Preparation	83,000	359	83,359	1,135
Station Construction	722,000	2,458	724,458	7,739
Paving	180,000	693	180,693	2,129
Roadway Striping	30,850	346	31,196	1,059
Total Construction Fuel Consumption (Gallons)			**1,095,225**	**14,331**
Annual Average Fuel Consumption (Gallons)			**438,090**	**5,733**

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

Annual average petroleum-based fuels consumption during construction activities would be approximately 438,090 gallons of diesel fuel and 5,733 gallons of motor gasoline. As disclosed in 4.3.3, Local Transportation Fuels, 2018 Los Angeles County retail sales of diesel fuel and gasoline were approximately 253 million gallons and 3,658 million gallons, respectively. Relative to existing petroleum-based transportation fuels consumption in Los Angeles County, construction would temporarily increase annual diesel fuel consumption within the County by approximately 0.17 percent and would temporarily increase annual gasoline fuel consumption by approximately 0.0002 percent.

All equipment and vehicles that would be used in construction activities would comply with applicable CARB regulations, the Pavley and Low Carbon Fuel Standards, the CAFE Standards. Construction would not place an undue burden on available petroleum-based fuel resources. Based on the CARB EMFAC2017 mobile source inventory, and given that the Proposed Project fleet will be fully ZEV by no later than 2030, the one-time expenditure of gasoline would be offset by operations within one year and the one-time expenditure of diesel fuel would be offset within five years of operation through transportation mode shift. The temporary additional transportation fuels consumption does not require additional capacity provided at the local or regional level.

Construction activities may include lighting for security and safety in construction zones. Lighting would be sparse and would not require additional capacity provided at the local or regional level.

The Proposed Project would adhere to the provisions of the Metro Green Construction Policy to control and minimize emissions to the maximum extent feasible. At least 50 percent of debris generated by demolition activities will be diverted from landfills, and all equipment and vehicles would be maintained in accordance with manufacturer specifications and would be subject to idling limits. Thus, based on the substantiation provided above, construction would not result in

wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact in the Near Term; No Impact in the Long Term. Operations would result in changes to energy resources consumption through direct electricity demand for ZEV bus propulsion and indirect, induced displacement of transportation fuels combustion from passenger vehicles on the regional roadway network. Operation of the BRT corridor would annually comprise 1,348,500 VRM and 267,180 deadhead miles, for a total of 1,615,680 bus miles. **Table 3.6-6** presents the direct annual energy consumption associated with operations. Using Metro's electric bus fuel economy of 2.2 kWh per mile, annual electricity consumption would be approximately 3,554.5 MWh assuming that the BRT line is powered by electricity. If the BRT line employed vehicles powered by natural gas, Proposed Project operations would directly consume 1,090,480 Therms annually.

Table 3.6-6 – Project Direct Operational Energy Consumption

Route	Annual Vehicle Revenue Miles	Electric Bus Fuel Economy (kWh/mile)	Annual Electricity Consumption (MWh)	Metro CNG Bus Fuel Economy (Therms/VRM)	Annual Natural Gas Consumption (Therms)
Proposed Project	1,615,680	2.2	3,554.5	0.675	1,090,480
Metro Line 180	-303,124	2.2	-666.9	0.675	-204,589
Net Total	**1,312,556**	**Electricity**	**2,887.6**	**Natural Gas**	**885,891**

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

Existing/Baseline Analysis

Metro system operations consumed approximately 341,592 MWh of electricity in 2017. If operational in 2017, the Existing plus Proposed Project electric vehicles would result in a net consumption of 2,887.6 MWh after accounting for reduced Metro Line 180 service, representing a 0.8 percent systemwide increase in electricity use. Electricity to charge buses would potentially be provided by LADWP, SCE, or PWP. Although the Proposed Project would traverse local utility jurisdictions of Burbank Water and Power, Glendale Water and Power, and PWP, it is assumed that the ZEV buses would primarily utilize Metro facilities within the City of Los Angeles for recharging and maintenance. Additional charging may be supplemented at Pasadena City College, which would be provided by PWP, or at the El Monte Maintenance and Storage Facility, which would be provided by SCE. The amount of charging that may occur at Pasadena City College or El Monte Maintenance and Storage Facility is unknown at this time, and the proportion of electricity supplied by PWP or SCE would not change the total expenditure of energy resources associated with Proposed Project operations. Energy consumption at station platforms would result in negligible increases to electricity service providers other than LADWP. Therefore, the discussion of local electricity resources focuses on LADWP and Metro resources, as well as regional transportation fuels consumption.

According to LADWP's 2017 Power Strategic Long-Term Resource Plan, there is a net dependable generation capacity greater than 7,880 MW and the electrical infrastructure experienced a net record instantaneous peak demand of 6,500 MW in 2017. A 1.1 percent increase in Metro's contribution to the peak demand on the LADWP infrastructure would have a negligible impact on available energy resources. Existing plus Project operations would also eliminate approximately 303,124 annual VRM from Metro Line 180, which would result in a reduction of 667 MWh of electrical demand associated with Metro system operations. The net annual electricity consumption of the Proposed Project would be approximately 2,887.6 MWh per year, which would not constitute a significant increase in demand.

If operational in 2017 and electric buses were not available, Existing plus Project operations would require approximately 1,090,480 Therms of natural gas annually, and produce a net increase in consumption of approximately 885,891 Therms after accounting for the reduced Metro Line 180 operations as shown in **Table 3.6-6**. In 2017, Metro's directly operated bus fleet consumed approximately 38,562,151 Therms of natural gas. If operational in 2017, Existing plus Project operations would increase Metro bus fleet natural gas consumption by approximately 2.3 percent. The 2.3 percent increase in Metro natural gas consumption in 2017 would not place an undue burden on regional RNG resources. Therefore, the Proposed Project's near-term energy impact would be less than significant.

In addition to direct energy consumption, implementation of the Proposed Project would reduce on-road regional VMT by displacing vehicle trips. **Table 3.6-7** presents the annual VMT and the corresponding gasoline and diesel fuel consumption in the operational year of 2017 with and without the Proposed Project. Existing plus Project operations would reduce regional transportation fuels consumption by approximately 1,059,489 gallons of gasoline and 145,106 gallons of diesel fuel annually based on fuel consumption of the regional fleet. Reducing on-road VMT is a key land use and transportation strategy for improving air quality, reducing GHG emissions, and decreasing reliance on petroleum-based transportation fuels for regional mobility. The results of the regional transportation modeling and operational fuels consumption analysis demonstrate that the Existing plus Project condition would not have a significant effect related to transportation fuels consumption.

Table 3.6-7 – Regional Vehicle Miles Traveled and Fuels Consumption (Year 2017)

Scenario	Annual VMT	Annual Gasoline Consumption (Gallons)	Annual Diesel Fuel Consumption (Gallons)
Existing (2017)	148,791,691,153	6,258,126,454	857,105,515
Existing + Project (2017)	148,766,500,989	6,257,066,965	856,960,409
Net Difference	-25,190,164	-1,059,489	-145,106

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

Energy effects of the Proposed Project related to electricity, natural gas, and transportation fuels consumption are evaluated in total by converting to MJ. Electricity is converted to MJ using a factor of 3,600 MJ/MWh based on Metro's energy conversion chart. For transportation fuels, the conversion factors to MJ include of 1.155 gasoline gallon equivalents (GGE) per diesel gallon and 131.2 MJ per GGE. **Table 3.6-8** presents a summary of total Proposed Project energy effects. If operational in 2017 and employing electric propulsion buses, the Proposed Project would reduce annual transportation fuels energy consumption by approximately 150,572,368 MJ. The use of natural gas buses for Existing plus Project operations would result in a net annual reduction of approximately 67,501,280 MJ.

Table 3.6-8 – Proposed Project Total Energy Consumption (Year 2017)

Source	Value	Conversion Factor	Annual Energy (MJ/year)
Electric Buses			
Bus Propulsion Electricity	2,887.6 MWh	3,600 MJ/MWh	10,395,360
Displaced Gasoline Fuel	-1,059,489 Gal	131.2 MJ/Gallon	-138,982,453
Displaced Diesel Fuel	-145,106 Gal	151.5 MJ/Gallon	-21,985,275
Total Energy			-150,572,368
Natural Gas Buses			
Bus Propulsion NG	885,891 Therms	105.5 MJ/Therm	93,466,448
Displaced Gasoline Fuel	-1,059,489 Gal	131.2 MJ/Gallon	-138,982,453
Displaced Diesel Fuel	-145,106 Gal	151.5 MJ/Gallon	-21,985,275
Total Energy			-67,501,280

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

If operational in 2017, the Proposed Project would result in marginal increases to Metro system electricity or natural gas use, depending on the type of vehicle available, and would not create a disproportionate demand on existing energy resources. Implementation of the Proposed Project would result in less than significant short-term energy impacts.

Baseline Year 2042 Analysis

In the operational year 2042, all of Metro's directly operated bus fleet will be fully converted to electric propulsion and there would no possibility for the employment of natural gas vehicles. Operation of the Proposed Project in 2042 would result in a net electricity demand of approximately 2,887.6 MWh per year. As of 2018, approximately 32 percent of LADWP's electric generation profile came from renewable sources. LADWP is committed to achieving a doubling of energy efficiency in electricity generation between 2017 and 2027 and producing 65 percent of its electricity from renewable resources in 2036. The expenditure of natural resources to produce LADWP electricity will be cut in half by 2036, according to compliance with its own energy efficiency planning initiatives. Operation of the Proposed Project in 2042 would not result in a significant impact to electric utilities.

Under the 2042 Baseline condition, annual VMT would be approximately 177,619,580,813, resulting in the consumption of approximately 4,460,414,998 gallons of gasoline and 995,923,521 gallons of diesel fuel. Implementation of the Proposed Project would reduce annual VMT by over 30 million and would decrease regional gasoline and diesel fuels consumption by 755,140 gallons and 168,608 gallons, respectively. **Table 3.6-9** presents the annual change in regional on-road VMT and annual transportation fuels consumption resulting from implementation of the Proposed Project in 2042. The reduction of on-road VMT and regional dependence on petroleum-based transportation fuels is a primary focus of regional land use and transportation planning strategies.

Table 3.6-9 – Regional Vehicle Miles Traveled and Fuels Consumption (Year 2042)

Scenario	Annual VMT	Annual Gasoline Consumption (Gallons)	Annual Diesel Fuel Consumption (Gallons)
2042 Baseline	177,619,580,813	4,460,414,998	995,923,521
Proposed Project	177,589,509,510	4,459,659,858	995,754,913
Net Difference	-30,070,642	-755,140	-168,608

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

Energy effects of the Proposed Project related to electricity, natural gas, and transportation fuels consumption are evaluated in total by converting to MJ. Electricity is converted to MJ using a factor of 3,600 MJ/MWh based on Metro's energy conversion chart. For transportation fuels, the conversion factors to MJ include of 1.155 gasoline gallon equivalents (GGE) per diesel gallon and 131.2 MJ per GGE. **Table 3.6-10** presents a summary of total Proposed Project energy effects. In 2042, operation of the Proposed Project would reduce annual transportation fuels energy consumption by approximately 124,624,580 MJ. Accounting for the 10,395,360 MJ of electricity demand, the net annual energy effects of Proposed Project operations would be an equivalent reduction of approximately 114,229,190 MJ.

Table 3.6-10 – Proposed Project Total Energy Consumption (Year 2042)

Source	Value	Conversion Factor	Annual Energy (MJ/year)
Bus Propulsion Electricity	2,887.6 MWh	3,600 MJ/MWh	10,395,360
Displaced Gasoline Fuel	-755,140 Gallons	131.2 MJ/Gallon	-99,074,368
Displaced Diesel Fuel	-168,608 Gallons	151.5 MJ/Gallon	-25,550,182
Total Energy			-114,229,190

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

The effects of Proposed Project operations on regional petroleum-based transportation would not constitute a wasteful or inefficient use of energy resources. On the contrary, implementation of the Proposed Project would improve regional transportation energy efficiency. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact 3.6-2) Would the Proposed Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Construction

Less-Than-Significant Impact. Energy resources consumption during construction would be predominantly combustion of petroleum-based transportation fuels. Construction would result in a one-time expenditure of approximately 1,095,225 gallons of diesel fuel and 14,331 gallons of gasoline. Average annual fuel consumption would be approximately 438,090 gallons of diesel fuel and 5,733 gallons of gasoline. Implementation of Metro's Green Construction Policy, the CALGreen Code, and Title 24 would ensure that construction would be consistent with State and local energy plans and policies to reduce energy consumption. The Green Construction Policy commits Metro contractors to using less-polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment with greater than 50 horsepower and restricting idling to a maximum of five minutes. The CALGreen Code requires reduction, disposal, and recycling of at least 50 percent of nonhazardous construction materials and requires demolition debris to be recycled and/or salvaged. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

No Impact. The Proposed Project is a BRT system providing energy efficient mass transit to communities in need of enhanced accessibility options. The BRT system would reduce auto passenger vehicle trips and reduce reliance on petroleum-based transportation fuels. The benefits of the Proposed Project are consistent with the goals, objectives, and policies of SCAG and the Cities of Los Angeles, Burbank, Glendale, and Pasadena outlined in the local regulatory framework above. As the renewable energy portfolios of Metro and LADWP expand over time, natural resources consumption to provide the electricity required for BRT operations would become more energy efficient. The Proposed Project would not conflict with any adopted plan or regulation to enhance energy efficiency or reduce transportation fuels consumption and would support the initiatives of the Metro 2019 Climate Action and Adaptation Plan. In addition, the Proposed Project would not interfere with LADWP renewable portfolio targets and would not result in a wasteful or inefficient expenditure of LADWP resources. The Proposed Project would positively contribute to statewide, regional, and local efforts to create a more efficient and sustainable transportation infrastructure network. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

3.7. GEOLOGY AND SOILS

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to Geology and Soils and Paleontological Resources. Refer to the Geology and Soils Technical Report (Appendix H) and the Paleontological Resources Technical Report (Appendix O) for additional details related to applicable regulations and the existing setting.

3.7.1 Regulatory Framework

3.7.1.1 Federal Regulations

National Earthquake Hazards Reduction Program. The National Earthquake Hazards Reduction Program was established by the United States Congress when it passed the Earthquake Hazards Reduction Act of 1977. Congress recognized that earthquake-related losses could be reduced through improved design and construction methods and practices, land use and redevelopment controls, prediction techniques and early-warning systems, coordinated emergency preparedness plans, and public education and involvement programs.

National Engineering Handbook. The National Engineering Handbook was prepared by the U.S. Department of Agriculture in 1983. Chapter 3 (Erosion) of Section 3 (Sedimentation) states that in planning programs, to reduce erosion and sediment yield, it is most important that the various types of erosion be thoroughly investigated as sources of sediment. Proper conservation practices and land stabilization measures can then be planned and applied.

Federal Soils Protection Act. The purpose of the Federal Soil Protection Act is to protect or restore the functions of the soil on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If impacts are made on the soil, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, the requirements of the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) through the National Pollution Discharge Elimination System (NPDES) provide guidance for protection of geologic and soil resources.

U.S. Geological Survey (USGS) Landslide Hazards Program. The USGS created the Landslide Hazard Program in the mid-1970s. According to USGS, the primary objective of the Landslide Hazards Program is to reduce long-term losses from landslide hazards by improving understanding of the causes of ground failure and suggesting mitigation strategies. The federal government takes the lead role in funding and conducting this research, whereas the reduction of losses due to geologic hazards is primarily a state and local responsibility.

Clean Water Act (CWA). The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the U.S. and regulating quality standards for surface waters. USEPA has implemented pollution control programs such as setting wastewater standards for

industry. USEPA has also developed national water quality criteria recommendations for pollutants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. The NPDES permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

3.7.1.2 State Regulations

California Building Standards Code. The California Building Standards Code is a compilation of three types of building standards from three different origins: 1) Building standards that have been adopted by State agencies without change from building standards contained in national model codes; 2) Building standards that have been adopted and adapted from national model codes to address California's ever-changing conditions; and 3) Building standards, authorized by the California legislature, that constitute amendments not covered by national model codes, that have been created and adopted to address particular California concerns. All occupancies in California are subject to national model codes adopted into Title 24, and occupancies are further subject to amendments adopted by State agencies and ordinances implemented by local jurisdictions' governing bodies. The 2019 California Building Code, California Code of Regulations, Title 24 was published July 1, 2019, with an effective date of January 1, 2020.

California Government Code. The California Government Code requires that planning agencies of all cities and counties prepare comprehensive, long-term general plans for physical development within their jurisdictions. The plans should provide objectives and policies addressing public health and safety, including protection against the impacts of seismic ground motions, fault ruptures, and other geological and soils hazards. As stated in Section 6302 (g) (1) of the California Government Code, a general plan shall include:

> *"A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."*

Chapter 7.8 (Section 2690) of Division 2 of the PRC, referred to above, is known as the Seismic Hazards Mapping Act (SHMA), which is described below.

The California PRC (Chapter 1.7), Sections 5097 and 30244, includes requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on State

lands, and define the excavation, destruction, or removal of paleontological “sites” or “features” from public lands without the express permission of the jurisdictional agency as a misdemeanor. As used in Section 5097, “State lands” refers to lands owned by, or under the jurisdiction of, the state or any State agency. “Public lands” is defined as lands owned by, or under the jurisdiction of, the State, or any city, county, district, authority, or public corporation, or any agency thereof.

California Stormwater Best Management Practices Handbook. The California Stormwater Quality Association develops four Best Management Practices Handbooks (i.e., construction, industrial and commercial, municipal, and new development and redevelopment) generally matched to the three NPDES permit types (i.e., municipal separate storm sewer systems, construction activities, and industrial activities) offering stormwater runoff management support.

Southern California Catastrophic Earthquake Response Plan. The Southern California Catastrophic Earthquake Response Plan provides a coordinated State/federal response to a catastrophic earthquake in southern California. The mission of the unified effort of local, State, tribal, and federal emergency response is to support the needs of the impacted community by saving and sustaining human life, minimizing suffering, stabilizing and restoring critical infrastructure and setting conditions for recovery.

Seismic Hazards Mapping Act. The SHMA of 1990 directs the Department of Conservation to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards. The SHMA was passed by the legislature following the 1989 Loma Prieta earthquake. The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps).

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act was enacted as the Special Studies Zones Act in 1971 to prevent land development and construction of structures for human occupancy directly across the trace of active faults. The law required the State Geologist to delineate approximately one quarter mile-wide zones along surface traces of active faults. The act defines an active fault as one that has ruptured the ground surface within the past 11,000 years or Holocene period. Prior to approving construction of structures for human occupancy, permit authorities must require a project’s applicant to submit a fault investigation report for review and approval by the local jurisdiction. Although the Alquist-Priolo Act does not regulate transit or transportation projects, it provides relevant information about areas that would be susceptible to ground rupture from an earthquake.

National Hazards Disclosure Act. The Natural Hazards Disclosure Act came into effect on June 1, 1998 and requires sellers and their listing agents to provide prospective buyers with a Natural Hazards Disclosure statement that designates whether the home they are selling is located in a hazard area. Hazard areas include flood, fire, earthquake fault, and seismic hazard zones.

3.7.1.3 Local Regulations

The California Government Code requires that planning agencies of all cities and counties prepare comprehensive, long-term general plans for the physical development within their jurisdictions. The plans should provide objectives and policies addressing public health and safety, including protection against the impacts of seismic ground motions, fault ruptures, and other geological and soils hazards. The legislative bodies of all California cities and counties must adopt general plans that include the following elements related to geology, soils, seismicity, and paleontological resources:

- Conservation Element, which addresses the following topics relevant to soils and paleontological resources:
  - Reclamation of land and waters;
  - Soil erosion prevention, control, and correction;
  - Location, quantity and quality of rock, sand, and gravel resources; and
  - Preservation of Paleontological resources.

- Safety Element, which addresses the protection of the community from any unreasonable risks associated with the effects of the following seismic and geologic hazards and which is required to include mapping of such known hazards:
  - Seismically-induced surface rupture;
  - Ground shaking;
  - Ground failure;
  - Slope instability leading to mudslides and landslides;
  - Subsidence due to fluid or gas withdrawal;
  - Liquefaction;
  - Other seismic hazards identified pursuant to California PRC Chapter 7.8 (commencing with Section 2690) of Division 2; and
  - Other geologic hazards known to the legislative body.

City of Los Angeles

The City of Los Angeles General Plan (Chapter III of the Safety Element) describes goals, objectives, policies and programs that are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization.[1] All City of Los Angeles emergency preparedness, response and recovery programs are integrated into Emergency Operations Organization operations and are reviewed and revised continuously.

The Conservation Element of the General Plan identifies paleontological resources in the City of Los Angeles and contains resource management objectives and policies. The objective is to protect the City's archaeological and paleontological resources for historical, cultural, research and/or educational purposes. The primary policy is to continue to identify and protect significant

[1] City of Los Angeles, *Safety Element of the Los Angeles General Plan*, 1996.

archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.

Chapter IX (Building Regulations) of the City of Los Angeles Municipal Code of 2020 was prepared to safeguard life, limb, health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures erected or to be erected within the City, and by regulating certain grading operations within the City. Section 91.1804 (Excavation, Grading, and Fill) adopts Section 1804 of the California Building Code.

City of Burbank

The goals and policies contained in the Safety Element (Chapter 7) of the Burbank 2035 General Plan of 2013 provide a framework for keeping residents, businesses, and visitors safe from natural and human hazards.[2] They also provide increased safety for the emergency response personnel.

The Open Space and Conservation Element of the General Plan contains resource management goals and policies related to paleontological resources. The goal is to ensure open space areas and mountain ranges are protected spaces supporting important habitat, recreation, and resource conservation. The primary policy is to recognize and maintain cultural, historical, archaeological, and paleontological structures and sites essential for community life and identity.

Article 1 (Grading, Fills and Excavations) of Chapter 7 (Excavations) of the City of Burbank Municipal Code of 2007 was prepared to safeguard life, health, property and the public welfare by establishing minimum requirements for grading, fills and excavations and the prevention of environmental and other damage, and to prescribe procedures by which these requirements may be enforced.

City of Glendale

The goals and policies contained in Safety Element of the City of Glendale General Plan of 2003 provides an assessment of the natural and manmade hazards in the City, including, but not limited to, earthquakes, landslides, fire, flood, dam, inundation, hazardous materials incidents, terrorism, and vector control and provides a framework by which safety considerations are introduced into the land use planning process and the redevelopment process.[3] Section 3.1 of Chapter 3 covers seismic and geologic hazards.

The City of Glendale General Plan does not contain any goals, objectives, or policies pertaining to paleontological resources.

[2] City of Burbank, *Burbank 2035 General Plan,* February 19, 2013.
[3] City of Glendale, *Safety Element of the Glendale General Plan*, 2003.

Chapter 15 (Grading in Hillside Areas and Excavation Blasting) of the City of Glendale Municipal Code was prepared to safeguard life, health, property, public welfare and preservation of the environment by establishing minimum requirements for regulating hillside grading and excavations in addition to the grading requirements in Appendix Chapter 33 of the Glendale Building and Safety Code which adopts the latest version of the California Building Code.

City of Pasadena

Section 5 (Implementation) of the Safety Element of the City of Pasadena General Plan of 2002 addresses a variety of natural and man-made hazards and provides goals and policies aimed at reducing the risk associated with these hazards.[4]

The City of Pasadena General Plan does not contain any goals, objectives, or policies pertaining to paleontological resources.

Chapter 14.05 (Excavation and Grading in Hillside Areas) of the City of Pasadena Municipal Code was prepared to regulate excavation and grading within hillside districts and excavation and grading on a slope any portion of which is greater than 15 percent in order to: a) Safeguard life, limb, property and public welfare; b) Protect streams, lakes, reservoirs, and any other water bodies from pollution with chemicals, fuels, lubricants or any other harmful materials associated with construction or grading activities; c) Avoid pollution of the water bodies described above with nutrients, sediment materials, or other earthen or organic materials generated on or caused by surface runoff on or across the permit area; d) Preserve the contours of the natural landscape and land forms; and e) Prevent erosion and control sedimentation.

3.7.2. Existing Setting

The Proposed Project topography is relatively flat with elevated areas along the southern San Rafael Hills. The eastern third of the Proposed Project route lays on an alluvial plain (alluvium: a deposit of clay, silt, sand, and gravel left by a flowing stream in a valley or delta) of the San Fernando Valley transitioning to alluvial fans emanating from creeks and canyons draining the south-west aspect of the Verdugo Mountains and Verdugo Canyon. The Proposed Project section with the most topographic relief lays along the southern San Rafael Hills before descending onto the alluvial plain of Pasadena. Generally, the western third of the Proposed Project lays at around 600 feet above mean sea level, gradually increasing to 800 feet above mean sea level at the Brand Boulevard/Broadway intersection and elevation 1,000 feet above mean sea level at the Brand Boulevard/SR-134 interchange, and descends to elevation 800 feet above mean sea level onto the alluvial plain of Pasadena.

[4] City of Pasadena, *Safety Element of the Pasadena General Plan*, 2002.

Geology and Soils

The Project Area is located within the Transverse Ranges Geomorphic Province at its southern boundary with the Peninsular Ranges Geomorphic Province. A geomorphic province is a geographical area of distinct landscape character with related geophysical features, including relief, landforms, orientations of valleys and mountains, type of vegetation, and other geomorphic attributes. Geologic mapping indicates that the Project area is underlain by Holocene-age younger sedimentary deposits (Qa, Qf, Qg), Pleistocene-age older sedimentary deposits (Qoa, Qof), Miocene-age Topanga Formation (Ttsc, Ttqdb), and Cretaceous-age igneous rocks (gr, qpd). Additionally, mapped within the half mile buffer of the Project Area are recent artificial fill (af) and Tertiary-age dikes (Tb). Refer to the Geology and Soils Technical Report (Appendix H) for additional details and maps related to soil details and location maps.

Subsurface Soil Conditions

Subsurface soil conditions were evaluated based on data from previous explorations performed in the Project Area. Using the Unified Soil Classification System, previous explorations encountered mostly coarse-grained cohesionless soils (sand, silty sand, gravel) with cobbles and boulders. Interbedded fine-grained cohesionless and cohesive soils (sandy silt, sandy silty clay, clay) are also present. Conglomeratic sandstone of the Topanga Group conglomerate (Ttcg) was encountered in the Eagle Rock Valley (i.e., intersections of Colorado Boulevard and Figueroa Street with SR-134). Granitic rock (Mzbhd) was encountered at shallow depths at the intersection of Arroyo Seco and the SR-134.

Faulting

Special Publication 42 defines a fault as a shear or zone of closely associated shears across which earth materials on one side have been displaced with respect to those on the other side because of tectonic forces.[5] A fault is distinguished from those fractures or shears caused by landsliding or other gravity-driven surficial failures. The Proposed Project is located in a seismically active region containing several historic (<200 years), numerous Holocene (<11,700 years), and potentially active (<1.6 million years) faults.

The three active faults in the Project Area are the Verdugo Fault, the Raymond Fault, and the Hollywood Fault. The Verdugo Fault intersects and parallels the Proposed Project along the SR-134 from mid of Route Options E3 to its transition into the Eagle Rock and San Rafael Faults. The Raymond Fault, along with the Hollywood Fault described next, lies within the Santa Monica-Hollywood-Raymond Fault system of oblique, reverse and left-lateral faults. The fault does not intersect the Proposed Project, running roughly parallel and approximately 1.4 to 1.7 miles to the south. The Hollywood Fault trends east-northeast for about 10.5 miles. The fault does not intersect the Proposed Project, running roughly parallel and approximately 1.8 to 3.5 miles to the south. Refer to the Geology and Soils Technical Report (Appendix H) for additional details and maps related to faults.

[5] CGS, 2018.

Seismic Hazards

Primary seismic hazards include ground shaking and surface fault rupture. Secondary seismic effects resulting from soil responses to ground shaking includes liquefaction. These hazards may cause deformation of man-made structures.

Earthquake-induced ground-shaking is a seismic hazard that can result in liquefaction, lurching and lateral spreading of soils, and landslide of soil and rock as well as dynamic oscillation of man-made structures. Differential settlements can occur at the ground surface due to subsurface liquefaction and densification caused by strong ground-shaking.

Surface rupture occurs when the ground surface is broken due to fault movement during an earthquake. The location of surface rupture generally can be assumed to be along an active major fault trace. Refer to the Geology and Soils Technical Report (Appendix H) for additional details and maps related to Earthquake Fault Zones.

Liquefaction

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary but essentially total loss of shear strength under the reversing, cyclic shear stresses associated with earthquake shaking. Submerged cohesionless sands and silts of low relative density are the type of soils which usually are susceptible to liquefaction. Clays are generally not susceptible to liquefaction. According to the Van Nuys(a), Burbank(b), Pasadena(c), and Mount Wilson(d) 7.5-minute Quadrangle Seismic Hazard Zone maps (CGS, 2005a, 2006b, 2006c, and 2006d), with the exception of Route Options E1, E2, H1, H2, and H3, most of the Project corridor is located within or adjacent to liquefaction-prone designated areas.

Lateral Spreading

One of the consequences of seismic liquefaction in sloping ground areas is lateral spreading, which refers to the translation of ground laterally after the loss of support due to liquefaction. For this to occur, the liquefied area must be relatively near a free face, a vertical, or sloping face such as a road cut or stream/riverbank. Considering that the liquefaction potential hazard for the Project Area is low due to the absence of groundwater, and if liquefaction occurred, that the potential liquefied area must be relatively near to a free face, a vertical, or sloping face such as a road cut or stream/riverbank, the potential for lateral spreading is low along the Project corridor.

Seismically-Induced Slope Failure

Slope failure can occur when the force of gravity overcomes the strength of the soil or rock within a hillside or built embankment. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, slope geometry (height and steepness), rainfall, and groundwater. Excavation or erosion of material at the toe of a slope can destabilize the slope above it. Slope failure can be initiated or exacerbated by seismic movements. Earthquake-induced ground-shaking can cause activation of new or previously existing landslides and other slope instabilities, especially during periods of high groundwater. According to the Van Nuys,

Burbank, Pasadena, and Mount Wilson 7.5-minute Quadrangle Seismic Hazard Zone maps prepared by California Geological Survey (CGS), small areas of the Project corridor east of SR-2 are located within earthquake-induced landslide areas. Most specifically along Route Options F1/F2, F3, G1, and G2.

Groundwater

Groundwater depth in the Project Area varies between 10 and 30 feet below ground surface (bgs) along Route Options A1, A2, B, C, and a portion of D; between 40 and 80 feet bgs at the easternmost portion of Route Option D and along Route Options E1, E2, and E3; about 20 feet bgs along Route Options F1/F2 and F3; and about 100 feet bgs along Route Options G1, G2, H1, H2, and H3. Groundwater is not expected within the upper 50 feet below ground surface in the Project Area, with localized exceptions within the Eagle Rock Valley (i.e., intersection of Figueroa Street and SR-134) along Route Options F1, F2, and F3. There is potential for perched water can be encountered at discrete locations along the Project corridor. Also, groundwater depths may vary due to irrigation, season, and anthropogenic and natural influences.

Expansive Soils

The shrink-swell potential is a reflection of the ability of some soils with high clay content to change in volume with a change in moisture content. Shrink-swell potential poses a less significant hazard where soil moisture is relatively constant (either always wet or always dry). Shrink-swell potential poses a significant hazard to sites, which undergo seasonal variation in soil moisture content, such as on hillsides or flatlands with a seasonally fluctuating water table. Most of the Proposed Project lies within low expansion prone areas. Localized areas of the Proposed Project south of the San Rafael Hills and within the alluvial plain of Pasadena are located within low to moderate expansion prone areas.

Collapsible Soils

Collapsible soils are soils that undergo volume reduction or settlement upon the addition of water, which weakens or destroys soil particle bonds of loosely packed structure, reducing the bearing capacity of the soil. Other mechanisms for soil collapse include the sudden closure of voids in a soil, whereby the sudden decrease in volume results in loss of the soil's internal structure, causing the soil to collapse. Specific soil types, such as loess and other fine-grained aeolian soils, are most susceptible to collapse, although certain coarser-grained, rapidly deposited alluvial soils can also be susceptible. The Project Area includes coarser-grained and rapidly deposited alluvial soils.

Erodible Soils

The National Engineering Handbook defines erosion as a series of complex and interrelated natural processes that loosen or dissolve and move earth or rock material. The land surface is worn away through the detachment and transport of soil and rock materials by moving water, wind, or other geologic agents. Erosion can be divided into two categories according to the conditions under which it occurs. The first category is normal (geologic) erosion, which has been

occurring at variable rates, depending on climatic and terrestrial conditions, since the first solid materials formed on earth. The second category is accelerated erosion caused by the activities of man. The Proposed Project is underlain by mostly coarse- grained cohesionless soils (sand, silty sand, gravel) with cobbles and boulders, which can be susceptible to erosion. However, the majority of the Proposed Project is to be constructed within urbanized areas covered by impervious surfaces.

Consolidation Settlement

Consolidation settlement occurs when a fine-grained soil (silt or clay) is loaded with the weight of new fill or of improvements such as structures or fills. New loads cause increases in soil pore water pressure. As the excess pore pressures dissipates, the soil volume decreases, and water is expelled slowly. Settlement rate depends on the soil permeability and layer thickness. Thick layers of clay with low permeability can take years for pore pressures to fully dissipate. There is no evidence of thick clay layers in the Project Area. It is expected that most of the sporadic cohesive soil lenses underlying the Project Area be normally consolidated under the load of the structures and buildings.

Shallow Landslides

Shallow landslides are a common and widespread phenomenon during periods of intense winter rainfall in Southern California. Debris flows can occur as isolated flows, in small numbers or can number in the tens of thousands during a single rainfall event. Areas susceptible to shallow landslides and debris flows include the southern San Rafael Hills in Route Options E, F1, F2, G1, and G2.

Natural Slope Instability

Landslides occur when shear stress in a soil or rock mass exceeds their shear strength. Landslide movements often result in significant deformation of ground surfaces, producing open cracks with vertical and horizontal displacements measured in a few inches to multiple feet. An analysis of one-meter resolution digital elevation data obtained from the USGS indicates that the majority of the Project Area lies on areas with a slope of less than one degree. The SR-134 lays adjacent to slopes varying from about 25 to 40 degrees.

Land Subsidence

Land subsidence is a form of ground settlement that usually results from change in fluid content within soil or rock. The volume change can result from localized dewatering of peat, organic soils, or soft silts and clay. This type of ground settlement is often associated with construction activities when groundwater is lowered to allow construction below the groundwater table. The other form of land subsidence is from a regional withdrawal of groundwater, petroleum, or geothermal resources. Regional subsidence can also result from vertical fault movement. Although the mechanism is different, another cause of land subsidence is the ongoing decomposition of organic-rich soils. There is little susceptibility of large-scale land subsidence in the Project Area. There is, however, a moderate susceptibility of small, localized areas of subsidence, or settlement, from construction-related dewatering of excavations.

3.7.3 Significance Thresholds and Methodology

3.7.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to Geology and Soils if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:
   i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to division of Mines and Geology Special Publication 42.
   ii. Strong seismic ground shaking.
   iii. Seismic-related ground failure, including liquefaction.
   iv. Landslides.
b) Result in substantial soil erosion or the loss of topsoil;
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (UBC, 1994), creating substantial direct or indirect risks to life or property;
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water; and/or
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.7.3.2 Methodology

The methodology used to evaluate the potential environmental impacts associated with geology, soils, and seismicity included a review of published maps, professional publications, and reports pertaining to the geology, soils, and seismicity of the Project Area. The analysis focuses on the potential of the Proposed Project to increase the risk of personal injury, loss of life, and damage to property as a result of existing geologic conditions in the Project Area. The information was researched from State and federal agencies as well as information compiled and evaluated by the Cities of Los Angeles, Burbank, Glendale, and Pasadena.

The methodology used to evaluate the potential environmental impacts associated with paleontological resources included an analysis of existing data consisting of a geologic map review, a review of literature and online databases, and a record search conducted at the Natural History Museum of Los Angeles County. The literature review included published and unpublished scientific papers and database searches.

3.7.4 Impact Analysis

This section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation (if applicable). The potential for the Proposed Project to result in an impact to Geology and Soils is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact 3.7-1) Would the Proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

Construction

No Impact. The impact analysis involves assessing if the location of the Proposed Project would result in impacts related to seismic activities, including landslides. Other than potential risks of landslides, the potential for an impact is not related to construction activities. The Proposed Project with route options crosses earthquake-induced landslide areas in Eagle Rock and western Pasadena. Construction activities, including staging, would not involve substantial earthmoving along slopes, such that existing landslide risks would be worsened or exacerbated. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

Surface Fault Rupture

No Impact. It is possible for surface lurching as a result of earthquakes generated from nearby faults to occur in the Project Area. However, the Proposed Project is not intersected by designated Alquist-Priolo Earthquake Fault Zones and surface rupture is not expected to occur across local roadways. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Strong Seismic Ground Shaking

Less-Than-Significant Impact with Mitigation. The Proposed Project is located within the seismically active Southern California region. Hence, ground shaking as a result of earthquake generated from nearby faults is anticipated. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to operational activities. Implementation of

Mitigation Measure **GEO-1** would reduce this impact to less than significant by ensuring that the latest federal, state, local, and Metro seismic and environmental requirements are implemented for the Proposed Project. As required by Mitigation Measure **GEO-1**, the final design of the Project would comply with 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 and reduce this potential impact to less than significant.

Liquefaction

Less-Than-Significant Impact with Mitigation. Liquefaction is unlikely to happen in the Project Area due to the deep groundwater (50 feet bgs and deeper) and may only occur at isolated areas (i.e., within the Eagle Rock Valley, along the Project Route and route options). However, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to operational activities. Implementation of Mitigation Measure **GEO-1** would reduce this impact to less than significant by ensuring that seismic risk solutions shall 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. This measure would also ensure the Project is designed to satisfy the most recent latest federal, state, local and Metro seismic environmental requirements.

Seismically-Induced Slope Failure and Landslides

Less-Than-Significant Impact with Mitigation. The Proposed Project with route options crosses earthquake-induced landslide areas in Eagle Rock and western Pasadena. Slope failure could affect surface streets associated with the Proposed Project. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to operational activities. Implementation of Mitigation Measure **GEO-1** would reduce this impact to less than significant by requiring, during final design, stability analyses of slopes located within earthquake-induced landslides areas and requiring appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others) and ensuring the Project is designed to satisfy the most recent latest federal, state, local and Metro environmental requirements.

Mitigation Measures

Ground Shaking, Liquefaction, and Seismically-Induced Slope Failure

GEO-1: 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.

Surface Fault Rupture

No mitigation measures are required.

Significance of Impacts after Mitigation

Mitigation Measure **GEO-1** would ensure that the Proposed Project is designed to limit potential impacts related to ground shaking, liquefaction, lateral spreading, and seismically-induced slope failure. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact 3.7-2) Would the Proposed Project result in substantial soil erosion or the loss of topsoil?

Construction

No Impact. The majority of the Proposed Project would be constructed within urbanized areas covered by impervious surfaces. The BRT would operate on existing paved roadways and construction activities, including staging, would involve minimal work around exposed soils. The Proposed Project would be designed based on the latest versions of local and State building codes and regulations in order to counteract erosion. During construction, earthwork activities for street lanes, stations, and utility trenches would be conducted based on local and State regulations and appropriate permits, and during the period of the year designated for those activities to be undertaken. There is no potential for the surface-running BRT to result in substantial soil erosion or the loss of topsoil. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The surface-running BRT would operate on existing roadways. There is no potential for operations to result in substantial soil erosion or loss of topsoil. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact 3.7-3) Would the Proposed Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Construction

No Impact. The impact evaluation involves assessing if unstable soils would impact the Proposed Project. The potential for impact is related to permanent conditions and is considered in the operational analysis. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

Landslide

Less-Than-Significant Impact with Mitigation. There is potential for landslides and debris flows in the Project Area. Areas most susceptible to shallow landslides and debris flows include the southern San Rafael Hills in the eastern Glendale, Eagle Rock, and western Pasadena portions of the Project Area. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact on shallow landslides related to operational activities. Implementation of Mitigation Measure **GEO-1** would reduce this impact to less than significant by requiring final design to include appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others) and by ensuring that the Proposed Project is designed in a manner that meets all federal, state, local, and Metro seismic and environmental requirements. .

Lateral Spreading

Less-Than-Significant Impact. The Proposed Project is not expected to experience lateral spreading since liquefaction is not likely to occur in the Project Area. Furthermore, the liquefied area must be relatively near a free face, a vertical or sloping face such as a road cut or stream/riverbank, which is unlikely to occur (or may be limited to very specific areas) in the Project Area. Therefore, the Proposed Project would result in a less-than-significant impact on lateral spreading related to operational activities.

Subsidence

No Impact. The Proposed Project is not located within the areas of subsidence. Therefore, the Proposed Project would result in a less-than-significant impact on land subsidence related to operational activities.

Liquefaction

Less-Than-Significant Impact. The potential for liquefaction is related to water-saturated soils. Deep groundwater is expected in the Project Area (50 feet bgs and deeper) with isolated cases of shallower groundwater depth (i.e., between 24 and 42 feet bgs) within the Eagle Rock Valley. Shallow groundwater (i.e., less than 10 feet bgs) is not expected in the Project Area. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Collapse

Less-Than-Significant Impact. The Proposed Project would be located on exiting roadways that do not have a history of collapsible soils. The relatively deep groundwater conditions substantially reduce the potential for collapse. There is low potential for the Proposed Project to encounter collapsible soil. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Mitigation Measures

Landslides

Refer to Mitigation Measure **GEO-1**.

Lateral Spreading, Subsidence, Liquefaction, and Collapse

No mitigation measures are required.

Significance of Impacts after Mitigation

Mitigation Measure **GEO-1** would ensure that the Proposed Project would be designed to limit potential impacts related to landslides. Therefore, the Proposed Project would result in a less-than-significant impact with implementation of Mitigation Measure **GEO-1**.

Impact 3.7-4) Would the Proposed Project be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Construction

No Impact. The Impact Statement involves assessing the potential risk to life or property related to operating the Proposed Project on expansive soils. The potential for an impact is not related to construction activities. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The surface-running BRT would operate on existing roadways. Soils in the Project Area are mostly granular in nature and lay within "low expansion" and "low to moderate expansion" prone areas. The roadway network in the Project Area is not prone to expansive soil. Field research indicates that the existing roadway network to be utilized by the Proposed Project is not affected by expansive soils. In addition, the final design would be performed in accordance with Metro's Design Criteria, the latest federal and state seismic and environmental requirements, and State and local building codes. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact 3.7-5) Would the Proposed Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Neither construction nor operation of the BRT would require use of a septic tank or alternative wastewater disposal systems. Therefore, the Proposed Project would not result in a significant impact related to construction or operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact 3.7-6) Would the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Construction

Less-Than-Significant Impact. One paleontological locality was recorded from Pleistocene-age deposits within the western portion of the Project Area from a depth of 60 to 80 feet and additional localities were recorded from the Pleistocene-age deposits and Miocene-age Topanga Formation. Furthermore, it is possible that buried paleontological resources or buried unique geological features are present within native, undisturbed sediments of high paleontological potential Pleistocene-age older sedimentary deposits (Qoa, Qof) or Miocene-age Topanga Formation (Ttsc, Ttqdb) in the subsurface of the Project Area. However, the excavations would be within previously disturbed sediments in the upper three feet of the site. These shallow excavations would not result in impacts to significant paleontological resources.

Therefore, there is a low likelihood of uncovering significant paleontological or unique geologic resources during tree removal. In the unanticipated event that fossil resources are discovered, they should be protected from further excavation, destruction, or removal as required by the California PRC. Therefore, construction of the Proposed Project would result in a less-than-significant impact to paleontological or unique geologic features.

Operations

No Impact. The surface-running BRT would operate on existing roadways. There is no potential for operations to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

3.8 GREENHOUSE GAS EMISSIONS

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to greenhouse gas (GHG) emissions. Refer to the Greenhouse Gas Emissions Technical Report (Appendix I) for additional details related to applicable regulations and the existing setting.

3.8.1 Regulatory Framework

3.8.1.1 Federal Regulations

Clean Air Act (CAA). Congress passed CAA in 1970 (42 USC Sections 7401 et seq.). The CAA gives the USEPA broad responsibility for regulating motor vehicle emissions from many sources of air pollution from mobile to stationary sources. Pursuant to the CAA, the USEPA is authorized to regulate air emissions from mobile sources like heavy-duty trucks, agricultural and construction equipment, locomotives, lawn and garden equipment, and marine engines; stationary sources such as power plants, industrial plants, and other facilities are also within USEPA jurisdiction.

The *U.S. Supreme Court ruled in Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that GHGs contribute to global climate change are pollutants under the federal CAA, which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. The U.S. Supreme Court did not mandate that the USEPA enact regulations to reduce global warming emissions. Instead, the Court found that the USEPA could avoid taking action if it found that global warming emissions do not contribute to climate change or if it offered a "reasonable explanation" for not determining that such emissions contribute to climate change.

U.S. Environmental Protection Agency Endangerment Findings. On April 17, 2009, the USEPA issued a proposed finding that GHG emissions contribute to air pollution that may endanger public health or welfare. The USEPA stated that high atmospheric levels of GHG emissions, "are the unambiguous result of human emissions and are very likely the cause of the observed increase in average temperatures and other climatic changes." USEPA further found that, "atmospheric concentrations of greenhouse gases endanger public health and welfare within the meaning of Section 202 of the Clean Air Act."[1]

Heavy-Duty Vehicle Program. The USEPA and NHTSA adopted regulations governing Medium- and Heavy-Duty Greenhouse Gas Emissions and Fuel Efficiency (Title 40, Code of Federal Regulations, Chapter I) on September 15, 2011 (most recently amended on August 16, 2013) to establish the first fuel efficiency requirements for medium- and heavy-duty vehicles beginning with the model year 2014 through model year 2018. On February 18, 2014, the

[1] USEPA, *Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act, Final Rule*.

President directed agencies to set the next round of fuel efficiency standards for medium- and heavy-duty vehicles (beyond model year 2018) to build on the prior standards to further reduce fuel consumption through the application of advanced cost-effective technologies and continue to improve the efficiency of moving goods across the United States. In October 2016, USEPA and NHTSA adopted Phase 2 GHG and fuel efficiency standards for medium- and heavy-duty engines and vehicles.

Corporate Average Fuel Economy (CAFE) Standards. In 2010, President Obama issued a memorandum directing the USEPA and other federal agencies to establish standards regarding fuel efficiency and GHG emissions reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG emissions and fuel economy standards for model years 2017 to 2025 light-duty vehicles. On August 2, 2018, NHTSA announced plans to revise adopted standards for model years 2022 to 2025 in a future rulemaking. In 2011 the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 to 2018. Building on the success of the first phase of standards, in August 2016, the USEPA and the NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 to improve fuel efficiency and cut carbon pollution.

Safe Affordable Fuel-Efficient (SAFE) Vehicles. On September 19, 2019, the NHTSA and USEPA issued a final action entitled the "One National Program Rules" to provide nationwide uniform fuel economy and GHG emission standards for automobile and light duty trucks. This action finalizes the SAFE Vehicles Rule and clarifies that federal law preempts state and local tailpipe GHG emissions standards as well as zero emission vehicle (ZEV) mandates. The SAFE Vehicle Rule also withdraws the CAA waiver granted to the State of California that allowed the state to enforce its own Low Emission Vehicle program.[2] On March 31, 2020, Part II of the SAFE Vehicles was issued and sets carbon dioxide emissions and CAFE standards for passenger vehicles and light duty trucks, covering model years 2021 to 2026.[3]

3.8.1.2 State Regulations

Executive Order (EO) S-3-05. On June 1, 2005, Governor Arnold Schwarzenegger issued EO S-3-05 that set goals to reduce GHG emissions to 2000 levels by 2010, reduce GHG emissions to 1990 levels by 2020, and reduce GHG emissions to 80 percent below 1990 levels by 2050.

[2] U.S. Department of Transportation and USEPA. 2019. *One National Program Rule on Federal Preemption of State Fuel Economy Standards*, https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-one-national-program-federal-preemption-state#:~:text=In%20this%20action%20NHTSA%20is,and%20local%20programs%20are%20preempted.

[3] U.S. Department of Transportation. 2020. *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks*, https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/final_safe_preamble_web_version_200330.pdf.

Executive Order S-1-07. On January 18, 2007, Governor Arnold Schwarzenegger issued EO S-1-07 mandating that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and that a Low Carbon Fuel Standard for transportation fuels by established in California.

Executive Order B-30-15. On April 29, 2015, Governor Jerry Brown issued EO B-30-15, which established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 (subsequently codified in SB 32), ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets, and directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$.)

Assembly Bill 32, the Global Warming Solutions Act of 2006. On September 27, 2006, Governor Arnold Schwarzenegger signed into law the Global Warming Solutions Act of 2006 (AB 32). AB 32 represents the first enforceable statewide program to limit GHG emissions from all major sectors with penalties for noncompliance. AB 32 requires the State of California to reduce its emissions to 1990 levels by 2020. The Act establishes key deadlines for certain actions the state must take in order to achieve the reduction target. AB 32 also required the CARB to develop a Scoping Plan to detail California's approach to reduce GHG emissions in order to meet this goal. AB 32 codified EO S-3-05 into law.

Assembly Bill 1439 (Pavley Regulations). In September 2002, AB 1493 (Chapter 200, Statutes of 2002) (referred to as Pavley I) was enacted, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state by January 1, 2005. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "Low Emission Vehicle (LEV) III GHG" will cover 2017 to 2025 (13 California Code Regulations Section 1900 *et seq.*).

Senate Bill 97. In October 2007, Governor Arnold Schwarzenegger signed SB 97, which amended CEQA to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. SB 97 directs the Governor's Office of Planning and Research (OPR) to prepare CEQA Guidelines for the mitigation and effects of GHG emissions.

Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008. SB 375 was adopted in 2008 and seeks to coordinate land use planning, house planning, regional transportation planning, and GHG reductions. By coordinating these efforts, vehicle congestion and travel can be reduced resulting in a corresponding reduction in emissions. SB 375 directed CARB to set regional targets to reduce emissions; regional transportation plans are required to identify how they will meet these targets.

Chapter 585, 2009 California Transportation Plan. This requires the long-range transportation plan to help meet California's climate change goals under AB 32.

Senate Bill 32. On September 8, 2016, Governor Jerry Brown signed into law SB 32, which adds Section 38566 to the Health and Safety Code and requires a commitment to reducing statewide GHG emissions by 2020 to 1990 levels and by 2030 to 40 percent less than 1990 levels. SB 32 codified EO B-30-15 into law.

Climate Change Scoping Plan. CARB is responsible for implementing the state's goals outlined in AB 32 and SB 32. In December 2008, CARB adopted the Climate Change Scoping Plan indicating how emission reductions will be achieved from significant sources of GHGs via regulations, market mechanisms, and other actions. CARB's initial Scoping Plans contained strategies to reduce the projected 2020 Business-as-Usual emissions to 1990 levels, as required by AB 32. In November 2017, CARB adopted the most recent Scoping Plan, California's 2017 Climate Change Scoping Plan, which outlines the proposed framework of action for achieving SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels. The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by EO S-3-05 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels.

3.8.1.3 Regional Regulations

Regional agencies, such as the SCAQMD, SCAG, and Metro, have implemented plans on policies to support the GHG reduction goals established by the State.

South Coast Air Quality Management District (SCAQMD). The SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. The policy supports the adoption of a California GHG emission reduction goal in addition to other items that are unrelated to the Proposed Project.

Southern California Association of Governments (SCAG). SCAG adopted the 2020 RTP/SCS, on May 7, 2020 to implement SB 375 and reduce GHG emissions by correlating land use and transportation planning. The RTP/SCS provides a long-term investment framework for addressing the region's transportation and growth challenges. SCAG's RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. The RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably.

The RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare, and more. The RTP/SCS encourages development in priority growth areas which include job centers, transit priority areas, high quality transit areas, neighborhood mobility areas, livable corridors, and spheres of influence. The RTP/SCS is expected to reduce per capita transportation emissions by 8 percent by 2020 and 19 percent by 2035. This level of reduction would meet the region's GHG targets set by CARB of 8 percent per capita by 2020 and 19 percent per capita by 2035. Although there

are no per capita GHG emission reduction targets for passenger vehicles set by CARB for the Plan's horizon year (2045), the projects and policies proposed by SCAG will reduce GHG emissions through transit improvements, traffic congestion management, emerging technology, and active transportation.

Los Angeles County Metropolitan Transportation Authority (Metro). Approved by the Metro Board of Directors on September 24, 2020, the Moving Beyond Sustainability Plan establishes agency-wide sustainability goals, targets, and strategies for the next ten years. The Plan includes energy, water, emissions and pollution control, materials and construction/operations, climate adaptation and resiliency, livable neighborhoods, equity, and economic and workforce development goals. Metro has also prepared the Climate Action and Adaptation Plan 2019 that commits the agency to reducing greenhouse gas emissions by 79 percent relative to 2017 levels by 2030 and 100 percent by 2050. The Climate Action and Adaptation Plan identified a goal of reducing Metro's GHG emissions per boarding by 5 percent from 2010 to 2020. The 2019 Climate Action and Adaptation Plan updated the agency's commitment to reducing operational greenhouse gas emissions by 79 percent relative to 2017 levels by 2030 and 100 percent by 2050. Operational emissions are broken down into three sources, or scopes. Scope 1 emissions include direct GHG emissions from equipment and facilities owned and/or operated by Metro. Scope 2 includes indirect GHG emissions from electricity purchases. Scope 3 includes all other Metro activities from sources owned or controlled by another company or entity, including: business travel, embodied emission in material goods purchased and service contracted by Metro, emissions from landfilled solid waste, and emissions from Metro employee commute patterns. The Plan includes thirteen mitigation measures to reduce GHG emissions, most of which are aimed at reducing Scope 1 and Scope 2 emissions.

Metro adopted a Green Construction Policy in August 2011 and is committed to using more sustainable construction equipment and vehicles as well as implementing best practices, to reduce harmful diesel emissions from all Metro construction projects performed on Metro properties and in Metro ROWs. The Green Construction Policy encourages the use of construction equipment with technologies such as hybrid drives and specific fuel economy standards, both of which are methods to reduce GHG emissions during the construction period. From January 2015 onwards, the Green Construction Policy has required all off-road, diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 off-road emission standards at a minimum.

3.8.1.3 Local Regulations

City of Los Angeles

Green LA Action Plan/Climate LA Plan. The City of Los Angeles began addressing the issue of global climate change by publishing Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHG emissions from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by year 2030. To achieve this, the City LA

Green Plan a policy to change transportation and land use patterns to reduce dependence on automobiles.[4]

Mobility Plan 2035. In February 2015, the City of Los Angeles released the City's Mobility Plan 2035 as an addition to the Air Quality Element of the General Plan. The Plan identifies goals, objectives, policies, and action items (programs and projects) that serve as guiding tools for making sound transportation decisions as the City evolves.

The Mobility Plan 2035 includes many policies related to the Proposed Project, including:

- Consider the strong link between land use and transportation
- Embed equity into the transportation policy framework and into project implementation
- Target greenhouse gas reductions through a more sustainable transportation system
- Promote "first mile-last mile" connections
- Increase the use of technology (applications, real time transportation information) and wayfinding to expand awareness and access to parking options and a host of multi-modal options (car share, bicycle share, car/van pool, bus and rail transit, shuttles, walking, bicycling, driving)

The Sustainable City pLAn. In April 2015, Mayor Eric Garcetti released the City of Los Angeles' Sustainable City pLAn as a roadmap to achieve short-term (2017) and longer term (by 2025 and 2035) targets in 14 categories that will advance the City's commitment to a cleaner environment, stronger economy, and equity. The Green New Deal, released in 2019, provided an update to the Sustainable City pLAn.

Green New Deal. In April 2019, Mayor Eric Garcetti announced Los Angeles' Green New Deal to set goals for the City's sustainable future. Los Angeles' Green New Deal commits to uphold the Paris Climate Agreement and deliver environmental justice through an inclusive green economy, plans to ensure every City resident has the ability to join the green economy, and sets a determination to lead by example within City government. The Green New Deal aims to reach a 50 percent reduction in GHG emissions by 2025 and reach net neutrality by 2050. The Green New Deal builds upon the City's Sustainable City pLAn, in which the City met or exceeded 90 percent of the pLAn's long-term goals on time or early, resulting in a reduction of GHG emissions by 11 percent in a single year.

City of Burbank

In February 2013, the City of Burbank adopted the Greenhouse Gas Reduction Plan (GGRP) which is designed to implement the City's General Plan, Burbank 2035, and comply with recent revisions to CEQA Guidelines. The GGRP aims to reduce GHG emissions from the following sources: buildings and energy, transportation, water, and waste. The GGRP aims to reduce 2010 jurisdictional emissions levels by 15 percent by 2020 and 30 percent by 2035.

[4] City of Los Angeles, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007.

City of Glendale

In 2010, the City of Glendale adopted a resolution to address sustainability and climate change. As a result, the City prepared a sustainability plan to address how the City can reduce GHG emissions, entitled the Greener Glendale Plan. The Greener Glendale Plans includes many objectives and strategies aimed at reducing GHG emissions. Refer to the GHG Emissions Technical Report for specific objectives and strategies, including the objective of facilitating the provision of alternative transportation infrastructure.

City of Pasadena

In 2018, the City of Pasadena prepared a climate action plan with the goal to reduce community-wide GHG emissions 27 percent below 2009 levels by 2020, 49 percent below 2009 levels by 2030, 59 percent below 2009 levels by 2035, and 83 percent below 2009 levels by 2050. In order to achieve these reduction goals, the City of Pasadena identified five climate strategies and associated measures. Refer to the GHG Emissions Technical Report for specific strategies, including promoting public transit and decreasing the use of single-occupancy vehicles.

3.8.2. Existing Setting

GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases, and other less environmentally prevalent gases. CO_2 enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, through respiration, and as a result of other chemical reactions. CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock, agricultural practices, and by the decay of organic waste in municipal solid waste landfills. N_2O is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste. Fluorinated Gases are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but due to their potency, are known as High Global Warming Potential gases. These include chlorofluorocarbons, perfluorocarbons, sulfur hexafluoride, hydrochlorofluorocarbons, and hydrofluorocarbons.

3.8.2.1 State GHG Emissions

In 2017, California emitted 424 $MMTCO_2e$ GHG emissions. The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. **Table 3.8-1** provides a summary of GHG emissions reported in California in 2000 and 2017 by category.

Table 3.8-1 – GHG Emissions in California

Source Category	2000 ($MMTCO_2e$)	Percent of Total	2017 ($MMTCO_2e$)	Percent of Total
ENERGY	**413.8**	**87.84%**	**348.9**	**82.27%**
Energy Industries	159.12	38.45%	109.66	31.43%
Manufacturing Industries & Construction	22.75	5.50%	19.88	5.70%
Transport	179.13	43.29%	168.93	48.42%
Other Sectors (Residential/Commercial/Institutional)	44.67	10.80%	41.24	11.82%
Fugitive Emissions from Solid Fuels	0.04	0.01%	0.02	0.01%
Fugitive Emissions from Oil & Natural Gas	6.89	1.67%	8.2	2.35%
Fugitive Emissions from Geothermal Energy Production	1.13	0.27%	0.93	0.27%
Pollution Control Devices	0.11	0.03%	0.05	0.01%
INDUSTRIAL PROCESSES & PRODUCT USE	**19.6**	**4.16%**	**33.6**	**7.92%**
Mineral Industry	5.6	28.57%	4.93	14.67%
Chemical Industry	0.06	0.31%	0	0.00%
Non-Energy Products from Fuels & Solvent Use	3.3	16.84%	1.88	5.60%
Electronics Industry	0.2	1.02%	0.17	0.51%
Substitutes for Ozone Depleting Substances	5.57	28.42%	19.64	58.45%
Other Product Manufacture and Use	1.52	7.76%	1.18	3.51%
Other	3.31	16.89%	5.81	17.29%
AGRICULTURE, FORESTRY, & OTHER LAND USE	**28.4**	**6.03%**	**30.7**	**7.24%**
Livestock	19.12	67.32%	22.68	73.88%
Aggregate Sources & Non-CO_2 Sources on Land	9.27	32.64%	8.07	26.29%
WASTE	**9.3**	**1.97%**	**10.8**	**2.55%**
Solid Waste Disposal and Biological Treatment	7.22	77.63%	8.54	79.07%
Biological Treatment of Solid Waste	0.13	1.40%	0.35	3.24%
Wastewater Treatment & Discharge	1.93	20.75%	1.94	17.96%
EMISSIONS SUMMARY				
Gross California Emissions	471.1		424.1	

SOURCE: CARB, *California Greenhouse Gas Emissions Inventory*, 2019.

According to CARB, the potential impact in California due to global climate change will affect the health of Californians. Climate change may result in: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Delta and associated levee systems; and increased pest infestation.

3.8.2.2 Regional GHG Emissions

SCAG provides estimates of the regional GHG emissions through implementation of the RTP/SCS. The RTP/SCS has a horizon year of 2045. **Table 3.8-2** demonstrates that from 2019 to 2045, the regional on-road emissions are anticipated to decrease by 17.4 percent from 77.4 $MMTCO_2e$ to 64.0 $MMTCO_2e$ by 2045.

Table 3.8-2 – GHG Emissions from Transportation Source in the SCAG Region

On Road Vehicles	2019 (MMT/year)			2045 (MMT/year)		
	CO_2	CH_4	NO_2	CO_2	CH_4	NO_2
Light and Medium Duty Vehicles	59.43	0.002	0.0009	38.08	0.001	0.0002
Heavy Duty Vehicles	15.46	0.000	0.002	24.16	0.001	0.0009
Buses	1.50	0.001	0.0002	1.38	0.0003	0.00004
On-Road Vehicles (Subtotal) in CO_2	76.4	0.004	0.003	63.6	0.002	0.001
On-Road Vehicles (Subtotal) in CO_2e	76.4	0.078	0.9	63.6	0.04	0.4
Total GHG Emissions from On-Road Vehicles in CO_2e	**77.4**			**64.0**		

SOURCE: SCAG, RTP/SCS *Final PEIR and SCAG Modeling*, 2020.

In addition, SCAG provides the total regional GHG emissions from the three primary sources of GHG emissions within the region: transportation, building energy, and water related energy. **Table 3.8-3** shows that GHG emissions across the region are anticipated to decrease by approximately 15.9 percent from 2019 to 2045.

Table 3.8-3 – GHG Emissions for the SCAG Region from Three Primary Sectors

Area	$MMTCO_2e$/year				
	2019	2030	2035	2045	2019 vs 2045
Transportation	77.4	61.3	60.0	64.0	-17.3%
Building Energy	35.8	34.6	35.5	31.3	-12.6%
Water-related energy	3.1	2.8	2.8	2.5	-19.4%
Total	**116.3**	**98.7**	**98.3**	**97.8**	**-15.9%**

SOURCE: SCAG, *RTP/SCS Final PEIR and SCAG Modeling*, 2020.

3.8.2.3 Metro GHG Emissions

Metro provides annual estimates of the net GHG emissions. As illustrated in **Table 3.8-4**, Metro system operations produced a net displacement in GHG emissions of 591,123 $MTCO_2e$ across all modes of transit provided in 2019. The year to year reduction in GHG emissions is associated with the shift from compressed natural gas (CNG) to a renewable natural gas bus fleet. Additionally, the use of diesel fuel in Metro buses was entirely phased out in 2019.

Table 3.8-4 – GHG Emissions from Metro Operations in 2019

Category	2019
Greenhouse Gas Emissions (pounds CO_2e per Vehicle Revenue Mile)	5.78
Greenhouse Gas Displacement (Metric Tons CO_2e)	-918,076
Net Greenhouse Gas Emissions (Metric Tons CO_2e)	-591,123

SOURCE: Metro, *Performance Metrics Summary*, 2020.

3.8.2.4 City of Los Angeles GHG Emissions

According to the City of Los Angeles' Green New Deal, the City emitted approximately 27 $MMTCO_2e$ in 2017. The land use sector (i.e., residential, commercial, institutional) accounted for 41 percent of emissions followed by the industrial sector at 31 percent, the transportation sector at 21 percent, and the waste sector at 7 percent. The City has reduced its GHG emissions 25 percent below 1990 levels, and per capita GHG emissions are one-third the national average.

3.8.2.5 City of Burbank GHG Emissions

According to the City of Burbank's GGRP, the City generated an estimated 2.0 $MMTCO_2e$ in 2010. The transportation sector represented the largest GHG contributor across city-wide emissions, accounting for approximately 61 percent of total GHG emissions. The energy sector contributed approximately 36 percent of total GHG emissions. Solid waste, wastewater, and water compromised the remaining 3 percent. The GGRP determined that in order to meet state reduction goals, the City would need to reduce emissions to 1.4 $MMTCO_2e$/year by 2020 (15 percent below 2010 jurisdictional emissions levels). Additionally, the City would need to reduce emissions to 1.2 $MMTCO_2e$/year by 2035 (30 percent below 2010 jurisdictional levels).

3.8.2.6 City of Glendale GHG Emissions

According to the Greener Glendale Plan, in 2009, the City of Glendale emitted a total of 1.6 $MMTCO_2e$. The transportation and energy (commercial and residential) sectors represent the largest contributors of GHG emissions, representing approximately 48 percent and 46 percent of the total emissions, respectively. Waste generation, landfill, and water transport represent the remainder of the GHG emissions in 2009.

3.8.2.6 City of Pasadena GHG Emissions

According to the City of Pasadena's CAP, the City generated an estimated 1.9 $MMTCO_2e$ in 2013. The transportation and energy sectors represent the largest contributors of GHG emissions, approximately 52 percent and 43 percent of the total emissions, respectively. GHG emissions from waste and water represent the remaining emissions.

3.8.3 Significance Thresholds and Methodology

3.8.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to GHG emissions if it would:

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The State CEQA Guidelines include Section 15064.4, which states that, when making a determination with respect to the significance of a project's GHG emissions, a lead agency shall have discretion to determine whether to: (1) Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; and/or (2) Rely on a qualitative analysis or performance-based standards. Section 15064.4 also states that a lead agency should consider the following factors when assessing the significance of the impact of GHG emissions on the environment: (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Although SCAQMD has a regulatory role in the SCAB, it has not adopted or proposed any quantitative thresholds that would be applicable to the Proposed Project's BRT corridor. Neither CARB, OPR, SCAQMD, nor Metro has officially promulgated specific thresholds for analyzing GHG emissions under CEQA. CARB and OPR acknowledge that transforming public transit systems and reducing VMT is an effective climate adaptation strategy. As a transit project, the Proposed Project is assessed using a net-zero GHG emissions threshold. In addition, the analysis assesses consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions.

3.8.3.2 Methodology

OPR has noted that lead agencies "should make a good-faith effort, based on available information, to calculate, model, or estimate… GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities."[5] The Proposed Project would generate construction-related and operational emissions. GHG emissions emitted during project construction are temporary, while operational emissions would be generated continually throughout the life of the Proposed Project. The methodology used to evaluate construction and operational effects is described below. The

[5] OPR, *Technical Advisory CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, p. 5, 2008.

analysis of the Proposed Project GHG emissions is particularly conservative in that it assumes all of the GHG emissions are new additions to the atmosphere.

Construction

Project construction would be a source of GHG emissions. Such emissions would result from activities that could include but not be limited to demolition, roadway striping, and station construction. These activities could involve the use of heavy-duty construction equipment (e.g., dozers) and smaller equipment (e.g., rollers, forklifts, concrete saws, paving equipment) in order to construct BRT stations over a period of up to 30-months. GHG emissions would also be produced from heavy-duty haul trucks removing debris during the demolition phase, as well as vendor and contractor trucks and worker passenger car trips. Construction emissions were modeled in the CalEEMod[6] and worker trip emissions were adjusted consistent with CARB's Off-Model Adjustment Factors to account for the SAFE Vehicles Rule. Consistent with SCAQMD-recommended methodology, total construction-period emissions are amortized over a 30-year period, then added to the design-year GHG emissions total to arrive at the annual tons per year estimate that accounts for construction and operations emissions.

Operations

Long-term changes in GHG emissions would result from operating more Metro transit service, the shifting of travelers from auto vehicles to more Metro transit (vehicle) services, as well as indirect GHG emissions from charging the bus fleet. Metro may rely on CNG-powered buses when the Proposed Project opens in 2024. If required, the use of CNG-powered buses during operation would be a temporary condition until 2030 and any additional impacts posed by CNG-powered buses would be short-term and negligible. Because Metro is expected to operate ZEV buses along the route in the long-term, mobile-source emissions from ZEV buses were calculated by applying the LADWP carbon intensity factors from LADWP's Power Strategic Long-Term Resource Plan to the annual estimate of electrical demand (**Table 3.8-5**). For example, CH_4 emissions were multiplied by 25 to account for the fact that CH_4 is 25 more times potent of a GHG than CO_2.

Table 3.8-5 – Carbon Intensity Factors

Pollutant	LADWP Carbon Intensity (lb./MWh)	Global Warming Potential
CO_2	834	1
CH_4	0.029	25
N_2O	0.00617	298
Aggregate lbCO_2e/MWh	**836.6**	-

SOURCE: LADWP, *Power Strategic Long-Term Resource Plan*, 2017.

[6] California Air Pollution Control Officers Association, *California Emissions Estimator Model, CalEEMod™*, www.caleemod.com.

Total electrical demand was established by determining the average per-mile electrical use per bus and applying that consumption rate to the annual VMT. Consistent with Metro's Climate Action and Adaptation Plan 2019, it was assumed that ZEV buses have a fuel economy of 2.2 kWh/mile. Refer to Section 3.1, Transportation of the Draft EIR for a decision of the methodology for estimating bus revenue miles.

The fleet will also generate emissions from "deadhead" travel as buses travel to and from one or more of the following Metro Divisions for service, fueling, and storage: El Monte, Sun Valley, and Cypress Park.

To account for these differences, emissions for "deadhead" travel were calculated assuming that each of the buses would travel the average distance from the route to the division on a daily basis. The average distance from the route to the Metro Division was measured at three stations along the route, including: (1) West Glenoaks Boulevard and North Pacific Avenue in Glendale; (2) Chandler Boulevard and Lankershim Boulevard in North Hollywood; and (3) South Hill Street and East Colorado Boulevard in Pasadena. The average distance from the Proposed Project route to the Metro El Monte Division is approximately 18.3 miles. Therefore, each bus was assumed to travel 36.6 "deadhead" miles daily. All charging is expected to be centralized at a Metro Division, any impacts to the Metro Division or enhancements to support the Proposed Project would be minor.

Because the BRT service will attract auto users, and would shift mode share from auto to public transit, GHG emissions were based on changes in VMT and roadway travel speeds. These estimates were derived using a travel demand model that applies project relevant traffic data and EMFAC2017 emissions factors to determine running GHG emissions. In order to account for the SAFE Vehicles Rule Part I, CARB has issued Off-Model Adjustment factors for CO_2 emissions from light duty automobiles and trucks which were applied to the EMFAC2017 results. The CO_2 adjustment factor for 2042 is 1.1207.

Regional VMT is shown in **Table 3.8-6**. The change in total daily VMT from the 2042 Baseline to Proposed Project is a reduction of 0.017 percent in regional VMT. Transportation modeling was also completed for the Route Options. Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis. The regional VMT for implementing the design options differed marginally from the Proposed Project by approximately 0.003 percent. Therefore, it is reasonable to only quantify GHG emissions associated with the Proposed Project.

Table 3.8-6 – Regional Vehicle Miles Traveled

Scenario	Daily VMT	Annual VMT	Percent Decrease from No Project
Existing (2017)	428,792,499	148,791,691,153	-
Existing + Project	428,721,905	148,766,500,989	0.017%
2042 Baseline	511,871,989	177,619,580,183	-
Proposed Project	511,785,330	177,589,509,510	0.017%

SOURCE: Kimley-Horn, *North Hollywood to Pasadena BRT Project Transportation Technical Report*, 2020.

3.8.4 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable).

Impact 3.8-1) Would the Proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction

No Impact. Construction under the Proposed Project would involve sidewalk modifications as well as the installation of up to 43 station platforms along the route. Emissions sources include but are not limited to equipment, truck trips for debris disposal and material delivery, and worker commute trips. Consistent with Metro's Green Construction Policy, construction activities would require Tier 4-certified construction equipment. Construction activities would result in approximately 910 $MTCO_2e$ emissions over the course of the overall construction period, and an annual average of 364 MT CO_2e/year. Consistent with SCAQMD-recommended methodology, construction-period emissions were amortized over a 30-year period, resulting in an annual equivalent of approximately 30.3 $MTCO_2e$/year. The SCAQMD recommends that construction emissions be assessed together with operational emissions rather than as an independent emissions process. As shown below, the reduction in operational emissions would offset annual construction emissions. Therefore, the Proposed Project would not result in a significant impact Bus charging is expected to be centralized at a Metro Division or possibly at Pasadena City College. Coaches would likely be serviced at one maintenance division, likely the El Monte Metro Division. Coaches may be CNG-fueled in the opening years and use existing fueling facilities. As Metro's fleet is expected to use electricity by 2030, the BRT coaches would utilize charging facilities already planned for this and other maintenance and storage facilities. Any upgrades needed to substations, transformers, conduits, and charging facilities would be programmed into Metro's capital improvement plans for the entire bus fleet and developed over time.

Operations

No Impact. Operation of the Proposed Project would result in GHG emissions from charging the bus fleet and the use of Metro fleet service motor-vehicles along the corridor. The Proposed Project would employ a fleet of approximately 20 electric buses (ZEV). While the fleet would not generate GHG emissions directly through the operation of ZEV buses, battery charging would generate indirect emissions related to electricity consumption. This electrical demand would

indirectly generate GHG emissions at off-site power plants. Under the Proposed Project, the ZEV buses are expected to travel 1,348,500 annual revenue miles in 2042. Implementation of Metro's NextGen service and implementation of the Proposed Project would reduce service from existing bus lines that overlap with the proposed BRT route. Metro Line 180 connects Hollywood with Pasadena and will be restructured to reduce service along the route by approximately 303,124 annual revenue miles. Metro anticipates having a 100 percent electric fleet by 2042, which is accounted for in the emissions analysis. GHG emissions generated from the bus operations along the BRT alignment as well as the GHG emissions no longer being emitted from Metro Line 180's service reduction are provided in **Table 3.8-7**.

Table 3.8-7 – Annual GHG Emissions

Emissions Source	CO_2e (metric tons)
2042 BASELINE EMISSIONS	
Regional Traffic Emissions	54,268,110
2042 BASELINE EMISSIONS	
Construction Activities (annual amortized)	30
ZEV Bus Operation on Route	1,126
ZEV Bus Operation to Metro Division (Non-Revenue)	223
Displaced Metro Line 180 Operations	-253
Regional Traffic Emissions	54,258,923
Total Proposed Project-Related Emissions	54,260,049
NET PROJECT EMISSIONS	
Net GHG Emissions	*-8,061*
Change Compared to 2042 Baseline	-0.015%

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Greenhouse Gas Emissions Technical Report*, 2020.

The implementation of BRT service in this corridor would also reduce GHG emissions emitted by vehicles traveling within the study area, as mode share shifts away from auto use to public transit. Specifically, the BRT service would reduce 30,070,673 VMT annually as compared to baseline conditions (without BRT service). As summarized in **Table 3.8-7**, the Proposed Project would result in an annual net decrease of approximately 8,061 $MTCO_2e$ compared with future (2042) baseline conditions, a decrease of 0.015 percent of GHG emissions.

Metro is committed to a 100 percent ZEV fleet by 2030. Buses associated with the Proposed Project may operate on compressed natural gas until electric buses are available to operate the service. The regional decrease in VMT associated with the Proposed Project results in a large reduction in GHG emissions. The operation of CNG buses instead of electric buses would not offset the reduction to the extent that it would cause a net annual increase in emissions. For comparison to the Existing condition, the existing annual VMT in the Project area is approximately 148,791,691,153 and would be reduced by 0.017 percent to 148,766,500,989 annual VMT in the Existing plus Project condition. This is a VMT reduction of 25,190,164. Therefore, due to the reduction in daily VMT, GHG emissions would be reduced in the Existing plus Project condition and would offset any emissions generated from the operation of CNG buses.

When compared to Existing conditions, the Proposed Project would also reduce overall emissions in the Project area. BRT services would reduce 25,190,164 VMT annually when compared to Existing plus Project conditions. This would also result in reductions in GHG emissions from the vehicle fleet in the Project area. There would be some GHG emissions from the initial use of CNG buses at the start of service in 2024. Specifically, the operation of 20 CNG buses would emit 3,068 lbs/day of CO_2e. When considering overall fleet emissions reductions associated with mode shift from passenger vehicles to public transit, initial BRT service would result in a reduction of approximately 9,418 lbs/day of CO_2e.

Including the amortized construction emissions, total GHG emissions resulting from the implementation of the Proposed Project in 2042 would be 0.015 percent lower than under the 2042 Baseline Conditions. There would be a similar reduction from the Existing plus Project condition to the Existing Condition. This represents a benefit to regional GHG emissions and there is no potential for the Proposed Project to result in an impact. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact 3.8-2) Would the Proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

Construction and Operations

No Impact. A significant GHG impact may occur if the Proposed Project could conflict with applicable GHG reductions plans, policies or regulations. Transportation projects would be subject to comply with SB 375, SB 32, SCAG's RTP/SCS, and CARB's 2017 Scoping Plan. The Proposed Project would travel through Los Angeles, Burbank, Glendale, and Pasadena and would also be subject to comply with each city's GHG reduction plan.

SCAG's RTP/SCS identifies improved accessibility and mobility as one of its goals. The Proposed Project would introduce BRT service capable of increasing transit capacity, which would support the SCS' goal of improved accessibility and mobility than under the future (2042) baseline condition, it would not conflict with the goals of SB 375 and the SCAG RTP/SCS in that it would provide new transit service that would contribute to a larger rapid transit network. Such rapid transit systems are a recognized method of achieving transportation-related GHG emissions reductions.

CARB's 2017 Scoping Plan provides a blueprint for the state to reduce GHG emissions in order to meet the reduction goals set under SB 32. The 2017 Scoping Plan includes goals to reduce GHG emissions across all sectors, including transportation emissions. The Scoping Plan's GHG reductions from the transportation sector will come from new technologies, low carbon fuels, and reducing VMT. The Proposed Project will encourage the use of transit and reduce the VMT

as compared to the future (2042) baseline scenario. Furthermore, the Proposed Project will operate 20 electric, zero-emission buses, further reducing GHG emissions. As a result, the Proposed Project would not conflict with CARB's 2017 Scoping Plan.

The Metro Climate Action and Adaptation Plan 2019 identified the goal of achieving zero net emissions by 2050. The Proposed Project will utilize a fleet of 20 zero-emissions electric buses, which will emit significantly less emissions as compared to diesel or compressed natural gas-powered buses. Therefore, the Proposed Project will not interfere with the Metro Climate Action and Adaptation Plan 2019. The Proposed Project will also comply with the Metro Green Construction Policy.

The City of Los Angeles' Green New Deal outlines targets to reduce GHG emissions including from transportation and public transit emissions. These goals include increasing the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050 and reducing VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050. The City of Burbank GGRP sets the goal of reducing GHG emissions to 30 percent below 2010 jurisdictional levels by 2035. The Greener Glendale Plan is an adopted resolution with strategies aimed at reducing GHG emissions, including policies to increase public transit. The City of Pasadena's CAP aims to reduce GHG emissions to 27 percent below 2009 levels by 2020, 49 percent below 2009 levels by 2030, 59 percent below 2009 levels by 2035, and 83 percent below 2009 levels by 2050. Operation of the Proposed Project would result in new transit trips, thereby contributing to reductions in VMT per capita and increases in the percentage of trips made by transit. Because of the mode-shift from cars to more efficient public transit vehicles, the Proposed Project would not conflict with any of the cities' greenhouse gas reduction plans.

Overall, the Proposed Project does not conflict with AB 32, SB 32, or SB 375 or Metro or City goals to reduce GHG emissions by providing transportation infrastructure necessary to enable mode-shifts and encourage transit use within the community. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

3.9. NOISE

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to noise and vibration. Refer to the Noise and Vibration Technical Report (Appendix N) for additional details related to applicable regulations and the existing setting.

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), day-night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL).

Equivalent Noise Level (L_{eq}). L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period. L_{eq} is expressed in units of dBA.

Day-Night Average Noise Level (L_{dn}). L_{dn} an adjusted noise measurement scale of average sound level during a 24-hour period. Events from 10:00 p.m. to 7:00 a.m. are increased by 10 dB to account for humans' greater sensitivity to noise during this period. L_{dn} is used to assess transit noise for residential uses.

Community Noise Equivalent Level (CNEL). CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if it were actually 5 dBA higher than had it occurred between 7:00 a.m. and 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 p.m. and 10:00 p.m. and 10 dBA to nighttime noise levels between 10:00 p.m. and 7:00 a.m.

3.9.1 Regulatory Framework

3.9.1.1 Federal Regulations

Federal Transit Administration (FTA). Federal methodologies for assessing noise impacts are defined in the FTA's *Transit Noise and Vibration Impact Assessment Manual* (Assessment Manual). The Assessment Manual provides impact criteria to evaluate transit projects. The criteria include procedures for evaluating transit projects like BRT facilities.

Table 3.9-1 shows guidelines for evaluating the impact of operational noise on sensitive land uses. Historic sites, parks, indoor-only uses, and undeveloped land can be considered noise-sensitive under special circumstances.

Table 3.9-1 – FTA Land Use Categories and Metrics for Transit Noise Impact Criteria

Land Use Category	Land Use Type	Noise Metric, dBA	Description of Land Use Category
1	High Sensitivity	Outdoor L_{eq} (1-hour)*	Land where quiet is an essential element of its intended purpose. Example land uses include preserved land for serenity and quiet, outdoor amphitheaters and concert pavilions, and national historic landmarks with considerable outdoor use. Recording studios and concert halls are also included in this category.
2	Residential	Outdoor L_{dn}	This category is applicable to all residential land uses and buildings where people normally sleep, such as hotels and hospitals.
3	Institutional	Outdoor L_{eq} (1-hour)*	This category is applicable to institutional land uses with primarily daytime and evening use. Example land uses include schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also included in this category.

* L_{eq} (1-hour)* for the loudest hour of project-related activity during hours of noise sensitivity.
SOURCE: FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The Assessment Manual provides guidance on how to evaluate the impact of noise levels from transit projects (**Table 3.9-2**). The levels of impact reflect a comparison of future project noise with existing noise and consider land use type. Noise sensitivity is a function of activity and time period of concern. The higher ambient noise levels are, the lower tolerance there is to any increase in noise.

The Assessment Manual also provides guidelines for evaluating the vibration impacts related to the construction and operation of transit projects. This guidance includes criteria for a General Vibration Impact Analysis that focuses on overall operational vibration velocity level. These criteria do not account for existing vibration, as it is rare than roadway traffic generates perceptible groundborne vibration in the absence of irregularities in the road surface. The Assessment Manual also includes impact thresholds to assess the risk of damage from construction activities to off-site structures.

Table 3.9-2– FTA Levels of Impact

Level of Impact	Description
No Impact	Project-generated noise is not likely to cause community annoyance. Noise projections in this range are considered acceptable by FTA and mitigation is not required.
Moderate Impact	Project-generated noise in this range is considered to cause impact at the threshold of measurable annoyance. Moderate impacts serve as an alert to project planners for potential adverse impacts and complaints from the community. Mitigation should be considered at this level of impact based on project specifics and details concerning the affected properties.
Severe Impact	Project-generated noise in this range is likely to cause a high level of community annoyance. The project sponsor should first evaluate alternative locations/alignments to determine whether it is feasible to avoid severe impacts altogether. In densely populated urban areas, evaluation of alternative locations may reveal a trade-off of affected groups, particularly for surface rail alignments. If it is not practical to avoid severe impacts by changing the location of the project, mitigation measures must be considered.

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

3.9.1.2 State Regulations

California General Plan Guidelines. The 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities.

California Government Code Section 65302. California Government Code Section 65302 requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control Guidelines, and analyze and quantify current and projected noise levels.

3.9.1.3 Regional Regulations

There are no applicable regional regulations.

3.9.1.4 Local Regulations

City of Los Angeles

General Plan. The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or

other thresholds of significance for evaluating a project's noise or vibration impacts. Instead, it adopts the State's guidance on noise and land use compatibility "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Los Angeles Municipal Code. Los Angeles Municipal Code contains regulations that would regulates temporary construction activities and operational activities. Section 41.40(a) prohibits specific construction activities from occurring between the hours of 9:00 p.m. and 7:00 a.m., Monday through Friday. Subdivision(c) would further prohibit such activities from occurring before 8:00 a.m. or after 6:00 p.m. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific construction activities to Monday through Friday 7:00 a.m. to 9:00 p.m., and 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays. The City can issue a variance from these Municipal Code requirements on a case-by-case basis.

Section 112.05 of the Los Angeles Municipal Code establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for construction vehicles and equipment. However, the Los Angeles Municipal Code notes that these limitations are not necessarily applicable if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain City-regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

The Los Angeles Municipal Code also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 p.m. and 7:00 a.m. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

City of Burbank

General Plan. The City's 2035 General Plan Noise Element provides a policy framework for the control of noise sources in the City. Its noise standards are codified here and provide guidance on how to site land uses that are compatible with the local noise environment. The General Plan Noise Element also contains the City's land use compatibility guidelines.

Burbank Municipal Code. The City's noise standards are codified in the Burbank Municipal Code Chapter 9-3-208 and Chapter 9-1-1-105.8. These set forth sound measurement criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance, and legal remedies for violations. The Noise Regulation establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment) within specific land use zones.

Chapter 9-1-1-105.8 of the Burbank Municipal Code prohibits construction activity which would create disturbing, excessive, or offensive noise between 7:00 p.m. and 7:00 a.m. Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturdays, and at any time on Sundays or national holidays. The Community Development Director, Planning Board, or City Council may grant exceptions pursuant to land use entitlements or wherever there are practical difficulties involved in carrying out the provisions of the abovementioned chapter or other specific on-site activity that warrants unique consideration.

Section 9-3-208 of the Burbank Municipal Code prohibits any person from operating any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in such a manner to cause the ambient noise levels to be exceeded by more than 5 dBA.

City of Glendale

General Plan. The City of Glendale's General Plan is a comprehensive, long-range declaration of purposes, policies, and programs. The Noise Element contains goals and policies to minimize noise impacts in the community.

Glendale Municipal Code. The Glendale Municipal Code includes an adopted Noise Ordinance, Chapter 8.36 Noise Control, Articles I and II, which identifies noise standards for amplified noise sources, specific noise restrictions, noise insulation standards, and construction noise limits. Noise limits are regulated through the assessment of the offending noise sources, which influence the existing ambient noise environment. In order to assess potential noise impacts.

Section 8.36.080, Construction on Buildings, prohibits construction activity from occurring during the "prohibited hours" that have been established in the Glendale Municipal Code. "Prohibited hours" refers to any time after the hour of 7:00 p.m. of any day; any time before the hour of 7:00 a.m. of any day; any time on Sunday; and any time on holidays. The City can issue a variance from these Municipal Code requirements on a case-by-case basis.

Section 8.36.210 prohibits operation of any device that creates a vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at 150 feet from the source, if on a public space or public right-of-way.

Section 8.36.290 contains a list of activities that are exempted from the provisions of Glendale Municipal Code Chapter 8.36. The ordinance also exempts any activity, operation or noise which cannot feasibly be brought into compliance when it is technically infeasible to do so. The party responsible for the exceedance is also responsible to prove that compliance cannot be achieved despite use of mufflers, shields, sound barriers, and/or any other noise reduction device or techniques during the operation of the offending equipment.

City of Pasadena

General Plan. The City of Pasadena General Plan contains policies and programs to achieve and maintain noise levels compatible with various types of land uses. The Noise Element contains objectives and policies to minimize noise impacts from various noise sources.

Pasadena Municipal Code. The City has jurisdiction over noise regulation, as stated in the City of Pasadena Municipal Code, Title 9, Chapter 36 Noise Restrictions (Noise Ordinance). The Noise Ordinance is intended to enforce the City's policy to prohibit "unnecessary, excessive, and annoying noises from all sources." The Noise Ordinance generally limits the generation of noise that exceeds the actual measured existing ambient noise level by 5 dB(A) at neighboring properties, with adjustments made for steady audible tones, repeated impulsive noise, and noise occurring for limited periods. Section 9.36.060 sets interior noise level standards for multifamily residential development at 60 dB(A) during daytime hours (7:00 a.m. to 10:00 p.m.) and 50 dB(A) during nighttime hours (10:00 p.m. to 7:00 a.m.).

The City's noise ordinance includes provisions regarding construction noise. Section 9.36.070 of the Pasadena Municipal Code prohibits the operation of construction equipment and construction activity except from 7:00 a.m. to 7:00 p.m. Monday through Friday, and from 8:00 a.m. to 5:00 p.m. on Saturday in or within 500 feet of a residential district. Operation of construction equipment is prohibited on Sunday and on defined holidays. Section 9.36.080 of the Municipal Code prohibits the operation of powered construction equipment that generates a noise level of 85 dB(A) when measured at 100 feet. The City can issue a variance from these Municipal Code requirements on a case-by-case basis.

The City of Pasadena also regulates vibration levels that could adversely affect its citizens. Section 17.40.090 of the Pasadena Municipal Code prohibits the use, activity, or process that produces vibrations that causes the discomfort or annoyance to reasonable persons of normal sensitivity, or which endangers the comfort, repose, health, or peace of residents.

3.9.2. Existing Setting

3.9.2.1 Existing Noise Levels

Due to public health restrictions associated with the COVID-19 pandemic, field measurements of ambient noise were not possible in early 2020, primarily due to lower traffic volumes on arterials along the BRT corridor. Instead, the existing noise environment was modeled using the FTA's Traffic Noise Model (version 3.0) methodologies via the SoundPLAN Essential software package (version 5.0). This approach utilized traffic volumes and other activity data from the transportation analysis to estimate how traffic-based noise propagates over the urban environment.

Ambient noise levels were predicted for sensitive receptor locations throughout the 18-mile corridor. These locations were selected to represent average noise conditions in each jurisdiction representing a range of land uses that address FTA's three land use categories. **Table 3.9-3** show existing noise levels for Category 1 sensitive receptors. **Table 3.9-4** shows existing noise levels at Category 2 sensitive receptors and **Table 3.9-5** shows existing noise level at Category 3 sensitive receptors.

Table 3.9-3 – Existing Ambient Noise Levels at Category 1: Sensitive Receptors

Location	Jurisdiction	FTA Land Use Category	dBA L_{eq} (1 Hour)
Burbank Studios 3000 W. Alameda Ave.	Burbank	1	71.1
Hollywood Production Center 225 E. Broadway	Glendale	1	71.8
School of Rock 1240 E. Colorado Blvd.	Pasadena	1	72.8

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020.

Table 3.9-4 – Existing Ambient Noise Levels at Category 2: Sensitive Receptors

Location	Jurisdiction	FTA Land Use Category	dBA L_{dn} (24 Hour)
Gallery at NoHo Commons 5416 Fair Ave.	Los Angeles	2	64.1
Multi-Family Residences 112 Buena Vista St.	Burbank	2	70.2
Multi-Family Residences 3205 W. Alameda Ave.	Burbank	2	70.1
Multi-Family Residences 114 Sparks St.	Burbank	2	63.8
Multi-Family Residences 150 San Fernando Blvd.	Burbank	2	66.0
Multi-Family Residences 1112 Alameda Ave.	Burbank	2	67.8

Location	Jurisdiction	FTA Land Use Category	dBA L_{dn} (24 Hour)
Single-Family Residence 1068 Willard Ave.	Glendale	2	62.5
Eleve Lofts and Skydeck Apts 200 E. Broadway	Glendale	2	73.7
Multi-Family Residences 5116 Rockland Ave.	Los Angeles	2	61.3
385 Western Asset Plaza 385 Colorado Blvd.	Pasadena	2	71.8
Hill and Colorado Hotel 1336 E. Colorado Blvd.	Pasadena	2	70.2

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020.

Table 3.9-5 – Existing Ambient Noise Levels at Category 3: Sensitive Receptors

Location	Jurisdiction	FTA Land Use Category	dBA L_{eq} (1 Hour)
East Valley High School 5525 Vineland Ave.	Los Angeles	3	72.1
Gray Studio 5250 Vineland Ave.	Los Angeles	3	72.0
Saint Finbar School 2120 W. Olive Ave.	Burbank	3	75.3
Burbank Central Library 110 N. Glenoaks Blvd.	Burbank	3	71.2
Thomas Jefferson Elementary 1540 5th St.	Glendale	3	62.0
John Marshall Elementary 1201 E. Broadway	Glendale	3	72.6
Center for the Arts Eagle Rock 2225 Colorado Blvd.	Los Angeles	3	61.7
Dahlia Heights Elementary School 5063 Floristan Ave.	Los Angeles	3	68.9
Southern California Children's Museum 459 E. Colorado Blvd.	Pasadena	3	72.2
Holliston United Methodist Church 1305 E. Colorado Blvd.	Pasadena	3	71.6

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020.

3.9.2.1 Existing Vibration Levels

Vibration levels in the Project Area are driven largely by vehicular traffic. The Assessment Manual states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Because ambient vibration levels are often too low to be noticed, FTA recommends a limited survey of conditions where there are sources of perceptible vibration. Site visits indicate that roadway vibration is not typically perceptible outside of the surface street right-of-way.

3.9.3 Significance Thresholds and Methodology

3.9.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to noise and vibration if it would:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
b) Generation of excessive groundborne vibration or groundborne noise levels; and/or
c) For a project located within-the vicinity of a private airstrip or-an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

The CEQA Guidelines do not provide a definition for “substantial increase” in noise and they do not provide a threshold of significance for potential noise or vibration impacts. There are no federal significance thresholds for construction noise that are applicable to the Proposed Project. As such, this analysis relies on local thresholds to determine significance. The following thresholds of significance were developed for this noise analysis based upon the General Plan Noise Elements for the Cities of Los Angeles, Burbank, Glendale, and Pasadena discussed above. However, the FTA impact criteria are used to identify potential operational impacts when quantitative local thresholds do not exist.

Noise

City of Los Angeles

Construction Noise Thresholds. Construction noise impacts would be significant if:

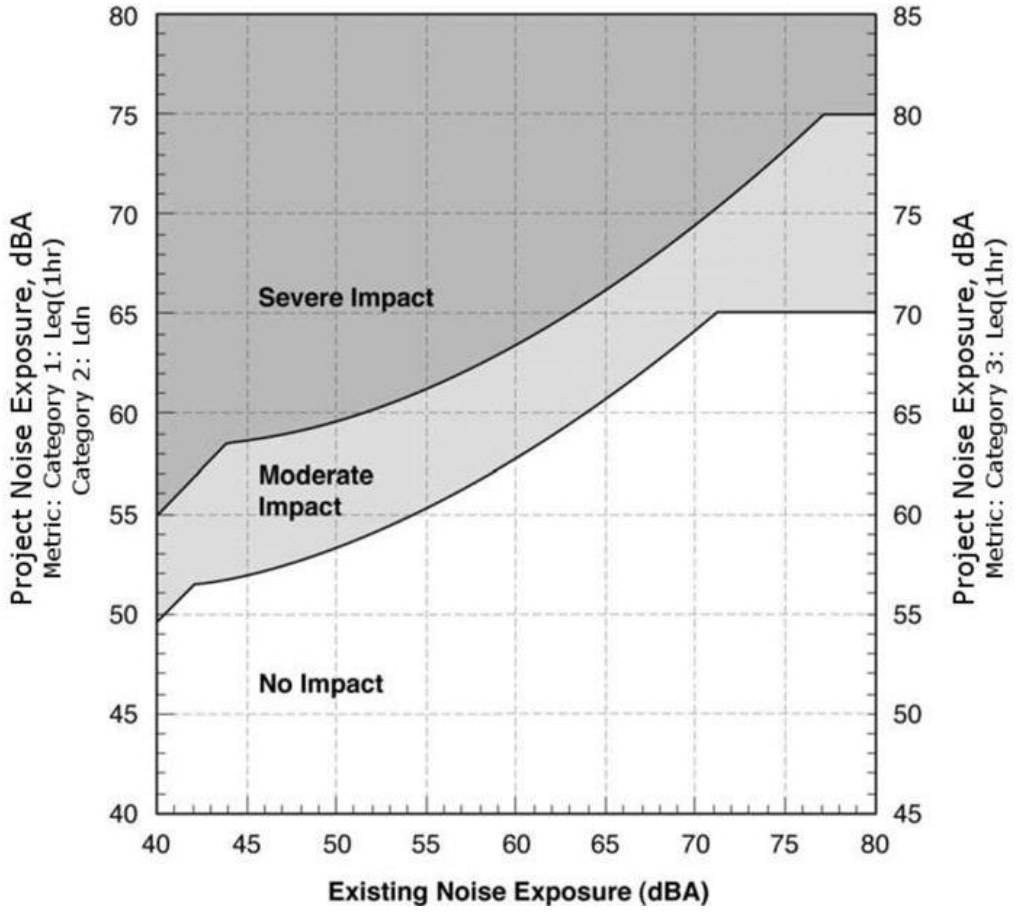
- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; and/or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

Operational Noise Thresholds. Operational noise impacts would be significant if:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines. This threshold would apply at residential uses and schools where the predicted future noise level is at least 70 dBA L_{dn}.
- Project operations would cause any 5 dBA CNEL or greater noise increase.

The FTA Assessment Manual identifies noise significance thresholds which are a function of existing ambient noise levels and the land use category of sensitive receptors. As illustrated in **Figure 3.9-1**, the thresholds at which a moderate or severe impact would occur vary as the existing noise environment changes.

Figure 3.9-1 – FTA Noise Impact Criteria for Transit Projects



SOURCE: FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

City of Burbank

Construction Noise Threshold. Construction noise impacts would be considered significant if:

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) 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.

Operational Noise Threshold. In addition to applicable City standards and guidelines that would regulate or otherwise moderate operational noise impacts, this analysis uses the following criteria:

- Operations activities would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Operations would exceed noise levels specified in the Assessment Manual (see **Figure 3.9-1**).

City of Glendale

Construction Noise Threshold. Construction noise impacts would be considered significant if:

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday, or at any time on Sunday.

Operational Noise Threshold. In addition to applicable City standards and guidelines that would regulate or otherwise moderate operational noise impacts, this analysis uses the following criteria:

- Operations activities would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Operations would exceed noise levels specified in FTA's Assessment Manual (see **Figure 3.9-1**).

City of Pasadena

Construction Noise Threshold. Construction noise impacts would be considered significant if:

- Construction equipment would exceed 85 dBA L_{eq} at 100 feet of distance; and/or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) 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.

Operational Noise Threshold. In addition to applicable City standards and guidelines that would regulate or otherwise moderate operational noise impacts, this analysis uses the criteria from the Assessment Manual (see **Figure 3.9-1**).

Vibration

Construction Vibration Threshold. The Cities of Los Angeles, Burbank, Glendale, or Pasadena do not identify numerical thresholds of significance at which a vibration impact is deemed significant. This analysis uses criteria from the Assessment Manual to determine when construction impacts are considered significant. The Assessment Manual includes impact thresholds to assess the risk of damage from construction activities to off-site structures. As shown in **Table 3.9-6**, the guidance includes thresholds for four building categories that are presented in Peak Particle Velocity (PPV). PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are usually measured in inches per second.

Table 3.9-6 – FTA Construction Vibration Damage Criteria

Building Category	Peak Particle Velocity (in/sec)
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment Manua*l, September 2018.

The FTA Assessment Manual also includes impact thresholds to assess the risk of annoyance to humans. As show in **Table 3.9-7**, this includes thresholds for five types of land uses that are measured in decibel notation (VdB).

Table 3.9-7 – FTA Land Use Disruption Vibration Thresholds

Land Use	Significance Thresholds (VdB)		
	Frequent Events	Occasional Events	Infrequent Events
Buildings where vibration would interfere with interior operations.	65	65	65
Residences and buildings where people normally sleep.	72	75	80
Institutional land uses with primarily daytime use	75	78	83
Concert halls, TV studios, and recording studios	65	65	65
Auditoriums and theaters	72	80	80

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018

Operational Vibration. The Cities of Los Angeles, Burbank, Glendale, or Pasadena do not identify numerical thresholds of significance at which a vibration impact is deemed significant. This analysis uses criteria from the FTA Assessment Manual to determine when operational

impacts are considered significant. This guidance includes criteria for a General Vibration Impact Analysis that focuses on overall vibration velocity level. These criteria do not account for existing vibration, as it is rare that roadway traffic generates perceptible groundborne vibration in the absence of irregularities in the road surface.

3.9.3.2 Methodology

This analysis is consistent with the Detailed Noise Assessment Guidelines outlined in the Assessment Manual and City Guidelines, where applicable.

Construction Noise

To evaluate construction noise, construction equipment was identified for a typical worksite. This includes equipment needed for restriping of lanes on major arterials along the alignment, curb-and-gutter/sidewalk reconstruction, ROW clearing, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. The analysis assumes construction equipment could include, but not be limited to, asphalt milling machines, asphalt pavers, excavators and backhoes, loaders, bulldozers, dump trucks, compactors, rollers, and concrete trucks. Smaller equipment may also include compactors, compact excavators and tractors, and small hydraulic equipment. Reference noise levels were obtained from the Assessment Manual and adjusted by projected equipment usage factor. Logarithmic noise propagation formulae were used to estimate projected noise impacts at nearby receptors. The analysis included construction of improvements around sidewalks associated with curb-running operations and the presence of residential and/or non-residential sensitive receptors within ten feet of a construction site. The analysis does not quantify combined noise levels from multiple station sites because noise generated at two sites would not be audible to a person given the distance between stations. Short-term (1-hour) L_{eq} estimates were made to represent existing noise levels during the day as the basis for analyzing noise impacts for sensitive uses. Construction activities would be limited to the daytime hours of operations as dictated by local noise ordinances.

Construction Vibration

The analysis of vibration impacts during the construction of BRT improvements was performed pursuant to the Assessment Manual. Based on FTA's four-step screening process, a qualitative construction vibration analysis was performed, as prolonged annoyance or damage is not expected. The predicted construction vibration levels are based on hypothetical scenarios and equipment mixes developed from similar projects.

Operational Noise

Operational noise was analyzed pursuant to the Assessment Manual. Sensitive receptors were identified within the four jurisdictions to provide a representative sample of noise levels throughout the BRT corridor. Sensitive receptors were categorized as one of three FTA sensitive Land Use Categories: Category 1 (High Sensitivity), Category 2 (Residential), and Category 3 (Institutional). Refer to **Tables 3.9-3** through **Table 3.9-5** for additional details. Existing and future noise levels were modeled using the TNM version 3.0 methodologies using

the SoundPLAN Essential modeling package (version 5.0). Twenty-four-hour average traffic volumes were extrapolated using peak hour traffic volumes obtained from the transportation analysis. Traffic volumes were input into the SoundPLAN model to predict existing and future noise conditions along the corridor in the Existing conditions, as well as the Project Design year of 2042. Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis. Predictions for each receptor were compared to the applicable FTA noise impact criteria and local jurisdictional thresholds to identify potential noise impacts.

Using the FTA TNM 3.0 model, the operational analysis included the following key assumptions:

- As 24-hour ambient noise measurements were not possible because of unusual conditions from the COVID-19 pandemic, average daily trip volumes were estimated by converting peak AM and PM hourly traffic volumes in 2042. This included an estimate of daytime, evening, and nighttime traffic volumes.
- The posted speed limit on arterials used for BRT service was assumed for the analyses. This ensures that noise levels would reflect faster travel speeds and the elevated noise associated with faster travel on paved roads.
- Noise propagated from all lanes of arterials to reflect the dynamic nature of travel on local arterials as they shift from center- and median-running operations to mixed-flow, side-, and curb-running operations.
- Vehicle fleet mixed derived from California Air Resources Board (CARB) EMFAC2017 estimates for Los Angeles County.
- Average 30 percent of vehicles on an arterial with traffic light control devices constrained by red lights.

Operational Vibration

Pursuant to the FTA Assessment Manual, BRT projects that rely on rubber-tire vehicles do not require a detailed analysis provided they do not meet the following conditions:

- Roadway irregularity. Expansion joints, speed bumps, or other design features that result in unevenness in the road surface can result in perceptible ground-borne vibration at distances up to 75 feet away.
- Operation close to vibration-sensitive buildings. Buses, trucks, or other heavy vehicles operating close to a vibration-sensitive building (within approximately 100 ft from the property line) may impact vibration-sensitive activities, such as research that uses electron microscopes or manufacturing of computer chips.
- Vehicles operating within buildings. Special considerations are often required for shared use facilities where vehicles operate inside or directly underneath buildings such bus stations located inside an office building complex.

3.9.4 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable).

Impact 3.9-1) Would the Proposed Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Less-Than-Significant Impact with Mitigation. Construction activities would require the use of heavy equipment, pneumatic tools, generators, concrete pumps, and similar equipment. **Table 3.9-8** shows the equipment likely to be used during the noisiest periods of construction, the typical noise generated by this equipment, estimated usage factors (percent of time the equipment is operating under full load), and the predicted L_{eq} noise levels.

Table 3.9-8 – Construction Noise Levels for Proposed Project

Equipment	Typical Noise Level dBA L_{eq} (1 Hour) at 50 Feet	Usage Factor (% of Time Under Full Load)	Adjusted Noise Level dBA L_{eq} (1 Hour) at 50 Feet
Concrete Saw	76 dBA	30%	72 dBA
Loader/Backhoe	80 dBA	30%	74 dBA
Dozer	85 dBA	30%	80 dBA
Rough Terrain Forklift	80 dBA	20%	72 dBA
Skid Steer Loader	80 dBA	30%	74 dBA
Roller	85 dBA	30%	80 dBA
Paver	85 dBA	30%	80 dBA
Paving Equipment	85 dBA	30%	80 dBA
		Combined	87 dBA

Note: This is a worst-case scenario for noise levels at 50 feet, as some local ordinances will require equipment to operate at lower noise levels (e.g., the City of Los Angeles sets 75 dBA limit at 50 feet per Municipal Code section 112.05).
SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020; FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The predicted noise level from a typical construction project is 87 dBA L_{eq} at 50 feet, though adherence to local ordinance restrictions on powered equipment would likely reduce the cumulative noise level for this mix of equipment. For example, the City of Los Angeles restricts construction equipment to emitting no more than 75 dBA L_{eq} at 50 feet of distance. When added to existing ambient noise levels along the corridor that range from 60.1 to 74.1 dBA L_{eq}, construction activities that generate 65.5 and 79.5 dBA L_{eq} at 50 feet of distance, respectively, could increase ambient noise levels by 5 dBA L_{eq} or more. These increases would exceed local thresholds of significance for all four jurisdictions. Activity at staging areas typically results in

less noise as there is less equipment operations, although there would still be a potential for threshold exceedance.

The actual increases in ambient noise would depend on several factors, including:

- Existing ambient noise levels;
- The scope of construction at a given station location (e.g., full BRT station with shelters and other improvements vs. reduced improvements);
- Location of station improvements. Construction projects that support median or center-running segments would potentially be 40 to 60 feet further from noise-sensitive land uses than projects build on sidewalk ROWs;
- Location of sensitive receptors; and
- Any attenuation from the built environment or other factors between a construction site and nearby receptors.

The Proposed Project relies mostly on existing surface streets, where buses would operate in all lanes of arterials depending on operational circumstances and ROW availability. When local service is based on curb-running, side-running, or mixed-flow service, construction of improvements would be closer to sensitive receptors, potentially resulting in significant short-term impacts. Approximately six stations would be constructed at center-running or median-running segments while the remainder are built on sidewalk ROWs or curb extensions.

In the North Hollywood end of the alignment, service would be a blend of mixed-flow and side-running service on Lankershim and Chandler Boulevards, with curbside stations to support this service. An increase of 15 dBA L_{eq} or more given the proximity of receptors along Chandler Boulevard would exceed the City of Los Angeles significance threshold of 5 dBA (hourly L_{eq}). Service on Vineland Avenue would be center-running, requiring construction of median-based stations at key intersections. Impacts here would be lesser given the approximately 100 feet of distance from the centerline of Vineland Avenue and residences that flank this street.

Within the City of Burbank, stations would be built curbside on sidewalks to accommodate curb-running operations on Olive Avenue and Glenoaks Boulevard. Construction activities would likely exceed the significance threshold of 5 dBA (hourly L_{eq}). Construction of stations along median-running segments of Glenoaks Boulevard are approximately 45 feet further from sensitive receptors than stations constructed along the curb, given the very wide center medians. Toward the eastern end of Burbank, stations would be built in the median along Glenoaks Boulevard to serve median-running service.

Within the City of Glendale, the Proposed Project would include stations on median islands to accommodate median-running bus lanes along Glenoaks Boulevard, creating substantial distance from receptors along this corridor. Construction activities would likely exceed the significance threshold of 5 dBA (hourly L_{eq}). Along Central Avenue and Broadway, stations would be built on sidewalks to support side-running bus lanes and curb-running operations.

In the Eagle Rock area, side-running service on Colorado Boulevard would require construction of curbside stations that are closer to existing receptors. An increase of 15 dBA L_{eq} or more given the proximity of receptors along Colorado Boulevard would exceed the City of Los Angeles significance threshold of 5 dBA (hourly L_{eq}).

Within Pasadena, buses would operate exclusively in mixed-flow lanes on Fair Oaks Avenue, Walnut Street, Raymond Avenue, and Colorado Boulevard. As such, the proximity of sensitive receptors built to the sidewalk would increase the potential for noise impacts. For example, the proposed station at Colorado Boulevard and Los Robles Avenue in Pasadena would be built on existing right-of-way in front of housing developments (e.g., 385 Western Asset Plaza). At this and other curbside construction sites, noise could exceed the City's threshold of 85 dBA L_{eq} at 100 feet of distance for construction activities. Construction noise could generate 87 dBA L_{eq} at 50 feet. As noise attenuates approximately 6 dB per doubling of distance for point sources, construction activities could produce noise levels of approximately 81 dBA L_{eq} at a distance of 100 feet and not exceed the threshold of 85 dBA L_{eq} at 100 feet. However, the City also has a 5 dBA incremental threshold (hourly L_{eq}) which would likely be exceeded by an increase of 15 dBA L_{eq}.

Given the ambient noise levels along the corridor, construction activities are likely to generate noise impacts that could increase ambient noise levels by 5 dBA L_{eq} or more. This level of noise increase would likely exceed local significance thresholds within one or more jurisdictions along the BRT alignment. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to construction activities. Implementation of Mitigation Measure **NOI-1** would reduce this impact to a less-than-significant level by requiring the construction contractor to prepare and implement a Noise Control Plan, to be approved by Metro, which would require monitoring noise levels and implementation of noise reduction methods to ensure construction noise levels do not exceed the standards established by the four affected jurisdictions.

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. Nighttime activities could result in a significant impact should those activities involve heavy equipment or pneumatic tools. Implementation of Mitigation Measure **NOI-1** would reduce this impact to a less-than-significant level by requiring the construction contractor to prepare and implement a Noise Control Plan, to be approved by Metro, which would require monitoring noise levels and implementation of noise reduction methods to ensure construction noise levels do not exceed the standards established by the four affected jurisdictions. In addition, should nighttime construction be necessary, the construction contractor would be required to coordinate with the jurisdictions to obtain necessary permits, such as a variance to the Noise Ordinance in the City of Los Angeles.

Route Options

This analysis evaluates the noise impacts of route options to the Proposed Project. The route options would have noise impacts similar to the Proposed Project, with slight variations due to the number of stations, location of the route segments, and location of the stations. Construction equipment used during construction of the route options would be similar to the Proposed Project. Differences in the route alignments and station locations for the route options are described below.

In North Hollywood, a route option would shift construction activities from Vineland Avenue to Lankershim Bouelvard. This would generally increase construction noise exposure, as Lankershim service would be either side-running or curb-running. This would place construction closer to more receptors than the median-based construction that would occur on Vineland Avenue.

Through Glendale, construction noise impacts for any route options would be similar to those for the Proposed Project. For example, a route option through central Glendale that shifts station construction from East Broadway to Colorado Street two blocks to the south would have similar impacts, as both would have side-running service. A route option using Central Avenue, Goode Avenue, and Sanchez Drive would also require construction of curbside stations that support mixed-flow bus service.

Through Eagle Rock, a route option that would include some center-running service at the transition between Ellenwood Drive and El Rio Avenue would not alter the location of stations that service the largely side-running service on Colorado Boulevard.

Within the City of Pasadena, route options proposed on Figueroa Street, Colorado Boulevard, Union Street, and Green Street would not change the nature of construction noise impacts, as all service in the City would operate in mixed-flow lanes that require curbside construction.

This level of noise increase would likely exceed local significance thresholds within one or more jurisdictions along the BRT alignment. Therefore, without mitigation, the similar to the Proposed Project, the route options would result in a potentially significant impact related to construction activities. As with the Proposed Project, implementation of Mitigation Measure NOI-1 would reduce this impact to less than significant.

Operations

Less-Than-Significant Impact. The Proposed Project would impact the noise environment along the corridor in two key-ways. First, it would increase the number of buses traveling in the study area, with 90,200 annual revenue hours and 1,348,500 annual revenue miles in 2042. However, Metro would reduce service from its Line 501 service, the Metro NoHo to Pasadena Express service that mirrors the BRT alignment while using the SR-134 more often to provide rapid service. This would reduce 52,353 annual revenue hours and 488,565 annual revenue miles, resulting in a net increase of 37,847 annual revenue hours and 859,935 revenue miles. This service would operate during daytime (6:00 a.m. to 6:00 p.m.), evening (6:00 p.m. to 10:00 p.m.) and into nighttime hours (after 10:00 p.m.) seven days a week. This additional bus-

related volume on local arterials would not audibly elevate ambient noise levels, as it takes a doubling of traffic volumes on arterials and/or freeways to increase ambient noise levels by 3 dBA L_{eq}. When buses transition to freeway operations on the SR-134, the impact of adding up to 220 daily trips on a freeway that carries 240,000 average annual daily trips at the Brand Boulevard exits, for example, would be negligible.

Second, the service would shift drivers from personal vehicles to BRT services, reducing 86,659 vehicle miles of travel throughout the region by 2042, of which 13,339 miles would be entirely reduced within the study area and 68,278 miles would be reduced from trips that start or end in the study area. This would reduce ambient noise levels from traffic on local streets. It should be noted that over time, traffic patterns shift with development and transportation infrastructure, changing how traffic is distributed over local roadways. Implementation of BRT service would further reduce traffic volumes on many roadways along the alignment, though some trips could be diverting to parallel roadways based on any reduction in capacity along the BRT alignment.

Table 3.9-9 summarizes the changes in traffic-related noise at Category 1 sensitive receptors along arterial segments. **Table 3.9-10** summarizes the changes in traffic-related noise at Category 2 residential receptors along arterial segments throughout the BRT corridor. These selected segments are consistent with FTA guidance on evaluating operational impacts of bus transit services and represent a cross-section of local jurisdictions, proximity to Category 2 land uses, and service to stations in both the medians and curbs along the alignment. **Table 3.9-11** illustrates changes at Category 3 institutional uses along these same segments.

Ambient noise levels along the surface streets used for BRT service would increase by no more than 2 dBA L_{dn} for Category 2 residences along the alignment. This impact accounts for traffic volumes throughout a 24-hour cycle and the “penalties” associated with noise generated by traffic during evening and night hours. These L_{dn} noise levels also capture the anticipated span of service, which ranges from 21 to 23 hours per day. These increases of no more than 1 dBA are inaudible, as 3 dBA increases are generally recognized as the threshold at which the most sensitive ears can detect changes in the noise environment. These increases are also below the thresholds of significance established by the City of Los Angeles that ranges from a 3 to 5 dBA CNEL increase in ambient noise levels.

The Cities of Burbank, Glendale, and Pasadena do not have applicable quantitative thresholds and the FTA noise impact criteria are used to assess the significance of operational noise impacts. In all cases, the Proposed Project would not result in Moderate or Severe impacts under FTA noise impact criteria.

The Proposed Project would increase noise levels for Category 1 sensitive uses by no more than 1 dBA L_{eq} during the day and three Category 3 institutional uses along the corridor by no more than 2 dBA L_{eq} during the day. As with the 24-hour land uses, these increases would be inaudible and would not exceed any local thresholds of significance for operational noise.

Table 3.9-9 – Predicted Noise Levels for Proposed Project, Category 1 (High Sensitivity) Receivers

Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{eq})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L_{eq})	FTA Moderate Impact Threshold (dBA L_{eq})	FTA Severe Impact Threshold (dBA L_{eq})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{eq})	Predicted Increase (dBA L_{eq})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
C (Proposed Project)	Olive Ave. from California and Alameda	Burbank	71	62	71	75	--	72	1	N/A	--
E1 (Proposed Project)	Broadway from Brand to Louise	Glendale	72	62	71	76	--	72	0	N/A	--
H1 (Proposed Project)	Colorado Blvd. from Michigan to Chester	Pasadena	73	64	71	76	--	73	1	N/A	--

NOTES: N/A: City does not have its own quantitative threshold.
SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report,* 2020.

Table 3.9-10 – Predicted Noise Levels for Proposed Project, Category 2 (Residential) Receivers

Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{dn})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L_{dn})	FTA Moderate Impact Threshold (dBA L_{dn})	FTA Severe Impact Threshold (dBA L_{dn})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{dn})	Predicted Increase (dBA L_{dn})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
A1 (Proposed Project)	Chandler Blvd. from Lankershim and Blakeslee	Los Angeles	66	57	62	67	--	66	1	5	--
C (Proposed Project)	Olive Ave. from Myers to Keystone	Burbank	75	66	66	73	--	74	1	N/A	--
	Olive Ave. from California to Alameda Ave.	Burbank	72	64	66	72	--	73	1	N/A	--
	Olive Ave. from Buena Vista to Brighton	Burbank	72	64	66	71	--	73	1	N/A	--
	Olive Ave. from Sparks to Beachwood	Burbank	66	47	62	67	--	66	0	N/A	--
	Olive Ave. from San Fernando to 3rd	Burbank	68	59	63	68	--	68	1	N/A	--
D (Proposed Project)	Glenoaks Blvd. from Alameda to Spazier	Glendale	70	60	63	68	--	70	1	N/A	--
	Glenoaks Blvd. from Willard to Grandview	Glendale	64	53	61	65	--	65	0	N/A	--
E1 (Proposed Project)	Broadway from Brand to Louise	Glendale	76	66	66	74	--	76	0	N/A	--

Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{dn})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L_{dn})	FTA Moderate Impact Threshold (dBA L_{dn})	FTA Severe Impact Threshold (dBA L_{dn})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{dn})	Predicted Increase (dBA L_{dn})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
F2 (Proposed Project)	Colorado Blvd. from Rockland to Eagle Rock	Los Angeles	61	60	59	64	--	64	2	5	--
H1 (Proposed Project)	Colorado Blvd. from Euclid to Los Robles	Pasadena	74	66	66	70	--	75	1	N/A	--
	Colorado Blvd. from Holliston to Hill	Pasadena	75	64	65	69	--	65	0	N/A	--

NOTE: There is a marginal difference between L_{dn} and CNEL (CNEL is typically 0.5 dBA higher than L_{dn}) and there would not be a difference in the impact determinations.
N/A: City does not have its own quantitative threshold.
SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020

Table 3.9-11 – Predicted Noise Levels for Proposed Project, Category 3 (Institutional) Receivers

Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{eq})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L_{eq})	FTA Moderate Impact Threshold (dBA L_{eq})	FTA Severe Impact Threshold (dBA L_{eq})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{eq})	Predicted Increase (dBA L_{eq})	Local Jurisdiction Impact Threshold (dBA CNEL	Local Jurisdiction Impact Before Mitigation
A1 (Proposed Project)	Chandler Blvd. from Blakeslee to Vineland	Los Angeles	70	59	70	74	--	71	0	3[1]	--
	Vineland Ave. from Weddington to Magnolia	Los Angeles	70	50	71	76	--	70	0	3[1]	--
D (Proposed Project)	Glenoaks Blvd. from Olive to Angeleno	Glendale	69	59	69	74	--	70	0	N/A	--
	Glenoaks Blvd. from Justin to Ruberta	Glendale	60	48	63	68	--	60	0	N/A	--
E1 (Proposed Project)	Broadway between Chevy Chase and Verdugo	Glendale	71	61	71	75	--	71	0	N/A	--
F2 (Proposed Project)	Colorado Blvd. from Rockland and Eagle Rock	Los Angeles	61	53	63	68	--	61	2	5	--
	Colorado Blvd. from Townsend to Floristan	Los Angeles	67	53	68	72	--	67	0	5	--
H1 (Proposed Project)	Colorado Blvd. from Los Robles to Oakland	Pasadena	70	61	70	74	--	70	1	N/A	--
	Colorado Blvd. from Chester to Holliston	Pasadena	67	56	67	72	--	67	0	N/A	--

N/A: City does not have its own quantitative threshold.
[1] This threshold would apply at residential uses and schools where the predicted future noise level is at least 70 dBA L_{dn} in the City of Los Angeles.
SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020

It should be noted that when the alignment uses the SR-134 in two locations, bus service would operate on freeway mixed-flow lanes, where noise impacts would be negligible given the volume of traffic on the freeway. In addition, the SR-134 is generally elevated or depressed compared to land uses along this alignment, reducing the potential for line-of-sight propagation of noise impacts at sensitive receptors.

The Proposed Project includes electric charging infrastructure. Charging is a passive use that would not generate audible noise past the property line of the charging location. There would no potential for a noise impact related to charging.

Based on the above detailed analysis, the Proposed Project would result in a less than significant impact related to operational activities.

Route Options

Any route options would shift noise from electric-powered buses to other streets, but like the Proposed Project, would not result in any significant noise impacts. Actual impacts would be a function of the location of stations, proximity of sensitive receptors to the street, and other localized factors.

The North Hollywood route option would use Lankershim Boulevard instead of Vineland Avenue, shifting bus operations to side-running service, as opposed to the center-running segment along Vineland Avenue. This portion of the Lankershim corridor is mostly commercial retail and office uses, but more residential uses are being built that would be considered sensitive receptors.

At the intersection of Lankershim Boulevard and Weddington Avenue, there are sensitive uses that would be impacted by noise from traffic over time. However, as shown in **Table 3.9-12**, noise levels along Lankershim Boulevard near Weddington Avenue would increase by less than 1 dBA L_{eq} at Category 3 receptors near the street.

After traveling on the SR-134 from North Hollywood to the curb-running segment along Olive Avenue in the City of Burbank, a route option would skip a station at the Olive Avenue/Verdugo Avenue intersection and at the Glenoaks Boulevard/Grandview Avenue intersection. Instead, this option would stop at a side-running station at Central Avenue and Lexington Drive in Glendale. Here, this route option would deviate from the Proposed Project by continuing south along Central Avenue, with a station at the intersection of Central Avenue and American Way.

This route option would head east along Colorado Street, making station stops at the Colorado Street/Brand Avenue, Colorado Street/Glendale Avenue, and Colorado Street/Verdugo Road intersections. The route would continue east along Colorado Street in Glendale until the station at the Eagle Rock Plaza, located within the boundaries of the City of Los Angeles.

Table 3.9-12 – Predicted Noise Levels for Route Options

Key	Segment	Jurisdiction	Existing Noise Level (dBA Leq)	Predicted Project Noise (dBA Leq)	FTA Moderate Impact Threshold (dBA Leq)	FTA Severe Impact Threshold (dBA Leq)	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA Leq)	Predicted Increase (dBA Leq)	Local Jurisdiction Impact Threshold (dBA Leq)	Local Jurisdiction Impact Before Mitigation
A2 (Route Option)	Lankershim Blvd. from Chandler Ave. to Weddington Ave.	Los Angeles	72	63	71	76	--	72	1	31	--
E2 (Route Option)	Colorado St. from Central Ave. to Brand Blvd.	Glendale	68	61	63	67	--	68	1	N/A	--

[1] This threshold would apply at residential uses and schools where the predicted future noise level is at least 70 dBA Ldn within the City of Los Angeles.
SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020

This route option would take Colorado Boulevard through Eagle Rock. This route option would primarily have center-running bus lanes through this segment as opposed to side-running lanes under the Proposed Project. Therefore, the two stations (Colorado Boulevard/Eagle Rock Boulevard and Colorado Boulevard/Townsend Avenue intersections) would be constructed in the median in contrast to stations constructed in the curb under the Proposed Project.

The route would then use SR-134 and the Colorado Boulevard interchange to enter the City of Pasadena. On Colorado Boulevard in Pasadena, this route would have a station at three intersections; Colorado Boulevard/Arroyo Parkway, Colorado Boulevard/Lake Avenue, and Colorado Boulevard/Hill Avenue. With the exception of a different location for the Colorado Boulevard/Arroyo Parkway station, which would be used only for the Colorado Boulevard interchange, the stations for this route option would be the same as under the Proposed Project. Like under the Proposed Project, stations would be along the curb, due to the mixed-flow alignment along Colorado Boulevard.

Another route option would start from North Hollywood and use Lankershim Boulevard instead of Vineland Avenue, as under the Proposed Project. A station would be located and Lankershim Boulevard and Hesby Avenue, which would be side-running along this portion of Lankershim Boulevard.

Like under the Proposed Project, this route option would use SR-134 from North Hollywood to the curb-running segment along Olive Avenue in the City of Burbank. However, along this route option, there would not be a station at the Olive Avenue/Verdugo Avenue intersection. This route option would continue along Glenoaks Boulevard traveling between the City of Burbank and Glendale, which would be curb-running and median-running as under the Proposed Project. However, this would not include the optional station at Glenoaks Boulevard/Grandview Avenue intersection as under the Proposed Project.

This route option would then deviate from the Proposed Project route by locating a station at SR-134 at Brand Boulevard in Glendale. It would take SR-134 through Glendale and Eagle Rock, exiting at Figueroa Street in Eagle Rock to stop at a station located at Colorado Boulevard and Figueroa Street. The route option then east along Colorado Boulevard before reentering SR-134 and taking the Fair Oaks Avenue interchange into the City of Pasadena.

After exiting the Fair Oaks Avenue interchange, this route option would stop at the Raymond Avenue/Holly Street station as under the Proposed Project route. However, this service would head south to Green Street and head east, stopping at station located at the intersections of Green Street/Los Robles Avenue and Green Street/Lake Avenue. It would then turn north on Hill Avenue, making a station stop at Hill Avenue/Colorado Boulevard. Continuing north, this route option would head west at Union Street, stopping at 2 more stations located at the intersections of Union Street/Lake Avenue and Union Street/Los Robles Avenue.

Similar to the Proposed Project, the route options would result in a less than significant impact for operational noise.

Mitigation Measures

NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} 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.

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:

- City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L_{eq} within one hour for construction lasting more than one day, 5 dBA L_{eq} 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.
- 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 L_{eq} 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 L_{eq} 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.
- 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 L_{eq} 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 L_{eq} at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.
- City of Pasadena: Construction noise levels that exceed 85 dBA L_{eq} at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L_{eq} 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.

Noise-reducing methods that may be implemented include:

- Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used.
- Limit unnecessary idling of equipment.
- Install temporary noise barriers or noise-control curtains, where feasible and desirable.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.

Significance of Impacts after Mitigation

Mitigation Measure **NOI-1** incudes noise monitoring and performance standards that ensure construction noise levels would not exceed the significance thresholds and would not elevate ambient noise levels above standards. If monitoring indicates an exceedance, noise levels would be mandated to be reduced through a variety of control measures. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities.

Impact 3.9-2) Would the Proposed Project result in generation of excessive groundborne vibration or groundborne noise levels?

The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a vibration impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.

Construction

Less-Than-Significant Impact with Mitigation. Construction activities would require the use of heavy equipment, pneumatic tools, generators, concrete pumps, and similar equipment. Activity at staging areas typically results in less vibration as there is less equipment operations, although there would still be a potential for vibration. As shown in **Table 3.9-13**, most equipment operating near buildings and structures would not 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. In addition, buildings are commonly more sturdy engineered structures and less sensitive to vibration than non-engineered timber and masonry buildings. Regardless, the use of vibratory rollers or more impactful equipment could exceed this limit based on the specific equipment and the proximity and condition of nearby structures. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to construction activities.

Table 3.9-13 – Construction Vibration Impacts

Equipment	PPV at 25 feet (in/sec)	VdB at 25 feet
Vibratory Roller	0.21	94
Large Bulldozer	0.09	87
Loaded Trucks	0.08	86
Jackhammer	0.04	79
Small Bulldozer	0.003	58

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

Implementation of Mitigation Measure **NOI-2** would reduce this impact to less than significant by requiring a Construction Vibration Plan that ensures the contractor minimizes the use for tracked vehicles, avoids vibratory compaction within 25 feet of buildings, and ensures that construction vibration levels near sensitive receivers during activities that generate high vibration levels do not exceed the 0.2 PPV inches per second vibration damage risk threshold.

Construction activities could also disrupt land uses near the proposed station construction sites. While proposed construction equipment is anticipated to generate little ground vibration (e.g., light trucks, hydraulic loaders, air compressors), actual vibration levels would depend on the means and methods decided upon by the contractor, which are not available at this time. Many stations would involve construction in the median of streets, where any sources of vibration would be set back substantially from residences and other sensitive receptors. In case where construction sites are located on curbs near adjacent residences, however, vibration from bulldozers and similar equipment could annoy those in institutional uses (e.g., schools, churches) during the day, and residents at any time during the day or evening. As illustrated in **Table 3.9-13**, 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. While vibration impacts would generally be occasional or infrequent, construction activities could exceed the FTA's land use disruption thresholds. Implementation of Mitigation Measure **NOI-3** would reduce this impact to less than significant by requiring a Construction Vibration Plan that ensures the contractor minimizes the use for tracked vehicles, avoids vibratory compaction within 25 feet of buildings, and ensures that construction vibration levels near sensitive receivers during activities that generate high vibration levels do not exceed the 75 VdB vibration annoyance threshold.

Operations

Less-Than-Significant Impact. The Proposed Project would use rubber-tired buses to provide transportation options on local arterials and freeways. The FTA Transit Noise and Vibration Impact Assessment Manual states that projects that rely on rubber-tire vehicles do not require a detailed analysis if they meet certain conditions regarding roadway irregularity, operations close to vibration sensitive buildings, and vehicles operating within buildings. The Proposed Project and route options do not include substantial infrastructure irregularities like expansion joints, speed bumps, or other design features that create unevenness in the road surface. Electric

charging infrastructure would not generate perceptible vibration. As all the FTA conditions would be met, the Proposed Project does not require a detailed operational vibration analysis as impacts would be unlikely. The absence of internal combustion engines on the electric-powered coaches would further reduce any vibration from idling or moving buses. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Mitigation Measures

NOI-2: 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:

- The contractor shall minimize the use of tracked vehicles.
- The contractor shall avoid vibratory compaction within 25 feet of buildings.
- The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

NOI-3: 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:

- The contractor shall minimize the use of tracked vehicles and vibratory equipment.
- The contractor shall avoid vibratory compaction.
- The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

Significance of Impacts after Mitigation

Mitigation Measure **NOI-2** would reduce potential groundborne vibration impacts by requiring a quantitative performance standard and control measures to ensure buildings and structures are not damaged during the construction of the Proposed Project. Further, Mitigation Measure **NOI-3** would reduce potential groundborne vibration impacts by requiring best practices to minimize disruption of persons living, working, or staying nearby during the construction of the Proposed Project. If monitoring indicates an exceedance, vibration levels would be mandated to be

reduced through a variety of control measures. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities.

Impact 3.9-3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Construction and Operations

No Impact. The Proposed Project would operate no closer than approximately 1.9 miles south of the nearest runway associated with the Hollywood Burbank Airport. The Project would be located outside of the Airport Influence Area and Runway Protection Zone of the Hollywood Burbank Airport. The Proposed Project would not expose people residing or working in the Project Area to excessive noise levels (i.e., 65 dBA CNEL noise levels). Therefore, the Proposed Project would not result in a significant impact related to construction and operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

3.10. TRIBAL CULTURAL RESOURCES

The following summarizes the applicable regulations and the existing setting and provides a detailed impact assessment related to Tribal Cultural Resources. Refer to the Archaeological and Tribal Cultural Resources Technical Report (Appendix E) for additional details related to applicable regulations and the existing setting.

3.10.1 Regulatory Framework

3.10.1.1 Federal Regulations

There are no federal laws relevant to the Proposed Project and CEQA.

3.10.1.2 State Regulations

AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment" and that tribal cultural resources must be considered under CEQA. AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the Project Area, including tribes that may not be federally recognized, prior to the release of notice of intent to adopt a negative declaration or mitigated negative declaration or notice of preparation of an environmental impact report. Furthermore, it provides examples of mitigation measures that may be considered to mitigate an impact to a tribal cultural resource.

3.10.1.3 Local Regulations

The Cities of Los Angeles, Burbank, Glendale, and Pasadena along with the County of Los Angeles have plans that support conservation of Tribal Cultural Resources. The goals and policies support the identification, evaluation, and mitigation of impacts to archaeological resources.

City of Los Angeles

The Conservation Element of the City of Los Angeles General Plan contains goals and policies in regard to the identification, evaluation, and mitigation of impacts to archaeological resources. The primary relevant objective is to protect the City's archaeological and paleontological resources for historical, cultural, research, and/or educational purposes.

City of Burbank

The Open Space and Conservation Element of the City of Burbank's General Plan contains resource management goals and policies. The primary relevant policy is to recognize and maintain cultural, historical, archeological, and paleontological structures and sites essential for community life and identity.

City of Glendale

The Historic Preservation Element of the City of Glendale's General Plan contains resource management goals and policies. The primary relevant goal is to preserve historic resources in Glendale which define community character.

City of Pasadena

The City of Pasadena's General Plan specifies guidelines toward the treatment of cultural and historic buildings, landscapes, streets and districts in the Land Use Element. The primary relevant objective is for the preservation and enhancement of Pasadena's cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.

3.10.2. Existing Setting

The Project Area is situated on lands that were once inhabited by the Gabrieleno (also known as the Tongva) and to the south of lands that were once inhabited by the Tataviam. A typical Gabrieleno settlement would have had a variety of structures used for daily living, recreation, and rituals. Sweathouses, cemeteries, and clearings for dancing and ceremonies were also common in larger settlements (McCawley 1996:32–33). The Gabrieleno had many forms of cultural materials, including beads, baskets, bone and stone tools and weapons, shell ornaments, wooden bowls and paddles, and steatite ornament and cooking vessels. These items were also traded frequently, particularly with the neighboring Chumash and Serrano, in exchange for Olivella shell beads, acorns, seeds, deerskins, and obsidian (Bean and Smith 1978:547). The Tataviam lived primarily in the area along the upper Santa Clara River drainage and the Transverse Range in the Tejon Pass area. Ethnographic evidence indicates that the Tataviam resided in villages ranging in size from 10 to 15 to as many as 200 people. The culture is largely enigmatic because of their small size and few Tataviam people surviving into the early twentieth century. There are no data on Tataviam social organization that differentiates them from the neighboring Kitanemuk, Chumash, and Gabrieleño-Tongva cultural groups (Johnson and Earle 1990; King and Blackburn 1978).

The potential for the presence of existing tribal cultural resources on the Project Site was identified through a records search completed with the South Central California Information Center (SCCIC), a field investigation, and consultation with Native American groups conducted pursuant to AB 52. The findings are summarized below; refer to the Archaeological and Tribal Cultural Resources Technical Report in Appendix E for additional details.

The SCCIC records search was conducted in July 2019 and February 2020 to identify previously recorded cultural resources within the Project Area and within a 0.25-mile radius. The records search indicated that 271 previously recorded resources are located within the 0.25-mile radius, none of which are archaeological resources. No pre-historic or historic-age archaeological resources have been previously recorded within the Project Area.

The Project Area consists of existing roadways and developed parcels. A windshield survey was completed in September 2019, consisting of driving the entire alignment and options and documenting current conditions. The windshield survey and a review of historic and current aerial photographs and maps has indicated that no exposed native ground surface is present. Because there are no areas of exposed native ground surface, pedestrian survey was not warranted. No prehistoric or historic-age archaeological resources were observed during the survey.

In compliance with AB 52, Metro is conducting consultation with Native American Tribes. To initiate the identification of tribal cultural resources that could be affected by the Proposed Project, a search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC) was requested on March 4, 2019. The NAHC responded on June 10, 2019 and reported the search of the SLF revealed positive results for the relevant United States Geological Survey quadrangles. No additional information on the location or nature of the positive finding was provided; however, the NAHC recommended that Metro contact the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) for more information. Notification letters were sent on July 3, 2019, by Metro to eight tribes or tribal representatives based on the list provided by the NAHC with an invitation to consult under AB 52. Follow-up emails were sent April 24, 2020, and phone calls were made May 19, 2020. Four responses have been received to date. These include Mr. Andrew Salas of the Kizh Nation, Mr. Jairo Avila of the Fernandeno Tataviam, Mr. Robert Dorame of the Gabrielino Tongva Indians of California Tribal Council, and Mr. Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians.

During consultation discussions regarding the positive NAHC results, Mr. Andrew Salas of the Kizh Nation explained that the Project alignment followed a corridor of trade routes and villages heavily utilized by Native Americans and was considered highly sensitive for cultural materials by the Kizh Nation. After an explanation of the types of excavation activities associated with the Proposed Project, however, Mr. Salas stated he was not concerned about archaeological or tribal cultural resources being impacted. Mr. Jairo Avila of the Fernandeno Tataviam expressed concern with the location of ground disturbance, particularly within Glendale and the area to the north. Mr. Dorame stated that he would review previously sent documents. Mr. Morales explained that the area along the alignment was sensitive to the Gabrieleno/Tongva San Gabriel Band of Mission Indians and recommended Native American monitoring. AB 52 consultation is ongoing and has yet to identify any Tribal Cultural Resources impacts that would occur as a result of implementing the Proposed Project.

3.10.3 Significance Thresholds and Methodology

3.10.3.1 Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to Tribal Cultural Resources if it would cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); and/or
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.10.3.2 Methodology

Archaeological sites are usually adversely affected only by physical destruction or damage. The CEQA Guidelines contain specific standards for determining the significance of impacts to archaeological sites (PRC Section 21083.2; 14 CCR Section 15064.5(c)). If the lead agency determines that the Project may have a significant effect on unique archaeological resources, the EIR must address those archaeological resources (PRC Section 21083.2(a)).

The analysis of archaeological resources was based on a cultural resource records search and literature review at the SCCIC, a SLF file search, windshield survey, and AB 52 consultation results. No archaeological resources were identified within the alignment and options as a result of those efforts. It is possible that buried archaeological resources exist within native, undisturbed sediments, if any are present in the alignment. Therefore, this analysis examines the possibility of encountering unrecorded Tribal Cultural Resources during construction.

3.10.4 Impact Analysis

This section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation (if applicable). The potential for the Proposed Project to result in an impact to Tribal Cultural Resources is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations. This is because the precise location of tribal cultural resources is unknown and could occur along any portion of the alignment and options.

Impact 3.10-1) Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a Tribal Cultural Resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.

Construction

Less-Than-Significant Impact with Mitigation. The Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources have been identified through the AB 52 consultation process. As discussed in Section 3.5, Cultural Resources, numerous resources were identified that are listed or eligible for listing in the California Register of Historical Resources and various local registers. However, none of the identified resources are tribal cultural resources as they are all associated with development that occurred following the arrival of European descendants to the region, which was generally built between 1880 and 1940.

The Proposed Project is located within an urbanized area and has been subject to disruption by development activities. As a result of previous development activities, surficial archaeological resources and any above-ground tribal cultural resources that may have existed have likely been displaced or destroyed. There is, however, the possibility that ground-disturbing activities could impact previously undiscovered buried tribal cultural resources of historical significance. Therefore, without mitigation, construction of the Proposed Project would result in a potentially significant impact related to Tribal Cultural Resources. With Implementation of Mitigation Measure **CUL-2**, set forth in Section 3.5, Cultural Resources of this Draft EIR, the Proposed Project's construction-related impact to Tribal Cultural resources would be reduced to less than significant.

Operations

No Impact. The surface-running BRT would have no potential to disturb tribal cultural resources. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

Refer to Mitigation Measure **CUL-2** in Section 3.5, Cultural Resources of the Draft EIR.

Significance of Impacts after Mitigation

Mitigation Measure **CUL-2** would mitigate inadvertent impacts to potential historic Tribal Cultural Resources. It requires a Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology and tribal cultural resources, to be retained and remain on call during all ground-disturbing activities. Mitigation Measure **CUL-2** also established a treatment plan following the discovery of tribal cultural resources. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities.

Impact 3.10-2) Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No prehistoric archaeological resources or tribal cultural resources have been recorded within the Project Area or a 0.25-mile radius. The NAHC reported the search of the SLF revealed positive results for the relevant United States Geological Survey quadrangles. No additional information on the location or nature of the positive finding was provided; however, the NAHC recommended contacting the Kizh Nation for more information. Notification letters were sent to eight tribes or tribal representatives, including the Kizh Nation, with an invitation to consult under AB 52. Follow-up emails were sent April 24, 2020, and phone calls were made May 19, 2020. Four responses have been received to date. These include Mr. Andrew Salas of the Kizh Nation, Mr. Jairo Avila of the Fernandeno Tataviam, Mr. Robert Dorame of the Gabrielino Tongva Indians of California Tribal Council, and Mr. Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians. AB 52 consultation is ongoing and has yet to identify any Tribal Cultural Resources impacts that would occur as a result of implementing the Proposed Project.

The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a Tribal Cultural Resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.

Construction

Less-Than-Significant Impact with Mitigation. The Proposed Project is located within a fully built-out, urbanized area. As a result of previous development activities, surficial archaeological resources that may have existed have likely been displaced or destroyed. There is, however, the possibility that ground-disturbing activities could impact previously undiscovered prehistoric archaeological or buried tribal cultural resources. Construction activities associated with the establishment of dedicated bus lanes would be limited to minor roadway construction or widening. Excavation activities would be limited to two to three feet below ground surface, within soils previously impacted during initial road and sidewalk construction.

Construction activities associated with station platforms include the placement and relocation of vertical elements. Element placement activities include shelters, seating, monument signs, electronic displays and bicycle racks. Excavation associated with these vertical elements will be limited to two to three feet below ground surface, within soils previously impacted during initial road and sidewalk construction. Vertical element relocation activities, such as trees, signs, parking meters and streetlights, may extend to a depth of 12 feet below ground surface, below the currently disturbed soils. There is the possibility that previously undiscovered and undocumented resources could be adversely affected or otherwise altered by ground disturbing activities during construction. Therefore, without mitigation, construction of the Proposed Project could result in a potentially significant impact related to Tribal Cultural Resources. With implementation of Mitigation Measure CUL-2, set forth in Section 3.5, Cultural Resources, of this EIR, this potential impact would be reduced to less than significant.

Operations

No Impact. The surface-running BRT would have no potential to disturb tribal cultural resources. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

Refer to Mitigation Measure **CUL-2** in Section 3.5, Cultural Resources of the Draft EIR.

Significance of Impacts after Mitigation

Mitigation Measure **CUL-2** would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. It requires a Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology, to be retained and remain on call during all ground-disturbing activities. Mitigation Measure **CUL-2** also established a treatment plan following the discovery of tribal cultural resources. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities.

4. Other Environmental Considerations

Section 15126 of the CEQA Guidelines identifies the subjects that shall be discussed in an EIR including: effects determined not to be significant, irreversible environmental changes, and growth-inducing effects. Effects determined not to be significant, growth-inducing effects, and significant irreversible environmental changes are discussed in the following sections. This chapter also summarizes significant and unavoidable impacts identified in Chapter 3.

4.1 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Metro has determined that the Proposed Project would not have the potential to cause significant impacts related to the resource areas listed below. Similarly, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact to these resources. These resource areas are briefly addressed in this section. Each resource area was assessed using Appendix G of the CEQA Guidelines.

- Agriculture and Forestry Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for the above resources to be impacted on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.

4.1.1 Agriculture and Forestry Resources

Impact a) Would the Proposed Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Proposed Project is located in a densely developed urban area. The California Resources Agency does not identify any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Study Area.[1] Due to its urban setting, the Project Area is not included in the Farmland Mapping and Monitoring Program of the California Department of Conservation.[2] Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural uses. No loss of farmland would result from the implementation of the Proposed Project. Therefore, no impact would occur during construction or operational activities.

Impact b) Would the Proposed Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There are no identified agricultural resources in the Project Area, nor does the Project Area contain areas zoned for agricultural use. Los Angeles County does not participate in the Williamson Act program and the Project Area is not under a Williamson Act Contract.[3] Therefore, no impact would occur during construction or operational activities.

Impact c) Would the Proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Proposed Project is located in a densely developed urban area. There are no areas of forest land as defined in PRC Section 12220(g) or timberland as defined in PRC Section 4526 within the Project area. Therefore, the Propose Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur during construction or operational activities.

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1 California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 2020.
2 California Department of Conservation, *Farmland Mapping & Monitoring Program*, https://www.conservation.ca.gov/dlrp/fmmp, accessed March 2020.
3 California Department of Conservation, *The Williamson Act of 2016-17*, https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf.

Impact d) Would the Proposed Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Proposed Project is located in a densely developed urban area. There is no forest land identified within the Project Area. Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur during construction or operational activities.

Impact e) Would the Proposed Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. There is no farmland or forestland located in the Project Area. The Proposed Project would not change the existing environment in a manner that would result in the conversion of farmland or forestland to other kinds of land uses. Therefore, no impact would occur during construction or operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to agricultural resources. In addition, an existing cumulative impact to agricultural resources has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.2 Hazards and Hazardous Materials

The methodology used to identify potential impacts consisted of locating potentially hazardous sites or sites with hazardous materials and comparing their locations with the route of the proposed project. An analysis was completed to evaluate whether potential sources or indications of hazardous substance contamination are present in the areas of right-of-way and construction for the proposed project. The analysis included of a site visit and visual inspection of exterior of the project vicinity; a review of previous EIRs, project background, and available agency records; and a computer database government record search of hazardous waste sites within one-mile band along a corridor defining the project limits. The Hazards and Hazardous Materials Technical Report is included as Appendix J to the Draft EIR.

The potential for the Proposed Project to result in an impact to hazardous and hazardous materials is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction

Less-Than-Significant Impact. The Proposed Project would repurpose existing travel lanes and parking delineations with limited roadway reconstruction or widening. Construction would be generally limited to minor roadway modifications and bus stop amenities/improvements. Construction activities would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids for on-site construction equipment. Environmental areas of concern were not readily identified during the site reconnaissance in construction areas. The following hazardous materials could be disturbed, excavated or removed, and transported on public roads and highways:

- Lead Based Paint/Yellow Paint Striping
- Aerially Deposited Lead in Soil
- Asbestos Containing Materials (ACMs)
- Herbicides
- Petroleum hydrocarbons associated with gas stations
- Polychlorinated Biphenyls
- Known, Potential, and Historical Concern Sites (impacted soil and/or groundwater)
- Residual soil impacts associated with historical gas station contamination

The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operation

Less-Than-Significant Impact. Vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact b) Would the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction

Less-Than-Significant Impact. Construction activities would not involve the use of significantly hazardous materials. Excavation work associated with utility relocations and station platform construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. Construction vehicles would use diesel fuel, although the accidental release of construction fuel would not significantly endanger the public or the environment through reasonably foreseeable upset or accident conditions. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operation

Less-Than-Significant Impact. Operational activities would not involve the use of significantly hazardous materials. Vehicle maintenance activities would require the use of detergents and cleansers. These are not hazardous materials that could endanger the public or the environment through reasonably foreseeable upset and accident conditions. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact c) Would the Proposed Project be reasonably anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Construction

Less-Than-Significant Impact. Potentially hazardous surface and subsurface materials, including ACM, lead based paint, and aerial deposited lead, could be released during project construction resulting in a health or safety hazard to students or school employees. There are many schools located within one-quarter mile of the 18-miles alignment. Construction activities would involve minimal ground disturbance and excavation. Construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. Therefore, it is not reasonably anticipated that the Proposed Project would emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance within one-quarter mile of a school. As such, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operation

Less-Than-Significant Impact. Vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact d) Would the Proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Construction

Less-Than-Significant Impact. Database searches revealed 469 environmental concern sites within one mile of the Proposed Project route, including 115 permitted underground storage tanks, 331 cleanup sites, and 23 sites of historical concerns. This includes two sites in the Cortese database of hazardous sites maintained by the Department of Toxic Substances Control. It is not anticipated that any of the environmental concern sites would be disturbed by construction activities. Construction activities would involve minimal ground disturbance and excavation. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. As previously discussed, the SCAQMD regulates disposal of asbestos (Rule 1403) and contaminated soils (Rule 1166). Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operation

Less-Than-Significant Impact. The Proposed Project would repurpose existing travel lanes and would not operate on an existing hazardous materials site pursuant to pursuant to Government Code Section 65962.5. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact e) Would the Proposed Project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Construction

No Impact. Construction workers active in the North Hollywood portion of the Proposed Project would be located approximately 1.9 miles south of the Hollywood Burbank Airport. No component of the Proposed Project would be located within the associated Airport Land Use Plan. In addition, the Proposed Project would approximately 0.8 miles outside of the Airport Influence Area and would not be subjected to substantial noise levels from the Hollywood Burbank Airport. Construction activities would not interfere with the operation of the airport, nor would they result in a safety hazard or excessive noise for people residing or working in the Project Area. Therefore, no impact would occur related to construction activities.

Operation

No Impact. The Proposed Project does not include a residential component or any other element that would directly result in additional residents in the Project Area. Operational activities would not expose additional residents to safety hazards or excess noises within the Project Area. The Proposed Project would create employment opportunities for bus system operations, maintenance, and administration. None of these jobs would be adversely affected by the activities of the Hollywood Burbank Airport. Therefore, no impact would occur related to operational activities.

Impact f) Would the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction

Less-Than-Significant Impact. The Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 Freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard.[4] Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required, and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Although lane closures are anticipated, full street closures are not anticipated and roadway access would be maintained to accommodate emergencies. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or

[4] LA County Department of Water and Power, *Disaster Route Maps (by City),* https://dpw.lacounty.gov/dsg/DisasterRoutes/city.cfm, accessed April 2020.

emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operation

Less-Than-Significant Impact. The Proposed Project would operate on existing roadways and would not affect the ability of emergency routes to serve the Project Area in the event of an emergency or disaster. Bus-only lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact g) Would the Proposed Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Construction

Less-Than-Significant Impact. The Cities of Los Angeles, Burbank, Glendale, and Pasadena are Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection database. However, the Project Area is also highly urbanized and well protected by existing emergency response. In the event of a wildland fire outbreak during the construction phase of the Proposed Project, the construction manager would comply with the emergency response procedures of the local fire and police departments to ensure the safe evacuation of on-site workers and to ensure that construction staging would not interfere with emergency services. While construction of the stations and roadway modifications would install non-residential structures in areas prone to wildfires, these structures would not result in impacts to wildland fires, nor would they exacerbate risk of loss, injury, or death involving wildland fires. Therefore, the Proposed Project would result in less-than-significant impact related to construction activities.

Operation

Less-Than-Significant Impact. The Proposed Project would operate on existing roadways and in a highly developed urbanized area that is adequately served by fire emergency services. In the event of a wildland fire outbreak during operation of the Proposed Project, bus operators would comply with local fire and police department emergency procedures to ensure that riders and operators are safely evacuated. In addition, there are already substantial numbers of people residing and working in the Project Area who are exposed to fire risks and the Proposed Project would not worsen or otherwise exacerbate these risks. Therefore, the Proposed Project would result in less-than-significant impact related to operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to hazards or hazardous materials. In addition, an existing cumulative impact to utilities has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.3 Hydrology and Water Quality

The following analysis is included in the Water Resources and Hydrology Technical Report (Appendix T). Refer to that document for detailed discussion of applicable regulations and the existing setting. The potential for the Proposed Project to result in an impact to hydrology and water resources is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Construction

Less-Than-Significant Impact. Construction would include paving, striping, and reconstruction of sidewalks, which would result in an increase in surface water pollutants such as sediment, oil and grease, and miscellaneous wastes. Water quality would be temporarily affected if disturbed sediments were discharged via existing stormwater collection systems. Increased turbidity and other pollutants resulting from construction-related discharges can ultimately introduce compounds toxic to aquatic organisms, increase water temperature, and stimulate the growth of algae.

The delivery, handling, and storage of construction materials and wastes, along with use of construction equipment, could also introduce the risk of stormwater contamination. Staging areas or building sites can be sources of pollution because of the storage and use of paints, solvents, cleaning agents, and concrete during construction. Larger pollutants, such as trash, debris, and organic matter, are additional pollutants that could be associated with construction activities.

Because construction activities would disturb more than one acre, preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) would be required, in accordance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (Order No. 2009-0009-DWQ, NPDES No. CAR000002) (Construction General Permit). The SWPPP would list Best Management Practices (BMPs) that would be implemented to protect stormwater runoff and include monitoring of the BMPs effectiveness.

The SWPPP would specify BMPs to ensure that water quality standards or waste discharge requirements are not violated. BMPs selected would be designed to comply with the requirements of the Regional Water Quality Control Board (RWQCB) and may be subject to

review and approval by each city. BMPs during construction may include, but not be limited to, the following:

- Silt fences
- Fiber rolls
- Street sweeping and vacuuming
- Stockpile management
- Vehicle and equipment maintenance
- Erosion control mats and spray-on applications
- Desilting basins
- Gravel bag berms
- Sandbag barriers
- Spill prevention and control
- Concrete waste management
- Water conservation practices

Such measures are routinely developed for construction sites and are proven to be effective in reducing pollutant discharges from construction activities. Implementation of the SWPPP during construction would ensure that water quality objectives, standards, and wastewater discharge thresholds would not be violated. The SWPPP would be prepared by the construction contractor and approved by each city prior to commencement of construction activities (i.e., approval of grading plans). The Proposed Project would not violate any water quality standards or waste discharge requirements. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact. The Proposed Project would result in a negligible change in impervious area and there would be no major sources of new pollutants. Because the Study Area is currently a transportation corridor, the water runoff from roadway surfaces would contain the same types of pollutants as expected under existing conditions. However, enhanced bus frequencies could result in small increases in potential pollutants from bus operations. Typical water quality pollutants associated with transportation corridors include: fallout from air pollution (e.g., nitrous oxides, hydrocarbons, lead, particulates), heavy metals from brake pads, oils, greases, and other vehicle lubricants. Because the project would replace 5,000 square feet or more of impervious surface area on an already developed site, per the County's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, as part of the stormwater program, SUSMP and Site-Specific Stormwater Mitigation Plans must be incorporated into the Project. Compliance with these regulations would require the inclusion of post-construction stormwater measures and low-impact development measures designed to minimize runoff flows and water quality degradation. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact b) Would the Proposed Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Construction

No Impact. Existing utilities that would interfere with construction of the corridor improvements would be removed and relocated for continuing service. It is unlikely that groundwater would be encountered during construction because minimal ground disturbance is necessary for the surface-based BRT. It is unlikely that shallow excavation for utility improvements would result in contact with groundwater. Should dewatering be necessary, a General Dewatering Permit would be obtained from the RWQCB. Residual contaminated groundwater could be encountered during dewatering activities. Groundwater extracted during dewatering activities would either be treated prior to discharge or disposed of at a wastewater treatment facility. Local groundwater is one of several sources of regional water supplies. If groundwater is used during construction (e.g., dust control or concrete pouring), the amount would be minimal and temporary, and therefore would not result in substantial depletion of groundwater supplies. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The existing area that would be occupied by the Proposed Project facilities is primarily impervious and does not contribute substantially to groundwater recharge. The Proposed Project would result in a negligible change to impervious surface area. It is not anticipated that operations would require new water use at Metro facilities. Therefore, no impact would occur related to operational activities.

Impact c) Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Construction

No Impact. Construction activities, such as grading and excavation, could result in increased erosion. Minor modifications to street storm drains could be required for median-running and curb-running treatments. However, these modifications would not include culvert widening or conversion of open channels to closed conduits and drainage patterns would remain approximately the same as existing conditions. Additionally, construction would not alter the course of any streams or rivers. A SWPPP would be prepared prior to starting construction. The Proposed Project would not alter the course of any water bodies and urban runoff would be

collected by the existing stormwater drainage system. As previously discussed, the SWPPP would control and minimize erosion and siltation. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project is located in a highly urbanized area and the existing right-of-way is impermeable. The Proposed Project would maintain viable drainage patterns currently existing at the Project site. Operation of the Proposed Project will not use water, so the operations will not impact erosion, flooding, or the stormwater drainage system. In addition, a SWPPP would be prepared prior to starting construction. The Project would not alter the course of any water bodies and urban runoff would be collected by the existing stormwater drainage system. Refer to Subsection 4.1.11(c) for additional storm drain details.

New stations would be constructed mainly on existing developed or paved surfaces already having a high amount of runoff. Water quality impacts to nearby channels and surface water features associated with operation of the project alternatives will be minor or negligible. The watersheds within the San Fernando and San Gabriel Valleys are primarily urban, and the net area of new impervious area as a result of the Proposed Project will be minor. Locally, the change in total runoff from the proposed (post-project) condition as compared to the existing (pre-project) condition is thus minor. Across the watershed, the net change in runoff volume due to this project will be negligible. Locally, the existing drainage pattern will be maintained in the proposed design to the maximum extent possible in order to minimize any changes to the flooding potential. Therefore, no impact would occur related to operational activities.

Impact d) Would the Proposed Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Construction

No Impact. The Proposed Project is not within the limits of a flood hazard, tsunami, or seiche zone. The potential for a catastrophic seiche event at the Devil's Gate Dam is low. The West Olive Avenue bridge crosses over the Western Burbank Channel and Federal Emergency Management Agency (FEMA) Zone AE. The existing bridge is elevated above the base flood elevations, so it is not expected to have significant risk of a 100-year flood. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project is not within the limits of a flood hazard, tsunami, or seiche zone. The potential for a catastrophic seiche event at the Devil's Gate Dam is low. The Proposed Project crosses through the Special Flood Hazard Area at a single location along its alignment; the West Olive Avenue bridge crosses over the Western Burbank Channel and FEMA Zone AE. The existing bridge is elevated above the base flood elevations, so it is not expected to have any significant risk of a 100-year flood. Therefore, no impact would occur related to operational activities.

Impact e) Would the Proposed Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Construction

No Impact. Construction activities would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Proposed Project would implement a SWPPP and several BMPs to control run-off during construction activities. The Proposed Project would use water during construction activities (e.g., for dust control). This short-term use would require minimal water supplies. Construction-related water use would not necessitate new water deliveries to the region. If groundwater is used during construction (e.g., dust control or concrete pouring), the amount would be minimal and temporary, and therefore would not result in substantial depletion of groundwater supplies. The Proposed Project would not conflict with the management of groundwater basins. Therefore, no impact would occur related to construction activities.

Operations

No Impact. Operational activities of the Proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Operation of the Proposed Project will not use water, so it will not deplete or interfere with the management of the groundwater basin. The Proposed Project would result in a negligible change in impervious area and there would be no major sources of new pollutants. Because the project area is currently a transportation corridor, the water runoff from roadway surfaces would contain the same types of pollutants as expected under existing conditions. However, enhanced bus frequencies could result in small increases in potential pollutants from bus operations. Typical water quality pollutants associated with transportation corridors include heavy metals from brake pads, oils, greases, and other vehicle lubricants. Per the County's SUSMP requirements as part of the stormwater program, Site-Specific Stormwater Mitigation Plans must be incorporated into the Project. This would ensure consistency with water quality control plans and that the Proposed Project would not conflict with the management of groundwater basins. Therefore, no impact would occur related to operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to hydrology and water quality. In addition, an existing cumulative impact to water resources and hydrology has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.4 Land Use and Planning

The following analysis is included in the Land Use and Planning Technical Report (Appendix L). Refer to that document for detailed discussion of applicable regulations and the existing setting. The potential for the Proposed Project to result in an impact to land use and planning is

independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project physically divide an established community?

Construction

Less-Than-Significant Impact. Construction activities would require temporary road, lane, and sidewalk closures, which would reduce pedestrian and vehicle mobility and access within and between local communities throughout the Project Area. These closures would be temporary and are not expected to substantially divide or diminish access to existing communities or neighborhoods. The ability for cars and pedestrians to travel from one area of a community to another would be maintained by standard Metro construction policies, such as traffic management and construction staging plans. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact. The Proposed Project would operate entirely within existing transportation corridors and would not cause a change in land uses. Although there would be some turn restrictions and pedestrian crossing restrictions depending on the bus lane configuration, the Proposed Project would not physically divide an established community. Specific project components are discussed below.

Center-running bus lanes would operate within the median of the roadway. Crossing and left-turning traffic would be allowed at major intersections. To maintain access to adjacent properties, vehicles would be able to make left turns at major intersections. In addition, pedestrian access would be maintained or provided via crosswalks at signalized intersections.

Median-running bus lanes would operate in the inside travel lane adjacent to a raised median. Openings for cross-street traffic would be provided at major intersections where signalized left-turn bays are provided to the outside of the bus lanes to control conflicts between left-turning vehicles and buses. In addition, pedestrian access would be maintained or provided via crosswalks at signalized intersections.

Side-running busses would operate in the outside travel lane adjacent to midblock parking and/or bike lanes. Approaching intersections, right-turning vehicles either merge with the bus lane adjacent to the curb or where a dedicated right-turn bay is provided, right-turning vehicles weave across the bus lane into the right-turn pocket. The sidewalk area would accommodate station features while maintaining pedestrian circulation and access to adjacent parcels.

Curb-running busses operate in the outside lane adjacent to the curb. Approaching intersections, right-turning vehicles merge with the bus lane, so the bus lane is shared with right-turns at intersections. The sidewalk area would accommodate station features while maintaining pedestrian circulation and access to adjacent parcels.

Mixed-flow buses would utilize existing traffic lanes shared with general-purpose traffic. Vehicle and pedestrian access to adjacent parcels would be maintained.

By providing improved bus transit service, the Proposed Project would increase mobility and connectivity within the Proposed Project corridor. There is no component that would permanently physically divide an established community. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Impact b) Would the Proposed Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect?

Construction

Less-Than-Significant Impact. Construction activities would be conducted in compliance with local land use plans and codes. It is anticipated that construction activities would take place between the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on Saturdays within the City of Los Angeles, in accordance with the Los Angeles Municipal Code. Within the City of Burbank, City of Glendale, and City of Pasadena, in accordance with the City Codes construction would typically occur between 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. 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. Please refer to the Section 3.9 Noise of the Draft EIR for the nighttime construction noise analysis. Should nighttime construction be necessary, the construction contractor would be required to coordinate with the jurisdictions to obtain necessary permits, such as a variance to the Noise Ordinance in the City of Los Angeles. The Proposed Project would not conflict with local land use plans. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact. The Proposed Project is a transportation project that would operate entirely within existing transportation corridors and would not impact land uses, as no acquisitions or other changes in existing land use are anticipated. While there would be some modifications to the corridor (e.g., changes in bicycle lanes, on-street parking, and turning movements), the Proposed Project corridor is an existing transportation route with ongoing bus service, and therefore, the Proposed Project operations would be compatible with existing land uses. This Proposed Project would be consistent with SCAG regional goals which focus upon land use and growth patterns that encourage transit and non-motorized transportation use by focusing growth along major transportation corridors in the region.

The City of Los Angeles is preparing the G (Orange) Transit Neighborhood Plan, which includes the North Hollywood BRT station. The Transit Neighborhood Plan is part of the City of Los Angeles Transit Neighborhood Plans initiative, which encourages livable communities and employment centers around the region's expanding transit network. The Los Angeles

Department of City Planning is focusing land use planning around transit to create complete neighborhoods. Planning regulations adjacent to transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to expand mobility options for greater numbers of people; improve the livability of the City; reduce vehicle-miles travelled and related greenhouse gas emissions consistent with regional and state policies; reinforce neighborhood character and identity; and generate greater economic opportunity for all residents. Although not available for public review, is anticipated that the Proposed Project would be consistent with the G (Orange) Transit Neighborhood Plan.

The Proposed Project could indirectly affect development in the Project Area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals.

The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor. The Proposed Project would not conflict with local land use plans. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Cumulative Impacts

Refer to Chapter 5.0, Cumulative Impacts for a discussion of potential cumulative impacts related to land use.

4.1.5 Mineral Resources

The following analysis is included in the Mineral Resources Technical Report (Appendix M). Refer to that document for detailed discussion of applicable regulations and the existing setting. The potential for the Proposed Project to result in an impact to mineral resources is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Construction

No Impact. Construction activities may result in ground disturbance related to roadway reconstruction and installation of Proposed Project components, including transit stations. Ground disturbing activities would be shallow and typically limited to within a few feet of the surface. Existing land uses and development do not allow for the extraction of mineral

resources, and resource recovery does not occur within the Project corridor. Although there is a possibility that significant mineral resources could be located within certain areas, mining would not be feasible. For example, the mineral resource zone along the Arroyo Seco canyon is currently developed with the SR-134, and the Proposed Project would not disturb land along this portion of the alignment. The mineral resource zone in the North Hollywood community in the City of Los Angeles is heavily urbanized and the Proposed Project would not interfere with a mineral resource at this location. Construction activities would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Therefore, no impact would occur related to construction activities.

Operations

No Impact. Operational activities would not result in the extraction of sand, gravel, or oil resources or further preclude the extraction of such resources and would not introduce new oil districts or oil producing uses. Operational activities would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Therefore, no impact would occur related to operational activities.

Impact b) Would the Proposed Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Construction

No Impact. No mineral resource recovery sites have been identified in the Project Area. Construction activities would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Therefore, no impact would occur related to construction activities.

Operations

No Impact. Operational activities would not result in the extraction of sand, gravel, or oil resources or further preclude the extraction of such resources and would not introduce new oil districts or oil producing uses. Operational activities would not result in the loss of availability of a mineral resource recovery site delineated on a local general plan, specific land or other land use plan. Therefore, no impact would occur related to operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to mineral resources. In addition, an existing cumulative impact to mineral resources has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.6 Population and Housing

The following analysis is included in the Population and Housing Technical Report (Appendix Q). Refer to that document for detailed discussion of applicable regulations and the existing setting. The potential for the Proposed Project to result in an impact to population and housing is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Construction

No Impact. The Proposed Project would be constructed within the curb lanes of an existing roadway and would not result in the displacement of any existing housing units. The Proposed Project would not require any right-of-way acquisitions that would impact existing housing. In addition, the Proposed Project would not require the construction or expansion of a maintenance and storage facility. As a result, no housing displacement would result from the Proposed Project. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would not require the acquisition of residential properties or the displacement of existing housing units. Operation and maintenance activities would be focused on physical improvements including the BRT route and stations/platforms which would also not require the displacement of any housing units. Accordingly, no housing displacement impacts would occur as result of the Proposed Project. Therefore, no impact would occur related to operational activities.

Impact b) Would the Proposed Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Construction

No Impact. The Proposed Project would be constructed within the curb lanes of an existing roadway and would not result in the displacement of any people or businesses. The Proposed Project would not require any right-of-way acquisitions for the proposed routes or stations/platforms that would necessitate construction of replacement housing or relocation of existing businesses. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would not displace any people or businesses since the proposed transportation facilities would operate entirely within the existing transportation ROW. No physical barriers would be introduced that would displace people or businesses. Therefore, no impact would occur related to operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to population or housing. In addition, an existing cumulative impact to population or housing has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.7 Public Services

The following analysis is included in the Public Services Technical Report (Appendix R). Refer to that document for detailed discussion of applicable regulations and the existing setting. The potential for the Proposed Project to result in an impact to public services is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) For fire protection, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Construction

No Impact. Construction would not result in increased demand for fire protection services due to changes to the existing population in the region. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth. A substantial employment base and residential population currently exist in the Cities of Los Angeles, Burbank, Glendale and Pasadena and within commuting distance of the corridor. Accordingly, employment opportunities to support construction of the Proposed Project would not be expected to result in a substantial migration of additional residents or otherwise induce substantial population growth in communities and neighborhoods such that new fire protection facilities would be required to serve the area.

The Proposed Project would require temporary sidewalk, lane, and road closures, to construct stations, restripe roadways, and reconfigure existing curbs. Emergency vehicle access may be impeded during construction. Lane and/or road closures would be scheduled to minimize disruptions. The nearest local fire responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. There would be no need for new or physically altered fire protection facilities. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would not include the development of new housing or businesses that would directly induce population growth. While the Proposed Project would generate additional employment opportunities for bus drivers and maintenance personnel, the

number of jobs would be relatively few, and a substantial employment base and residential population currently exist within the region to meet the future employment needs.

The Proposed Project would not require the physical acquisition, displacement, or relocation of fire protection facilities; therefore, there would be no need to replace or physically alter existing fire protection facilities. Conversion of existing mixed-flow lanes to dedicated BRT lanes could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion could reduce access for emergency vehicle response. However, with enhanced transit services, the Curb-Running BRT Alternative may result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. In addition, emergency vehicles would be allowed to utilize the dedicated bus lanes to respond to emergencies. Additionally, Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria. Accordingly, the Proposed Project is likely to improve emergency vehicle access. Therefore, no impact would occur related to operational activities.

Impact b) For police protection, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Construction

No Impact. Construction would not result in increased demand for police services due to changes to the existing population in the region. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth. A substantial employment base and residential population currently exist in the Cities of Los Angeles, Burbank, Glendale and Pasadena within commuting distance of the corridor. Accordingly, employment opportunities to support construction would not be expected to result in a substantial migration of additional residents to the region or otherwise induce substantial population growth in communities and neighborhoods such that new police protection facilities would be required to maintain acceptable service ratios and response times.

The Proposed Project would require temporary sidewalk, lane, and road closures, to construct stations, restripe roadways, and reconfigure existing curbs. Emergency vehicle access may be impeded during construction. Lane and/or road closures would be scheduled to minimize disruptions. The nearest local police responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. There would be no need for new or physically altered police protection facilities. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would not include the development of new housing or businesses that would directly induce population growth. While the Proposed Project would generate additional employment opportunities for bus drivers and bus maintenance personnel, the number of jobs would be relatively few and a substantial employment base and residential population currently exist within the region to meet the future employment needs.

The Proposed Project would not require the physical acquisition, displacement, or relocation of police protection facilities; therefore, there would be no need to replace or physically alter existing police protection facilities. Conversion of existing mixed-flow lanes to dedicated BRT lanes could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic at certain locations. This increased roadway congestion would not reduce emergency vehicle response times because fire and police vehicles would be allowed to utilize the dedicated bus lanes to respond to emergencies. In addition, with enhanced transit services, the Proposed Project may result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. It is not anticipated that the provision of new bus stations and platforms would lead to an increase in police service calls or the local jurisdiction service ratio. Metro's transit policing strategy includes Transit Services Bureau officers and contracted police services dedicated to serving the Metro system, which includes the provision of the system expansion. BRT system riders would be subject to Metro guidelines and requirements pertaining to safety and crime prevention and all Metro facilities (e.g., bus stops and stations) would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria including security lighting, open visibility, and security information. Design of each BRT station and development of operating plans would be coordinated with each local jurisdictions' fire and police service providers to ensure adequate emergency access and safety design. Accordingly, the Proposed Project is likely to improve emergency vehicle access. Therefore, no impact would occur related to operational activities.

Impact c) For schools, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Construction

No Impact. Construction would not result in substantial changes to the existing population in the region as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from the Proposed Project. Portions of the Pasadena City College parking lot may be inaccessible while the terminal station is under construction. If needed, temporary parking spaces would be made available to ensure adequate parking for City College staff and students; no physical alterations or construction of replacement parking facilities would be needed to address the temporary loss

of parking based on existing supply. In addition, it is common for Metro to schedule construction activities to minimize school disruption such as conducting the heaviest period of construction during summer months when fewer students are present. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would not require the physical acquisition, displacement, or relocation of school facilities; therefore, there would be no need to replace or physically alter existing school facilities. The Project does not include residential or commercial uses that would result in an increase in demand for need for new school facilities. Metro and Pasadena City College are discussing a bus terminal on campus along with electric charging infrastructure. Pasadena City College is in the process of updating the Facilities Master Plan, which considers the potential for a bus terminal. Project-related improvements would be coordinated with Pasadena City College to avoid unplanned educational displacement. If the bus terminal on Pasadena City College's campus is constructed as part of the Proposed Project, it is not anticipated that Project facilities would displace or relocate classroom facilities. While the Project would not lead to increased demand for primary school facilities, the new transit service would improve access to Pasadena City College. The anticipated increase in demand for City College facilities is not anticipated to be substantial as the Proposed Project is unlikely to result in a substantial number of new students to the college, but rather an alternative transportation mode for commuting students. Therefore, no impact would occur related to operational activities.

Impact d) For parks, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Construction

No Impact. The Proposed Project would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities would likely require temporary sidewalk and lane closures, which could inhibit access to park facilities. Metro standard practices include timing closures to minimize disruptions. There would be no need for new, expanded, or temporary park facilities to meet existing demand for parkland. Additionally, construction would not increase use of the parks and recreational facilities or otherwise generate increased demand for such facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase existing demand for park facilities. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would be constructed and would operate within the existing transportation ROW and would not impact parks nor have long-term effects. The Proposed Project would not require the physical acquisition, displacement, or relocation of park facilities; therefore, there would be no need to replace or physically alter existing park facilities. The Project does not include residential or commercial uses that would result in a need for new parks and recreational facilities. Indirectly, the Project would increase access to parks and recreational facilities, which may result in increased usage of these facilities and the need for expansion or new construction. However, local residents are the primary users of parks and other recreational facilities within the corridor and the Project would not induce a substantial number of new visitors such that new or physically altered park facilities would be required to meet demand. Therefore, no impact would occur related to operational activities.

Impact e) For other public facilities, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Construction

No Impact. Construction would not result in substantial changes to the existing population in the region as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from the Proposed Project. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would not require the physical acquisition, displacement, or relocation of libraries or other public facilities; therefore, there would be no need to replace or physically alter existing libraries or other public facilities. The Project does not include residential or commercial uses that would result in a need for new libraries or other public facilities. Indirectly, the Project would increase access to facilities, which may result in increased usage of these facilities and the need for expansion or new construction. However, local residents are the primary users of these facilities within the corridor and the Project would not induce a substantial number of new visitors such that new or physically altered parks, libraries or other public facilities would be required to meet demand. Therefore, no impact would occur related to operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to public services. In addition, an existing cumulative impact to public services has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.8 Recreation

The following analysis is included in the Parks and Other Recreational Facilities Technical Report (Appendix P). Refer to that document for detailed discussion of applicable regulations and the existing setting. The potential for the Proposed Project to result in an impact to parks and other recreational facilities is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Construction

No Impact. The Proposed Project would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities during construction. Construction activities associated with the Proposed Project would result in temporary nuisances associated with noise, dust, odors, and traffic delays, which could affect the use and physical quality of adjacent parks and recreational facilities. Construction activities would likely require temporary sidewalk and lane closures, which could inhibit access to recreational facilities. Metro standard practices include timing closures to minimize disruptions. Additionally, construction of the Proposed Project would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Construction activities would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project does not include residential or commercial uses that would result in increased use of parks and recreational facilities, and therefore operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities. An indirect impact may occur because access to parks and other recreational facilities would be increased as a result of the Proposed Project. Local residents are the primary users of parks and other recreational facilities adjacent to the routes and it is not anticipated that the Proposed Project would induce a substantial number of new visitors to parks and recreational facilities. Furthermore, the Proposed Project is anticipated to primarily be used by daytime commuters who are unlikely to utilize parks and recreational facilities during the work week.

The Proposed Project may require additional Metro employees associated with more frequent bus service and additional buses for maintenance. The number of new jobs would be small, and a substantial employment base and residential population currently exists in the region. During operations, the Proposed Project is anticipated to increase the daytime bus commuters but is

not expected to result in substantial migration or substantial increase in the construction of residential projects.

Operational activities would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, no impact would occur related to construction activities.

Impact b) Does the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Construction

No Impact. The Proposed Project does not include any recreational facilities, nor would it require the construction or expansion of recreational facilities. The Proposed Project would not include the construction of residential uses or approval of a tentative map or parcel map, which would require the construction of new recreational facilities in accordance with the Quimby Act of 2015. Construction workers are unlikely to utilize local parks and are more likely to utilize parks near their places of residence. Furthermore, construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would necessitate the need for more recreational facilities. Construction activities would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project does not include residential or commercial uses that would result in increased use of parks and recreational facilities and the need for new parks and recreational facilities. Indirectly, the Proposed Project would increase access to parks and recreational facilities, which may result in increased usage of these facilities and the need for expansion or new construction. However, local residents are the primary users of parks and other recreational facilities within the corridor and it is not anticipated that the Proposed Project would induce a substantial number of new visitors to parks and recreational facilities. Furthermore, the Proposed Project is anticipated to primarily be used by daytime commuters who are unlikely to utilize parks and recreational facilities during the work week. As such, the Proposed Project would not result in the need for construction or expansion of recreational facilities which would have a physical effect on the environment. Operational activities would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, no impact would occur related to operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to recreation. In addition, an existing cumulative impact to recreation has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.9 Utilities and Service Systems

The following analysis is included in the Utilities and Service Systems Technical Report (Appendix S). Refer to that document for detailed discussion of applicable regulations and the existing setting. The potential for the Proposed Project to result in an impact to utilities and service systems is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Construction

No Impact. Utility companies have not been contacted at this time in the planning process. During Advanced Conceptual Engineering, the Project team would coordinate with utility companies to request information. These companies would be contacted to ensure they are aware of the Proposed Project and provide mark-ups, as-builts or confirmation of owner exhibits. A utility composite basemap would be developed to outline the utilities within the Project boundary. The basemap would be used to identify conflict locations with Proposed Project work and existing utility facilities. Each utility company would need to be contacted on a periodic basis to determine if there are any new plans for their facilities. The utility composite basemap would be updated as new information becomes available.

Utility coordination meetings would be set up with each utility company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to ensure all the utility companies are engaged early during Project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities. Utility agreements would be finalized to ensure the designs are prepared by third party utility owners. An example of the utility notification letter can be found in the Utilities and Service Systems Technical Report (Appendix S).

Water Facilities. The Proposed Project would not include a new source of potable water consumption. Water appurtenances such as fire hydrants and water meters could be relocated and/or adjusted to accommodate project elements such as BRT stations. These facilities would be relocated in close proximity to existing facilities, typically within a few feet of existing locations. Relocations would require minimal ground disturbance and would be finished within a few days. Construction activities would not require the construction or relocation of water

facilities which could cause significant environmental effects. Therefore, no impact would occur related to construction activities.

Wastewater Treatment or Storm Water Drainage Facilities. Construction activities, such as earthwork, could result in increased erosion. In addition, the Proposed Project could require minor modifications to storm drains. Catch basins, manholes and to a certain extent laterals may be relocated and/or adjusted where conflicts exist. These modifications would not include culvert widening or conversion of open channels to closed conduits and drainage patterns would remain approximately the same as currently exists. Construction activities would not alter the course of any streams or rivers. Construction activities would not require the construction or relocation of wastewater treatment or storm water facilities which could cause significant environmental effects. Therefore, no impact would occur related to construction activities.

Electric Power Facilities. The Proposed Project would not require new or relocated distribution infrastructure such as transmission lines from power facilities and transformers. BRT station lighting and electric bus charging stations would receive power from existing electricity lines. Sidewalk light poles may need to be relocated at various locations, although the few feet of movement would not require new distribution infrastructure. Project-related buses would be electrically powered and no new infrastructure would be needed to provide electricity to the buses. The location of charging stations for electric buses would be analyzed and located where sufficient capacity is available. Typically, a transformer, conduit, and charging station are required. Space requirements should be accommodated depending on the current electrical charging technology and infrastructure available at the time of design and construction. Bus charging infrastructure is being constructed along the G Line (Orange) terminus at Metro North Hollywood Station and will be completed and available for use by this Project. The Proposed Project would not require the construction or relocation of electric power facilities which could cause significant environmental effects. Therefore, no impact would occur related to construction activities.

Natural Gas Facilities. The Proposed Project would not require new natural gas facilities. The majority of the Project would be constructed in the existing ROW and no natural gas facilities have been identified in the construction zone outside of the ROW. At this time, no natural gas lines have been identified that would require relocation. Therefore, construction activities would not require the construction or relocation of natural gas facilities which could cause significant environmental effects. Therefore, no impact would occur related to construction activities.

Telecommunication Facilities. The Proposed Project would not require new telecommunication facilities. The majority of the Project would be constructed in the existing right-of-way and no telecommunication facilities have been identified in the construction zone outside of the ROW. Therefore, no impact would occur related to construction activities.

Operations

No Impact. This potential impact relates to significant environmental effects associated with the construction or relocation of utilities. There is no nexus for assessing the potential for operational impacts. Therefore, no impact would occur related to operational activities.

Impact b) Would the Proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Construction

No Impact. The Proposed Project would use water during construction activities (e.g., for dust control). This short-term use would require minimal water supplies when compared to regional water use associated with land use developments. Construction-related water use would not necessitate new water deliveries to the region. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project does not include a long-term, permanent source of water use. Therefore, no impact would occur related to operational activities.

Impact c) Would the Proposed Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Construction

No Impact. The Proposed Project would generate wastewater during construction through the use of temporary worker restrooms. The Proposed Project would utilize the existing construction worker pool in the Los Angeles County as opposed to importing new workers that would increase wastewater generation. In addition, wastewater generation would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project does not include a source of wastewater. Restrooms would not be provided at BRT stations. Therefore, no impact would occur related to operational activities.

Impact d) Would the Proposed Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction

No Impact. The Proposed Project would require the removal of soil, asphalt and concrete to accommodate various construction activities, including station construction and curb cuts. The anticipated amount of construction debris has not been estimated at this time in the planning process, although minimal debris is anticipated from construction of the surface-running BRT primarily in the existing right-of-way. The construction contractor would comply with AB 939,

which requires a Solid Waste Diversion Program and diversion of at least 50 percent of the solid waste from landfills to recycling facilities. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project does not include a direct operational source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins that would be emptied at least one time per week. The solid waste from one waste bin at each station would have no potential to affect landfill capacity of solid waste reduction goals. Therefore, no impact would occur related to operational activities.

Impact e) Would the Proposed Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Construction

No Impact. The Proposed Project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. There is no element of construction activities that would be outside of compliance. Therefore, no impact would occur related to construction activities.

Operations

No Impact. The Proposed Project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. There is no element of operational activities that would be outside of compliance. Therefore, no impact would occur related to operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to utilities. In addition, an existing cumulative impact to utilities has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

4.1.10 Wildfire

The following Wildfire Impact Statements relate to projects located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The Board of Forestry and Fire Protection is a Governor-appointed body, whose mission is to lead California in developing policies and programs that serve the public interest in environmentally, economically and socially sustainable forest and rangeland management; and a fire protection system that protects and serves the people of the state. One of its statutory responsibilities are to provide direction and guidance to the Department of California of Forestry and Fire Protection (CAL FIRE). CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program. CAL FIRE maintains a list of cities that are

considered Very High Fire Hazard Severity Zones (VHFHSZ).[5] The Cities of Los Angeles, Glendale, Burbank, and Pasadena are all currently on the VHFHSZ list. Additionally, CAL FIRE maintains a database containing Fire Hazard Severity Zones, which identifies State Responsibility Area and Local Responsibility Area (LRA). Cities and Counties are required by law to adopt a comprehensive general plan with a safety element. Land use planning incorporates safety element requirements for State Responsibility Areas and VHFHSZs. A search conducted found that the Project Area contains two LRAs and no State Responsibility Areas.

The potential for the Proposed Project to result in an impact from wildfires is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

Impact a) Would the Proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Proposed Project would operate along or near several emergency/disaster routes, including the SR-134 Freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard.[6] Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. The Proposed Project would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan, including the Los Angeles County Operational Area Emergency Response Plan. Operations would not affect emergency evacuation plans and would potentially provide a community benefit. Bus-only lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Although lane closures are anticipated, full street closures are not anticipated and roadway access would be maintained to accommodate emergencies. Therefore, no impact would occur related to construction or operational activities.

[5] California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ)*, https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/, accessed March 2020.

[6] Los Angeles County Department of Public Works, *Disaster Route Maps,* https://dpw.lacounty.gov/dsg/DisasterRoutes/city.cfm, accessed March 2020.

Impact b) Would the Proposed Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Proposed Project does not include a land use development with occupants (e.g., residential or commercial developments). Buses are mobile vehicles that can maneuver to avoid rider and driver exposure to wildfire risk. There is no potential for the Proposed Project to expose people to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Therefore, no impact would occur related to construction or operational activities.

Impact c) **Would the Proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No Impact. The Proposed Project would not require the installation or maintenance of new infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities. Construction activities would include the installation of additional bus stations and bulb-outs that would likely require the slight relocation of some utilities. Such activities would occur in highly developed, urbanized areas and would not exacerbate fire risk and would not result in temporary or ongoing impacts to the environment. Therefore, no impact would occur related to construction or operational activities.

Impact d) Would the Proposed Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Proposed Project is located in a densely developed urban area that is not prone to wildfires. The topography of the Project Area is relatively flat, and the Proposed Project is not located in an area with known landslide activity.[7] The roadways affected by the Proposed Project are also not known to be adjacent to post-fire slope instabilities. The proposed Project would not result in drainage changes or increased runoff in the Project Area. However, proximity to the Verdugo Mountains and San Rafael Hills creates the potential for the affected roadways to be exposed to post-fire flooding. Numerous debris basins are located at the foot of these mountains that would protect affected roadways from damage due to post-fire slope instability or debris flows. Therefore, no impact would occur related to construction or operational activities.

Cumulative Impacts

The Proposed Project would not result in significant impacts to wildfires. In addition, an existing cumulative impact to wildfires has not been identified in the EIR. There is no potential for the Proposed Project to contribute to a cumulative impact associated with Related Projects.

[7] USGS, *U.S. Landslide Inventory,* https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=ae120962f459434b8c904b456c82669d, accessed March 20, 2020.

4.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

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

4.3 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires that the EIR consider growth-inducing impacts of the Proposed Project. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

Projects that are growth-inducing are typically located in more isolated or underdeveloped areas because these areas are more likely to require the additional infrastructure (e.g., housing, roads, utilities, schools) to support any growth that would accompany the project. Generally, these impacts are considered significant if a project would directly or indirectly lead to substantial population or employment growth in the project area that would exceed growth projections and planned capacities, or otherwise lead to a degradation of environmental quality such as increased noise or air quality.

The Proposed Project would not construct new homes or new commercial land uses and therefore would not directly result in any growth. Transit infrastructure projects within urban areas generally do not result in substantial growth inducement because the areas being served do not have vacant land available for new development. Cities within the Project Area are established communities that have generally experienced relatively stable population and housing growth with a mix of gains and losses in employment depending on the national and regional economy. The Proposed Project would be located within a densely developed region and would not extend into previously undeveloped areas. Additional permanent employment opportunities in the form of bus drivers and bus maintenance personnel may occur under the Proposed Project. However, this potential increase would be relatively minor and would not result in a significant increase in population. Therefore, the Proposed Project would not directly induce substantial residential or employment population growth.

While the Project would not directly induce substantial growth in the sub-region, it would have the potential to indirectly influence growth by stimulating new transit-oriented development surrounding the proposed BRT stations. This growth may occur from the implementation of regional and local policies that encourage growth opportunities for transit-orientated development around new stations; intensification of land uses at potential station areas and along the corridor; alternatives to automobile travel; and the planning for residents, visitors, and employees within the vicinity of the areas. The Proposed Project would be consistent with the growth management goals of each of the affected cities by providing mobility improvements and connections to activity centers where local jurisdictions have planned for growth to be focused. For example, the existing Burbank Media District Specific Plan, Glendale Downtown Specific

Plan, and Pasadena Central District Specific Plan all seek to concentrate housing and employment growth in these districts due to their centralized locations and regional transit connectivity. Similarly, there are a number of regional and local plans and policies which encourage and incentivize development near transit stations, such as the City of Los Angeles' Affordable Housing Incentive Program (TOC Guidelines). Such programs incentivize development by providing density bonuses, allowances, and other benefits to developers to encourage development of compact communities surrounding transit stations.

There are a number of factors that influence growth related to transit improvements including: public policies to encourage development, station area demographics, high transit reliability and effective service and design, strong real estate market trends, assembly of parcels, and station area/neighborhood design. To the extent that the Project improves transit reliability and overall service in the region, it would incentivize some degree of development consistent with planning efforts to develop compact communities in centralized areas that are well served by transit. The North Hollywood and Pasadena portions of the Project Area are already well served by transit and have seen some degree of transit-oriented development surrounding the Metro B/G Line (Red/Orange) North Hollywood Station and the Pasadena L Line (Gold) Memorial Park Station; however, the other portions of the Project Area have not experienced the same degree of transit investment and related new development. As such, portions of the Cities of Burbank and Glendale as well as the Eagle Rock community of the City of Los Angeles may be subject to new development opportunities surrounding the proposed BRT stations by triggering development incentives associated with TOC policies and programs in the respective jurisdictions. With the implementation of the Proposed Project, the opportunities for such growth would be enhanced and facilitated while helping to reduce reliance on personal automobiles in the region. In this regard, the Proposed Project would not only support the growth management goals of the affected cities, but it would also help to reduce potential environmental impacts associated with foreseeable growth. Growth that may indirectly result from implementation of the Project would not be unplanned but rather would be consistent with local and regional planning efforts to manage growth. It is not anticipated that the level of development that could be stimulated by the Project would exceed any regional growth projections given the already densely developed condition of the Project Area. Potential growth inducement impacts associated with the Proposed Project is less than significant.

4.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(d) requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project should it be implemented. The CEQA Guideline state that uses of nonrenewable resources during the initial and continued phases of a project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Construction of the Build Alternatives would entail the one-time irreversible and irretrievable commitment of nonrenewable resources, such as energy (fossil fuels used for construction equipment) and construction materials (such as lumber, sand, gravel, metals, and water). Additionally, labor and natural resources would be used to produce construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse effect upon continued availability of these resources. Any construction would also require a substantial onetime expenditure of both local and Federal funds, which are not retrievable. Land used to construct the proposed facilities is considered an irreversible commitment during the period the land is used. After construction is completed, land used for construction staging would be available for other uses. The Proposed Project would commit land at stations. Stations and aboveground elements would be located on sidewalks or medians adjacent to existing commercial, retail, and industrial uses and would not require a substantial land commitment. This commitment of long-term land resources is consistent with the policies of the jurisdictions in the Project Area to promote transit-oriented uses.

The consumption of nonrenewable resources related to Proposed Project includes water, petroleum products, and electricity. Water would be used to control fugitive dust emissions and clean buses. In addition, fossil fuels would be used for transporting workers and materials during construction, and electricity and/or natural gas fuel would be used for buses, stations, and worker vehicles for maintenance and operation during the life of the project. The consumption amount and rate of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of such resources, because they would increase transit use (which increases energy efficiency) and decrease automobile dependence (which uses fossil fuels).

Benefits from the Proposed Project would include improved mobility, transit accessibility, and energy and time savings. The resources commitment and consumption are considered appropriate because regional and local area residents and visitors would benefit from improved transit services, which, in turn, would result in an overall decrease in the irreversible and irretrievable commitment of nonrenewable resources. The Proposed Project would remove passenger cars from the regional roadway network, easing the increase in VMT and the usage of fossil fuels. As discussed within the Draft EIR, the Proposed Project would reduce regional VMT and reduce mobile source energy consumption. Therefore, the project can substantially decrease the irreversible and irretrievable commitment of resources.

Maintenance of the buses would primarily use household-type cleaning materials, such as detergents and cleansers. Oil, solvents, and other materials would be used for train maintenance in relatively small volumes and are not considered acutely hazardous materials according to the National Institute of Health. There is the potential for hazardous materials/waste spills to occur; however, the storage and disposal of hazardous materials/waste will be conducted in accordance with all federal and State requirements in order to prevent or manage hazards. In the unlikely event that a spill does occur, remediation would be conducted accordingly. Therefore, there would be minimal risk of irreversible damage caused by an environmental accident associated with hazardous or acutely hazardous materials.

5. CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects resulting from a project or a number of projects that, when considered together, are considerable or will compound other environmental impacts. CEQA Guidelines Section 15130(a) requires that an EIR shall discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Thus, the cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." Pursuant to CEQA Guidelines Section 15130, subdivision (a), the analysis of cumulative impacts is only necessary if the impact is significant and the project's incremental effect is cumulatively considerable. If the lead agency determines that a project's incremental effect is not cumulatively considerable, the EIR need only briefly describe the basis for its findings.

CEQA Guidelines Sections 15130(b)(1)(A) and (B) include two methodologies for assessing cumulative impacts. One method is a list of past, present, and probable future projects producing related or cumulative impacts. The other method is a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing greenhouse gas emissions.

5.1 METHODOLOGY

The assessment presented below addresses the potential effect of the Proposed Project in combination with the Related Projects or in combination with adopted growth projections. Cumulative impacts for each environmental resource are assessed using the following approach:

- Decide if the Related Projects list or Plans/Projections method is more appropriate for each environmental resource.
- Identify the study area for the cumulative impact analysis for each environmental resource.

- Determine whether the Proposed Project's incremental effects in combination with Related Projects' effects or Plans/Projections growth and development would result in a significant cumulative impact.
- Determine whether the Proposed Project's incremental contribution to the cumulative impact is considerable.
- If the Proposed Project's incremental contribution to a significant cumulative impact is cumulatively considerable , determine whether the Proposed Project's contribution would be less than cumulatively considerable due to implementation of proposed mitigation measures.

Except for GHG emissions, which is inherently a cumulative impact, cumulative impacts for each resource are determined by assessing if there is an existing cumulative impact and, if so, whether the Proposed Project's incremental contribution to that significant impact is cumulatively considerable. If it is determined that the Proposed Project combined with the Related Projects could result in a significant cumulative impact, then the Proposed Project's incremental contribution is evaluated to determine whether it would be cumulatively considerable. If the combined impact of the Proposed Project with the Related Projects would not be significant, no analysis of the Proposed Project's incremental contribution is necessary. GHG emissions are assessed using consistency with projections in planning documents.

Table 5-1 shows the significance of the Proposed Project's impacts on each environmental topic evaluated in the Draft EIR.

Table 5-1 – Impact Summary for Cumulative Analysis

Environmental Topic	Project Specific Impact?	Potential for Cumulative Impact?
Agricultural and Forestry Resources Hydrology and Water Quality Mineral Resources Population and Housing Public Services Recreation Utilities and Service Systems Wildfire	None	No
Greenhouse Gas Emissions	No	Yes (Existing Cumulative Impact) – Further Assessed Below
Air Quality Energy Resources Land Use and Planning	Less-Than-Significant	Yes – Further Assessed Below
Aesthetics Biological Resources Geology and Soils Hazards and Hazardous Materials Noise Cultural Resources Transportation Tribal Cultural Resources	Less-Than-Significant with Mitigation	Yes – Further Assessed Below

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

5.2 RELATED PROJECTS

Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project vicinity within the same timeframe as the Proposed Project. In this context, “Related Projects” includes past, present, and reasonably probable future projects. Related Projects associated with this growth and located within half a mile of the Project are depicted graphically in **Figure 5-1a** through **Figure 5-1c** and listed in **Table 5-2**. The figures do not show Eagle Rock as no related projects have been identified in the Project Area. Related projects of particular relevance to the Proposed Project are discussed below.

North San Fernando Valley (SFV) Bus Rapid Transit (BRT) Project. The North SFV BRT Project is a proposed new 18-mile BRT line that is intended to serve the portions of the San Fernando Valley that are north of the Metro G Line (Orange) service area. The project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. The project would enhance existing bus service and increase transit system connectivity.

Joint Development - North Hollywood Station Project. The Joint Development - North Hollywood Station project would construct facilities at the North Hollywood B/G Line (Red/Orange) Station that could be shared by the Proposed Project, if the Metro Board approves the Proposed Project. The project has been identified in the Measure M Expenditure Plan, with a projected opening date between Fiscal Year 2023-25 and $180 million of funding. The Joint Development would be constructed without the Proposed Project and has independent utility as a land use development project.

NextGen Bus Plan. In January 2018, Metro began the NextGen Bus Plan aimed at reimagining the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. The NextGen Bus Plan will realign Metro’s bus network based upon data of existing ridership and adjust bus service routes and schedules to improve the overall network. The Proposed Project would be included in the Plan and replace some select bus services in the region. The NextGen Bus Plan is anticipated to begin implementation in the beginning of 2021.

East SFV Light Rail Transit (LRT) Project. The East SFV LRT Project will be a 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From San Fernando Road, the trains will transition onto the existing railroad right-of-way that’s adjacent to San Fernando Road, which it will share with Metrolink for 2.5 miles to the Sylmar/San Fernando Metrolink Station. The project includes 14 at-grade stations. The Draft EIR/Environmental Impact Statement (EIR/EIS) was published in August 2017 and the Final EIR/EIS is currently being prepared by Metro.

Figure 5-1a - Related Projects

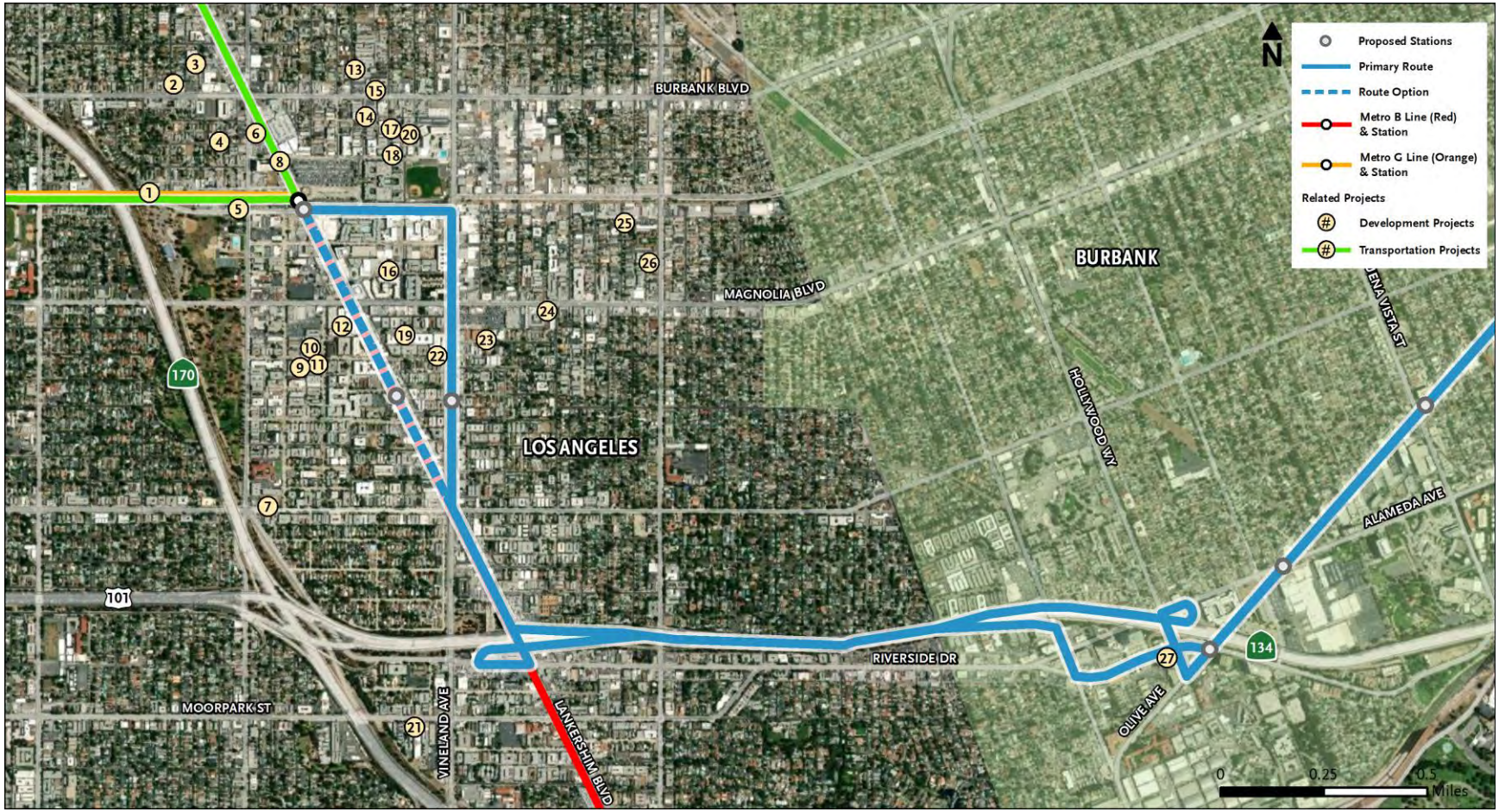


Figure 5-1b - Related Projects

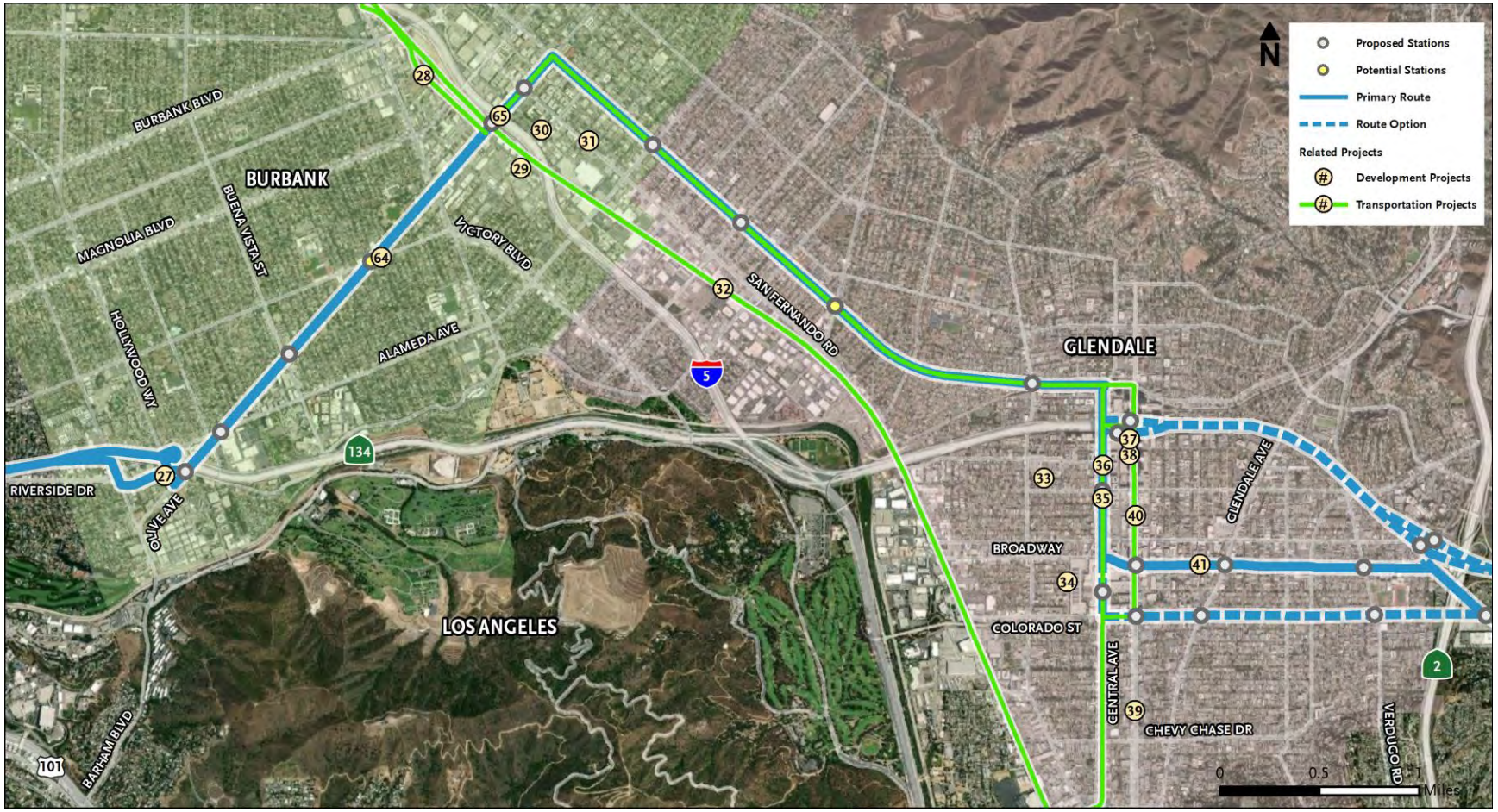


Figure 5-1c - Related Projects

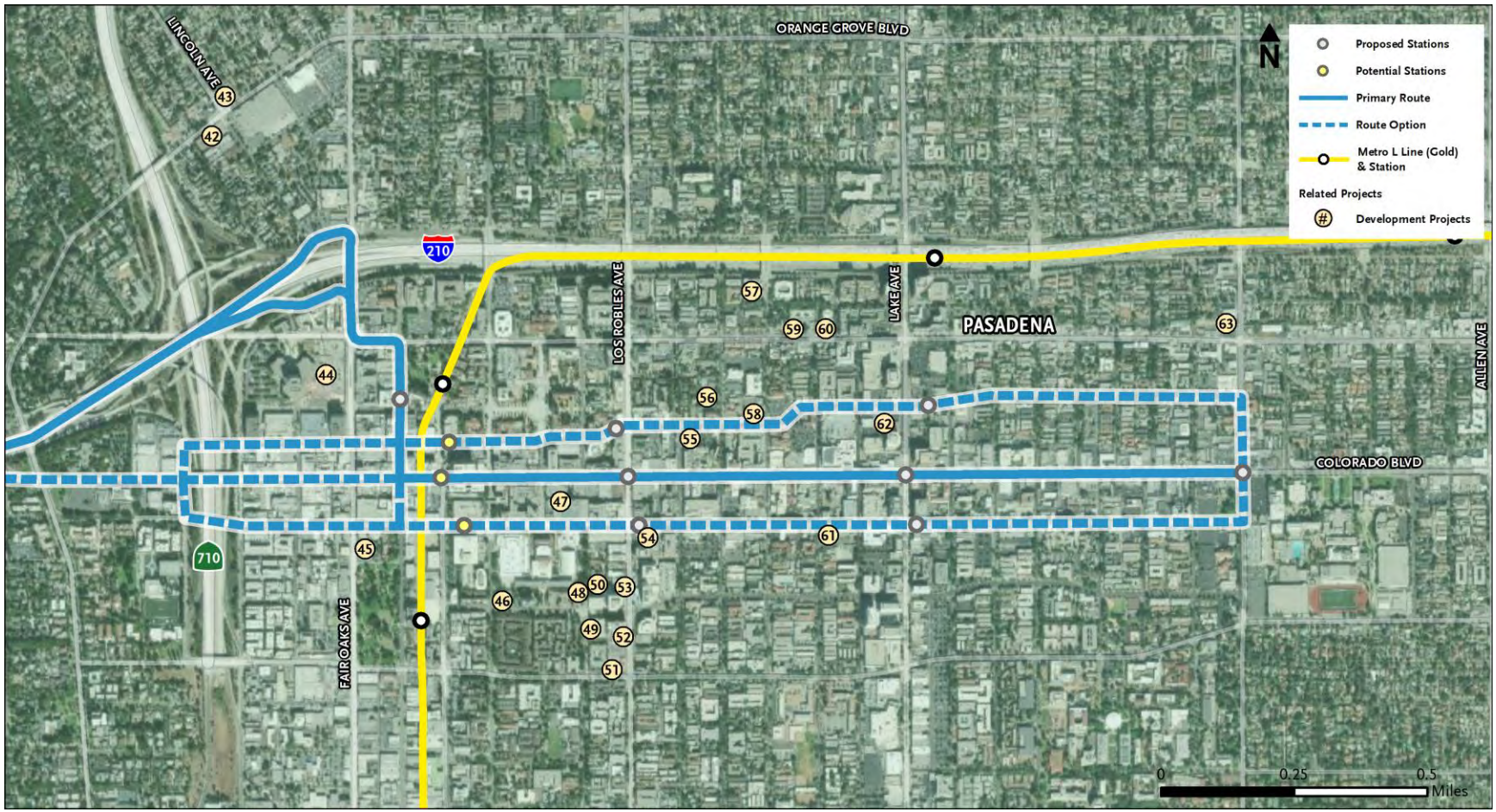


Table 5-2 - Related Projects

Map ID	Project Name	Location	Description	Status
REGIONAL				
N/A	NextGen Bus Plan	Los Angeles County	The NextGen Bus Plan will revise the existing Metro bus network to improve ridership and make bus use more attractive to current and future riders. The Plan will adjust bus routes and schedules based upon existing origin/destination ridership data with a phased approach to future infrastructure investments in transit convenience, safety, and rider experience.	Implementation early 2021
N/A	East San Fernando Valley LRT Project	San Fernando Valley	New 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station.	Planning
8	North San Fernando Valley BRT Project	San Fernando Valley	New 18-mile BRT line from North Hollywood B/G Line (Red/Orange) Station to Chatsworth.	Planning
32	Los Angeles – Glendale-Burbank Feasibility Study	Amtrak corridor from Los Angeles Union Station to Bob-Hope Airport	Metro is studying a 13-mile transit corridor between Los Angeles Union Station and the Hollywood Burbank Airport. A range of options are under study including both light rail and enhanced commuter rail.	Planning and feasibility
BURBANK				
27	Mixed-Use Development	3700 Riverside Dr.	49-unit residential condominium and 2,000 sq. ft. of retail	Active Project Submission
28	San Fernando Bikeway	San Fernando Blvd. Corridor	Three-mile Class I bike path along San Fernando Blvd. near the Downtown Metrolink Station in the City of Burbank. This project will complete a 12-mile long regional bike path extending from Sylmar to the Downtown Burbank Metrolink Station along the San Fernando Blvd. rail corridor	Planning
29	Commercial Development	411 Flower St.	Commercial building (size unknown)	Active Project Submission
30	Mixed-Use Development	103 Verdugo Ave.	Two mixed-use buildings (size unknown)	Active Project Submission
31	Mixed-Use Development	624 San Fernando Blvd.	42-unit, 4-story mixed-use building with 14,800 sq. ft. of ground-floor commercial	Active Project Submission

Map ID	Project Name	Location	Description	Status
64	Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements	Olive Ave./Sparks St./Verdugo Ave.	Various intersection improvements.	Planning
65	Olive Ave. Overpass Rehabilitation	Olive Ave. over Interstate 5	Improvements to operational efficiency, pedestrian safety, and bicycle connections.	Planning
GLENDALE				
33	Multi-Family Development	452 Milford St.	15-unit building	Active Project Submission
34	Multi-Family Development	401 Hawthorne St.	23-unit building	Active Project Submission
35	Commercial Development	340 Central Ave.	14,229 sq. ft. office	Active Project Submission
36	Multi-Family Development	520 Central Ave.	98-unit building	Active Project Submission
37	Commercial Development	611 Brand Blvd.	Hotel (857 hotel rooms and 7,500 sq. ft. of restaurant/retail)	Active Project Submission
38	Multi-Family Development	601 Brand Blvd.	604 units in 3 buildings	Active Project Submission
39	Commercial Development	901 Brand Blvd.	34,228 sq. ft. parking structure for car dealership	Active Project Submission
40	Glendale Streetcar	Downtown Glendale	Streetcar connecting the Larry Zarian Transportation Center with Downtown Glendale	Planning and feasibility
41	Commercial Development	517 Broadway	Medical/office/retail building (size unknown)	Active Project Submission
LOS ANGELES				
N/A	Orange Line Transit Neighborhood Plan	North Hollywood, Van Nuys, and Sepulveda BRT Stations	Develop regulatory tools and strategies for the areas around these three G Line (Orange) stations to encourage transit ridership, enhance the urban built environment, and focus new growth and housing in proximity to transit and along corridors	Undergoing Environmental Review
N/A	Take Back The Boulevard Initiative	Colorado Blvd.	The mission of the Take Back the Boulevard initiative is to serve as a catalyst for the community-driven revitalization of Colorado Boulevard in Eagle Rock. The Take Back the Boulevard initiative seeks to utilize broad community feedback and involvement to make this central corridor through Eagle Rock a safe, sustainable, and vibrant street in order to stimulate economic growth, increase public safety, and enhance community pride and wellness.	Active Initiative

Map ID	Project Name	Location	Description	Status
N/A	Colorado Blvd. Specific Plan	Colorado Blvd.	It is the purpose of this Specific Plan to ensure that future development in the Specific Plan area occurs in a manner which is compatible with the surrounding residential community and with the capacity of the circulation system.	Active Plan
1	Multi-Family Development	11525 Chandler Blvd.	60-unit building	Active Building Permit
2	Multi-Family Development	5610 Camellia Ave.	62-unit building	Active Building Permit
3	Multi-Family Development	5645 Farmdale Ave.	44-unit building	Active Building Permit
4	Multi-Family Development	11433 Albers St.	59-unit building	Active Building Permit
5	Mixed-Use Development	11405 Chandler Blvd.	Mixed-use building with residential and commercial components (size unknown).	Active Building Permit
6	North Hollywood Station Joint Development	5530 Lankershim Blvd.	15-acre joint development at the North Hollywood Metro Station. Includes 1,275-1,625 residential units, 125,000-150,000 sq. ft. of retail, and 300,000-400,000 sq. ft. of office space	Active Project Submission
7	Mixed-Use Development	11311 Camarillo St.	Mixed-use building (size unknown)	Active Building Permit
9	Multi-Family Development	11262 Otsego St.	49-unit building	Active Building Permit
10	Multi-Family Development	11241 Otsego St.	42-unit building	Active Building Permit
11	Multi-Family Development	11246 Otsego St.	70-unit building	Active Building Permit
12	Mixed-Use Development	5101 Lankershim Blvd.	297 units in a mixed-use housing complex	Active Building Permit
13	Multi-Family Development	5630 Fair Ave.	15-unit building	Active Building Permit
14	Multi-Family Development	5550 Bonner Ave.	48-unit building	Active Building Permit
15	Commercial Development	11135 Burbank Blvd.	4-story hotel with 70 guestrooms	Active Building Permit
16	Commercial Development	11115 McCormick St.	Apartment/Office building (size unknown)	Active Building Permit
17	Multi-Family Development	5536 Fulcher Ave.	36-unit building	Active Building Permit
18	Multi-Family Development	11111 Cumpston St.	41-unit building	Active Building Permit
19	Multi-Family Development	11050 Hartsook St.	48-unit building	Active Building Permit
20	Multi-Family Development	5525 Case Ave.	98-unit building	Active Building Permit
21	Multi-Family Development	11036 Moorpark St.	96-unit building	Active Building Permit
22	Multi-Family Development	11011 Otsego St.	144-unit building	Active Building Permit
23	Multi-Family Development	10925 Hartsook St.	42-unit building	Active Building Permit
24	Multi-Family Development	10812 Magnolia Blvd.	31-unit building	Active Building Permit

Map ID	Project Name	Location	Description	Status
25	Multi-Family Development	5338 Cartwright Ave.	21-unit building	Active Building Permit
26	Multi-Family Development	5252 Willow Crest Ave.	25-unit building	Active Building Permit
PASADENA				
42	Mixed-Use Development	690 Orange Grove Blvd.	48-unit building with commercial space	Active Project Submission
43	Multi-Family Development	745 Orange Grove Blvd.	35-unit building	Active Project Submission
44	Mixed-Use Development	100 Walnut St.	Mixed-use planned development: office building, 93-unit apartment building, and a 139-unit building	Active Building Permit
45	Multi-Family Development	86 Fair Oaks Ave.	87-unit building with commercial space	Active Project Submission
46	Commercial Development	190 Marengo Ave.	7-story hotel with 200 guestrooms	Active Project Submission
47	Multi-Family Development	39 Los Robles Ave.	Residential units above commercial space (size unknown)	Active Building Permit
48	Mixed-Use Development	178 Euclid Ave.	42-unit building with 940 sq. ft. of office space	Active Building Permit
49	Multi-Family Development	380 Cordova St.	48-unit building	Active Building Permit
50	Mixed-Use Development	170 Euclid Ave.	42-unit building with 10,000 sq. ft. of commercial space	Active Project Submission
51	Multi-Family Development	399 Del Mar Blvd.	55-unit building	Active Building Permit
52	Multi-Family Development	253 Los Robles Ave.	92-unit building	Active Project Submission
53	Mixed-Use Development	171 Los Robles Ave.	8-unit building	Active Project Submission
54	Commercial Development	98 Los Robles Ave.	school of medicine building	Active Building Permit
55	Multi-Family Development	530 Union St.	55-unit building with retail space	Active Building Permit
56	Multi-Family Development	119 Madison Ave.	81-unit building	Active Building Permit
57	Multi-Family Development	289 El Molino Ave.	105-unit building	Active Building Permit
58	Multi-Family Development	99 El Molino Ave.	40-unit building	Active Building Permit
59	Commercial Development	711 Walnut St.	Mixed-use building with condominiums, commercial space, food facility, parking structure (size unknown)	Active Building Permit
60	Commercial Development	737 Walnut St.	42-unit building with commercial space	Active Project Submission
61	Mixed-Use Development	740 Green St.	273-unit building	Active Project Submission
62	Mixed-Use Development	83 Lake Ave.	54-unit building with office space	Active Project Submission
63	Multi-Family Development	231 Hill Ave.	59-unit building	Active Project Submission

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

5.3 CUMULATIVE IMPACT ANALYSIS

Aesthetics

There is an existing cumulative impact in the Project Area related to aesthetics and visual resources. The cumulative setting is the Project Area and existing views from the affected roadways. Past projects have resulted in a highly urbanized landscape from the construction of buildings, transportation infrastructure, and other structures that have adversely affected scenic vistas, scenic resources, and visual character and quality. In addition, other present or reasonably foreseeable future projects could result in the loss of visual resources, particularly street trees and historic buildings, though this is unlikely as the related projects mostly consist of infill development projects that would not drastically change the existing setting. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, the presence of construction vehicles, equipment, visual signs of construction, and personnel would present visually disruptive elements but would be temporary. Construction activities could include station construction, street reconstruction, tree removal, and street restriping. Effects to visual resources (e.g., scenic vistas, visual character and light/glare) would be temporary and not significant given the nature of construction activities and general lack of high-quality vistas within the Project Area. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the primary visual elements of the Proposed Project include the addition of BRT vehicles, changes to existing parking and vehicle lanes, bus stations and platforms, curb and sidewalk modifications, and changes to street configurations including bus-only lanes, new or relocated bus stops, and modifications to existing medians. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians at the locations of station platforms. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring site-specific public art and streetscape beautification. Effects to visual resources (e.g., scenic vistas, visual character and light/glare) would not be significant with mitigation. Therefore, the Proposed Project operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Air Quality

There is an existing cumulative impact in the Project Area related to air quality. The cumulative setting is the SCAB. The Los Angeles County portion of the SCAB is currently designated nonattainment of the NAAQS for eight-hour average O_3 and 24-hour average $PM_{2.5}$ and the CAAQS for O_3, PM_{10}, and $PM_{2.5}$. Therefore, consideration should be given to emissions of particulate matter and ozone precursors in the context of the existing cumulative conditions. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, the SCAQMD has promulgated guidance that if daily emissions generated by construction or operation of a project remain below the regional mass daily thresholds, those emissions would not result in a significant air quality impact either at the project level or under regionally cumulative considerations. Conversely, if construction or operation of the project would generate emissions exceeding the project-level mass daily thresholds, and would remain above the thresholds with mitigation, those emissions would be considered cumulatively significant in addition to being significant at the project level. Regarding construction, as discussed in Section 3.3, Air Quality, the Proposed Project would not generate emissions that would exceed SCAQMD localized or regional significance thresholds. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the Proposed Project would not generate emissions that would exceed SCAQMD localized or regional construction emissions. The Proposed Project would reduce VMT and associated transportation criteria air pollutant emissions in the Project Area (with a slight increase in PM_{10} emissions). Automobile trips would be replaced with zero-emissions, electric buses. The Proposed Project would be consistent with the 2016 AQMP as well as each city's General Plan. Therefore, the Proposed Project operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Biological Resources

There is an existing cumulative impact in the Project Area related to biological resources. The cumulative setting for special-status plants is Coastal Sage Scrub community. The cumulative setting for bat species is considered bat roosting habitat within California because some of the bat species with potential to be in the Project Area are migratory and could be found in various counties throughout the State. The cumulative setting for bird species is considered nesting and foraging habitat within trees within the North Hollywood to Pasadena BRT Corridor. Existing and continuing development contributes to cumulative impacts on plants, bats, and bird species. Habitat removal from current and future development in the Project Area is the biggest threat to plants, bats, and bird species. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, the Proposed Project would include creating bus stops, restriping existing roadway, and other roadway modifications (i.e. removal of existing medians) and would not contribute to development in the Project Area. The Proposed Project could result in temporary impacts on plants, bats, and bird species through the removal of street trees to construct stations. Mitigation Measure **BIO-1** would mitigate inadvertent impacts to biological resources during construction activities by ensuring compliance with the Migratory Bird Treaty Act and California Fish and Game Code (Sections 2126, 3503, 3513, and 3800). Effects to biological resources (e.g., plant and wildlife species) would not be significant with mitigation. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the Proposed Project would not affect the Coastal Sage Scrub community along SR-134. In addition, there is already a high level of human activity, night lighting, and noise in the BSA and the Proposed Project would not increase levels of human activity, night lighting, or noise in the BSA. Therefore, operation of the Proposed Project would not result in impacts on any species identified as a candidate, sensitive, or special-status. Once construction is complete, no additional removal of trees would be required; therefore, project operation would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the Proposed Project operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Cultural Resources

Historic Resources. There is an existing cumulative impact in the Project Area related to historic resources. The cumulative setting is the public right-of-way for the length of the entire alignment, except at possible station platform locations, where the survey area was increased to include properties abutting the right-of-way within approximately 100 feet of the proposed station platform footprint. There was a total of 23 designated properties (listed in the National, California, and/or local register), including 16 contributors to historic districts, and 29 properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local Register), including eight that are contributors to a potential historic district. An additional six potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project.

During construction and operational activities, the Proposed Project has the potential to affect historic streetlights on Central Avenue and Broadway in the City of Glendale that are within proposed station platform footprints and historic buildings in the Cities of Los Angeles, Burbank, Glendale, and Pasadena that are immediately adjacent to proposed station platform footprints. Mitigation Measure **CUL-1** would mitigate impacts to historic resources by ensuring that the Proposed Project design would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties Rehabilitation Standards. Effects to historic resources would not be significant with mitigation. Therefore, the Proposed Project construction and operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Archaeological and Paleontological Resources. There is an existing cumulative impact in the Project Area related to archaeological and paleontological resources. The cumulative setting is the areas of potential disturbance. Most of the Related Projects are development or transportation projects, whose construction could include excavation that could disturb buried archaeological resources, paleontological resources, and human remains, if extant. Although much of the Project Area is developed and paved, there is a potential for buried archaeological and paleontological deposits to exist. The potential for an individual project to impact significant archaeological and paleontological resources is unknown but it is possible that cumulative growth and development in the Project Area could have impacts on significant archaeological

and paleontological resources. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, earthwork activities could result in the finding of buried archaeological and paleontological resources. Mitigation Measure **CUL-2** would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. Paleontological resources have been recorded from the subsurface of the Project Area and Project Vicinity. However, due to the minimal amount of deep excavation with the potential to encounter native sediments with high paleontological potential (i.e., Pleistocene-age older sedimentary deposits [Qoa, Qof] and Miocene-age Topanga Formation [Ttsc, Ttqdb]), the Proposed Project would not significantly impact paleontological resources. Effects to archaeological and paleontological resources (e.g., plant and wildlife species) would not be significant with mitigation. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the potential to disturb archaeological and paleontological resources is only possible during construction activities. There is no potential for the surface-running BRT to encounter archaeological or paleontological resources. Therefore, the Proposed Project operational activities would not contribute to the existing cumulative impact.

Energy Resources

There is an existing cumulative impact in the Project Area related to energy resources. The cumulative setting is both regional and statewide. State, regional, and local agencies and jurisdictions have published a wide range of documents intended to reduce energy consumption and increase the use of renewable energy. The intent is typically to reduce the use of nonrenewable energy to reduce pollution that contributes to global warming. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, the Proposed Project would consume approximately 1,091,350 gallons of diesel fuel through off-road equipment engine combustion, approximately 3,875 gallons of diesel fuel through on-road truck engine combustion, and approximately 14,331 gallons of gasoline through on-road worker vehicle engine combustion. Annual average petroleum-based fuels consumption during construction activities would be approximately 438,090 gallons of diesel fuel and 5,733 gallons of motor gasoline. Los Angeles County retail sales of diesel fuel and gasoline in 2018 were approximately 253 million gallons and 3,658 million gallons, respectively. Relative to existing petroleum-based transportation fuels consumption in Los Angeles County, construction of the Project would temporarily increase annual diesel fuel consumption within the County by approximately 0.17 percent and would temporarily increase annual gasoline fuel consumption by approximately 0.0002 percent. All equipment and vehicles that would be used in construction activities would comply with applicable CARB regulations, the Pavley and Low Carbon Fuel Standards, and the Corporate Average Fuel Economy Standards. The Proposed Project would adhere to the provisions of the Metro Green Construction Policy to control and minimize emissions to the maximum extent

feasible. Adherence to the energy reduction policies and the relatively low use of energy resources for construction ensure that the Proposed Project would not result in a significant impact. The Proposed Project would also be consistent with GHG reduction plans. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the Proposed Project would result in changes (net benefits) to energy resources consumption through direct electricity demand for ZEV bus propulsion and indirect, reduction of transportation fuels combustion from passenger vehicles on the regional roadway network. Using Metro's electric bus fuel economy of 2.2 kWh per mile, annual electricity consumption would be approximately 3,554.5 MWh in 2042. Metro 2019 system operations consumed 323,391 MWh of electricity. Based on 2019 Metro usage, operations would increase systemwide electricity consumption by 1.1 percent. The annual electricity consumption of 3,554.5 MWh would equal approximately 12,796,186 MJ of electrical power demand. In addition to direct energy consumption, implementation of the Proposed Project would reduce on-road regional VMT. Implementation of the Proposed Project would reduce annual VMT by over 30 million, and would decrease regional gasoline and diesel fuels consumption by 755,140 gallons and 168,608 gallons, respectively. The effects of Proposed Project operations would reduce regional petroleum-based energy consumption and would improve regional transportation energy efficiency. Therefore, the Proposed Project operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Geology and Soils

There is an existing cumulative impact in the Project Area related to geology and soils as the entire Southern California region is subject to risks associated with seismic activity and any past, present, or reasonably foreseeable development in the region carries potential risk of seismic-related impacts. The cumulative setting is the Southern California region which includes the Cities along the Project corridor. The seismic context is an important consideration because the ground shaking forces are regional in nature. The potential for a seismic event including landslide is the primary cumulative consideration for geology and soils. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, the Proposed Project would not involve substantial earthmoving along slopes, such that existing landslide risks would be worsened or exacerbated. Therefore, no construction impact would occur related to seismic activities, including landslides. The Proposed Project would be designed based on the latest versions of local and State building codes and regulations in order to counteract erosion. There is no potential for the surface-running BRT to result in substantial soil erosion or the loss of topsoil or risk from expansive soils. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the Proposed Project would be located in a seismically active region. There is potential for operational activities to be influenced by earthquakes and related effects, such as ground shaking and liquefaction. Mitigation Measure **GEO-1** would mitigate inadvertent impacts to geology and soils during construction activities by ensuring the Proposed Project is designed to limit potential seismic impacts. Effects to geology and soils would not be significant with mitigation. Therefore, the Proposed Project operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Greenhouse Gas Emissions

There is an existing cumulative impact in the Project Area related to GHG emissions. The cumulative setting is both regional and statewide. The State of California, through AB 32 and SB 32, has acknowledged that GHG emissions are a statewide impact. Emissions generated by the Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. The OPR acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.

Per guidance from the SCAQMD, construction amortized annually and operational emissions are considered together over a 30-year period. The Proposed Project would reduce VMT and associated transportation GHG emissions in the Project Area. CO_2e emissions would be reduced by approximately 54 million metric tons per year. Automobile trips would be replaced with zero-emissions, electric buses. The Proposed Project and Route design options would be consistent with the goals and policies of applicable GHG reduction plans in the Plan Area including SCAG's RTP/SCS, CARB's 2017 Scoping Plan, Metro Climate Action and Adaptation Plan 2019, Los Angeles Green New Deal, City of Burbank GGRP, Greener Glendale Plan, and the City of Pasadena CAP. Each of these plans is, in and of itself, a GHG reduction plan aimed to reduce cumulative GHG emissions at the local level and beyond. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the existing cumulative impact.

Hazards and Hazardous Materials

There is an existing cumulative impact in the Project Area related to hazards and hazardous materials. The cumulative setting is a one-mile band along the corridor. There are known hazardous sites in the Project Area and associated remediation efforts. Database searches revealed 469 environmental concern sites within one mile of the Proposed Project route, including 115 permitted underground storage tanks, 331 cleanup sites, and 23 sites of historical concerns. This includes two sites in the Cortese database of hazardous sites maintained by the Department of Toxic Substances Control. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction, it is not anticipated that any of the environmental concern sites would be disturbed by construction activities. Construction activities would involve minimal ground disturbance and excavation. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. As previously discussed, the SCAQMD regulates disposal of asbestos (Rule 1403) and contaminated soils (Rule 1166). Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operations, vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project. Therefore, the Proposed Project operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Land Use and Planning

There is no existing cumulative impact in the Project Area related to land use and planning. The existing setting does not include a significant physically divided community and existing land uses are consistent with current land use plans. The Cities of Los Angeles, Burbank, Glendale, and Pasadena regulate land uses along the alignment. The Land Use Plans are updated as necessary to reflect current land use and planning policies supported by State, regional, and local jurisdictions. Therefore, there is no cumulative impact related to land use and planning resulting from past, present, and reasonably foreseeable projects.

The Proposed Project would not physically divide an established community. In addition, the Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Land uses surrounding the Proposed Project stations may intensify due to TOD pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand. Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. Therefore, the Proposed Project would not have no potential to create or contribute to a cumulative impact related to land use and planning.

Noise

There is an existing cumulative impact in the Project Area related to noise as existing noise levels adjacent to roadways exceed the State Land Use and Noise Compatibility Guidelines. The cumulative setting for noise is adjacent to the right-of-way. State, regional, and local agencies and jurisdictions have published a wide range of documents intended to control noise levels and reduce community exposure. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction, the Proposed Project could increase ambient noise levels by approximately 15 dBA L_{eq} near any of the potential 23 station construction sites along the alignment, generating significant increases before mitigation measures are applied. Mitigation Measure **NOI-1** would reduce the impact to less than significant by requiring noise monitoring and control measures when levels exceed allowable standards. Therefore, Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operations, the Proposed Project would reduce VMT and associated transportation noise from operation of motor vehicles in the Project Area as people shift to public transit. As a result, even with the addition of BRT service, permanent increases in noise would be minimal and not significant. Therefore, the Proposed Project operational activities would not have a cumulatively considerable contribution to the existing cumulative impact.

There is no cumulative vibration impact in the Project Area and the Proposed Project would not result in a significant vibration impact with implementation of Mitigation Measure **NOI-2** for construction activities. There is no potential for the Proposed Project to contribute to a cumulative impact.

Transportation

There is an existing cumulative impact in the Project Area related to transportation. The cumulative setting is the regional and local roadway network in addition to the transit network. Future growth and development in the region would generate additional traffic on roadways along the primary alignment, which would adversely affect traffic flow and bus transit service operating in mixed-flow travel lanes. The additional traffic on roadways generated by cumulative projects would increase the temporary construction impacts on circulation. Other projects such as the North Hollywood Station Joint Development (Project I.D. No. 6) could be constructed concurrently with the Proposed Project and impact traffic flow and bus transit. Two projects in the City of Burbank, the Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements (Project I.D. 64) and the Olive Avenue Overpass Rehabilitation (Project I.D. 65) propose roadway improvements along the BRT route on Olive Avenue. The Proposed Project proposes spot widening to add a curb-running bus lane through the Olive Avenue/Sparks Street/Verdugo Avenue intersection. It is anticipated that the Proposed Project would be integrated with additional improvements being considered by the City of Burbank. Regarding the Olive Avenue Overpass Rehabilitation, the Proposed Project would designate the outside lane in each

direction for bus-only operation at this location and would add a stop with a signalized crosswalk providing access to the existing Burbank Metrolink station. It is anticipated that the proposed bus lanes and station would be retained should the bridge be improved or replaced as part of the Olive Avenue Overpass Rehabilitation. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, the Proposed Project construction would shift along the corridor and construction activities should be of relatively short duration within each segment. Mitigation Measures **TRA-1** through **TRA-4** would ensure that the Proposed Project would not interfere with transit, traffic circulation and access, pedestrian operations and circulation, or bicycle operations and circulation during construction. Mitigation Measure **TRA-6** would reduce potential construction impacts on emergency vehicle access by requiring early notification and coordination with emergency service providers as part of the Traffic Management Plan. Cumulative impacts on pedestrian circulation could occur during construction from temporary closure of sidewalks along the corridor and near and adjacent to the proposed BRT stations. It is unlikely that the construction phase would result in considerable cumulative impacts on pedestrian facilities. Cumulative impacts on bicycle circulation could occur during construction due to temporary closure or rerouting of bicycle facilities along the corridor. Additionally, since a Traffic Management Plan, consistent with Mitigation Measures **TRA-1** through **TRA-4** and **TRA-6**, would be required for the Proposed Project to address potential construction-related traffic impacts, it is anticipated that there would be no remaining impacts. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the Proposed Project would generally include a combination of dedicated bus lanes (running along the center, median, side or curb lane) and mixed traffic operations. It is not expected that the cumulative projects would substantially diminish pedestrian circulation along the corridor and result in significant cumulative impacts. The related projects, independent of the Proposed Project, are not expected to result in the removal of bicycle lanes or any other operational adverse cumulative impacts on bicycle lanes. The Proposed Project is expected to decrease VMT and is also aligned with long-term environmental goals and relevant plans for the region and municipalities. Since the Proposed Project has a finding of less-than-significant for VMT, the Project would also imply a less than significant cumulative impact for VMT. Cumulative impacts from the implementation of other projects are not expected to substantially increase hazards due to a geometric design feature or incompatible uses, as other projects would be expected to adhere to applicable design criteria and standards and be subject to regulatory permitting. The future cumulative growth and resulting increase in traffic and congestion along the corridor could increase emergency response times. However, because the dedicated bus lanes would be free of most vehicular traffic and emergency vehicles will be permitted to use the dedicated bus lanes, emergency response time under cumulative conditions would be no worse than under current conditions and would likely be improved. Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Therefore, the Proposed

Project would not have a cumulatively considerable contribution in a significant cumulative impact on emergency access.

Tribal Cultural Resources

There is an existing cumulative impact in the Project Area related to tribal cultural resources. The cumulative setting is the areas of potential disturbance. The Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources were identified through the AB 52 consultation process. Most of the Related Projects are development or transportation projects, whose construction could include excavation that could disturb buried tribal cultural resources, if extant. Although much of the Project Area is developed and paved, there is a potential for buried tribal cultural resources deposits to exist. The potential for an individual project to impact significant tribal cultural resources is unknown but it is possible that cumulative growth and development in the Project Area could have impacts on significant tribal cultural resources. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Regarding construction activities, earthwork activities could result in the finding of buried tribal cultural resources. Mitigation Measure **CUL-1** would mitigate inadvertent impacts to potential subsurface tribal cultural resources during construction activities by ensuring proper treatments. Effects to tribal cultural resources would not be significant with mitigation. Therefore, Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact.

Regarding operational activities, the potential to disturb tribal cultural resources is only possible during construction activities. There is no potential for the surface-running BRT to encounter tribal cultural resources. Therefore, the Proposed Project operational activities would not contribute to the existing cumulative impact.

6. Alternatives

6.1 INTRODUCTION

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. Section 15126.6(a) of the CEQA Guidelines states:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.*

The range of feasible alternatives is selected and discussed in a manner intended to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to an alternative location.

An EIR must briefly describe the rationale for selection and rejection of alternatives. The Lead Agency may make an initial determination as to which alternatives are feasible, and, therefore, merit in-depth consideration. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

6.2 PROJECT-LEVEL IMPACTS

As addressed in this Draft EIR, the Proposed Project would not create significant and unavoidable impacts. The Proposed Project would create potentially significant impacts, which could be mitigated to less-than-significant levels with implementation of feasible mitigation measures, on the following environmental issue areas:

Transportation

Construction and Operations. The Proposed Project was developed to improve mobility and regional transit system access while supporting community plans and transit-oriented community goals. Accordingly, the Proposed Project is generally consistent with applicable programs, plans, ordinances and policies addressing the circulation system related to transit,

roadways, bicycles, and pedestrians. The Proposed Project would result in construction effects like those experienced for a typical roadway project. These construction effects could include inconveniences associated with temporary disruptions to existing travel patterns and temporary access limitations. Mitigation Measures **TRA-1** through **TRA-4** would reduce potential construction impacts on transit, traffic, bicycle, and pedestrian circulation by requiring a Traffic Management Plan. In addition, lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services. Mitigation Measure **TRA-6** would reduce potential construction impacts on emergency vehicle access by requiring early notification and coordination with emergency service providers as part of the Traffic Management Plan.

Operation of the Proposed Project would not result in significant impacts related to transit, traffic circulation or pedestrian facilities. The Proposed Project would improve transit operations by providing a new BRT service with connections to other transit services and modes in the region resulting in higher transit ridership. Similarly, the Proposed Project is anticipated to result in an overall VMT reduction over existing conditions and in the future resulting in modest improvements in regional traffic conditions benefiting the circulation system as a whole. While lane configurations along the Proposed Project route would be reconfigured to provide dedicated bus lanes along various segments of the Project route as well as other lane conversions, the overall circulation network is anticipated to improve. Emergency vehicle access would not be affected as the bus lanes would be available to emergency vehicles possibly allowing for improved response times. The Proposed Project would provide enhancements to pedestrian circulation by installing signalized marked crosswalks and reconstructing sidewalks to accommodate new stations/platforms while also serving pedestrian movements.

Regarding bicycle facilities, the Proposed Project would generally enhance bicycle facilities while also incorporating BRT facilities in the street ROW. At certain locations existing bicycle lanes would be removed (i.e., Broadway in Glendale), rerouted behind BRT station areas to avoid conflicts (i.e., Colorado Boulevard in Eagle Rock), or converted into shared bus/bicycle lanes (i.e., Colorado Boulevard in Eagle Rock). Generally, bicycles would be allowed to utilize dedicated bus lanes resulting in overall safety improvements for bicyclists travelling as there are lower volumes of buses in dedicated bus lanes as there are vehicles in general purpose lanes thus reducing potential bicycle/vehicle conflicts. However, the conversion of the existing Class II bicycle lanes on Colorado Boulevard in Eagle Rock would degrade the travel experience and may not be consistent with the City of Los Angeles Mobility Plan 2035. Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Examples of specific design provisions include: (1) maintaining minimum standard sizing of traffic handling features, (2) configuring transition zones to provide adequate length for maneuvering and maintaining adequate sight distance at conflict points, (3) routing of bicycles behind sidewalk station loading zones where applicable, (4) use of colored pavement markings to minimize intrusion into the bus and bicycle lanes where applicable, and (5) provision of appropriate warning and regulatory signage.

Aesthetics

Operations. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. Landscaped medians along Glenoaks Boulevard would undergo modifications as a result of the Proposed Project. Portions of the median along Glenoaks Boulevard would be removed to allow for station platforms and transition lanes for BRT station approaches as well as left turn pockets. Some trees within the landscaped median as well as existing landscaping would be removed as a result; however, the majority of the median and associated landscaping would remain unaffected by the Project. In addition, the Proposed Project would install additional landscaping and median extension/jersey barriers at left-turn approaches to ensure safety but also to compensate for the loss of portions of the median. Mitigation Measure **CUL-1** would reduce potential visual impacts related to the removal or relocation of the potentially historic Central Avenue and Broadway streetlights by ensuring that the Proposed Project design would be consistent with Rehabilitation Standards for historic resources damaged or relocated within the Project Area.

The Colorado Boulevard Hybrid Side-and-Center Running Configuration Option in the Eagle Rock community would replace the existing median with the proposed center-running bus lanes and associated station platforms at Caspar Avenue and Townsend Avenue. While the existing median and associated landscaping would be removed as a result of the Configuration Option, new median and center lane landscaping amenities would be installed for safety purposes but would also offset some of the loss in visual resources. Given the Eagle Rock community's expressed sensitivity to the loss of the median and associated visual resources and the substantial degree to which visual resources in would be affected, without mitigation, the Proposed Project with the Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1) would result in a significant impact related to operational activities. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification.

Biological Resources

Construction. Construction activities would include vegetation removal, pedestrian and vehicle movement, staging, and paving within the biological study area, which could result in direct and indirect impacts on special-status wildlife species if these activities were to be conducted while wildlife species are within or adjacent to the affected areas. Special-status birds and mammals are known to use the trees and open areas in the biological study area for foraging and roosting. Removal of trees and habitat and increased noise, vibration, carbon dioxide, and human activity could result in direct and indirect impacts to special-status wildlife species. Therefore, without mitigation, the Proposed Project would result in a less-than-significant impact related to construction activities. Mitigation Measure **BIO-1** would mitigate inadvertent impacts to biological resources during construction activities by ensuring compliance with the MBTA and California Fish and Game Code (Sections 2126, 3503, 3513, and 3800).

Cultural Resources

Construction and Operations. Along Central Avenue and Broadway, the Proposed Project would be side or curb-running and proposed station platform footprints may result in the removal or relocation of potentially historic streetlights currently within the existing sidewalk. Conceptual engineering plans developed to support the Draft EIR show proposed station platform footprints that appear to conflict with the placement of approximately three potentially historic streetlights on Central Avenue and approximately three on Broadway. These include two streetlights at the northeast corner and one streetlight at the southwest corner of Central Avenue at Lexington Drive, one streetlight at the northwest corner of Broadway at Glendale Avenue, and two at the southeast corner of Broadway at Brand Boulevard. These six streetlights are similar in appearance to historic streetlights elsewhere on the street, although research suggests some may have been recently installed (or reinstalled) as early as 2007 or as recent as 2014, depending on the location. Regardless, at this time in the planning process, it is possible that the Proposed Project would interfere with potentially historic streetlights. Therefore, without mitigation, the Proposed Project would result in a significant impact related to construction activities. Mitigation Measure **CUL-1** would ensure that the Proposed Project design would be consistent with Rehabilitation Standards.

The Proposed Project would operate within the existing public ROW and would not directly affect historic resources. However, components of the Proposed Project would be constructed within the setting of known and potential historical resources. These components, such as stations and signs, have the potential to visually affect historic resources. Potential impacts to historical resources would primarily be limited to changes in setting at the location of station platforms, where shade structures and other vertical features would be constructed. It is anticipated that station platforms would be designed in a manner that is consistent with the Rehabilitation Standards. However, a qualified architectural historian would be needed to confirm if the appearance and placement of new features would not materially alter in an adverse manner those physical characteristics of a historical resource that conveys its historical significance. Therefore, without mitigation, the Proposed Project would result in a significant impact related to operational activities. Mitigation Measure **CUL-1** would ensure that the Proposed Project design would be consistent with Rehabilitation Standards.

Construction activities associated with the establishment of dedicated bus lanes would involve minimal ground disturbance and excavation. Excavation activities would primarily be limited to two to three feet below ground surface, within soils previously impacted during initial road and sidewalk construction. Relocation activities, such as trees, signs, parking meters and streetlights, may extend to a depth of 12 feet below ground surface, below the currently disturbed soils. The potential exists for previously undiscovered and undocumented archaeological resources to be encountered during construction activities. Therefore, without mitigation, the Proposed Project would result in a significant impact related to construction activities. Mitigation Measure **CUL-2** would mitigate inadvertent impacts to subsurface archaeological deposits during construction.

Geology and Soils

Operations. The Proposed Project is located in a geologically active region prone to earthquakes, liquefaction, seismically-induced slope failure, and landslides. Liquefaction is unlikely to happen in the Project Area due to the deep groundwater (50 feet bgs and deeper) and may only occur at isolated areas (i.e., within the Eagle Rock Valley, along the Project Route and route options). However, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. The Proposed Project with route options crosses earthquake-induced landslide hazard areas in Eagle Rock and western Pasadena. Slope failure could affect surface streets associated with the Proposed Project. Therefore, without mitigation, the Proposed Project would result in a significant impact related to operational activities. Mitigation Measure **GEO-1** would ensure that the Proposed Project is designed to limit potential impacts related to ground shaking, liquefaction, lateral spreading, and seismically-induced slope failure.

Noise

Construction. Construction would require the use of heavy equipment, pneumatic tools, generators, concrete pumps, and similar equipment. The predicted noise level from typical construction activities is 87 dBA L_{eq} at 50 feet, though adherence to local ordinance restrictions on powered equipment would likely reduce the cumulative noise level for this mix of equipment. When added to existing ambient noise levels along the corridor that range from 60.1 to 74.1 dBA L_{eq}, construction activities could increase ambient noise levels by 10 dBA L_{eq} or more. This level of noise increase would likely exceed local significance thresholds within one or more jurisdictions along the BRT alignment. Therefore, without mitigation, the Proposed Project would result in a significant impact related to construction activities. Mitigation Measure **NOI-1** includes noise monitoring and performance standards that ensure construction noise levels would not exceed the significance thresholds. If monitoring indicates an exceedance, noise levels would be mandated to be reduced through a variety of control measures.

Implementing bus service would require construction of stations along the service corridor that could generate groundborne vibration or elevate groundborne noise levels. These activities could include, but not be limited to, breaking concrete, trenching for utilities, erecting station improvements, and repaving surfaces. Equipment such as rollers, pavers, dozers, backhoes, rough terrain forklifts, and skid steer loaders could generate marginal groundborne vibration. Most equipment operating near buildings and structures would not 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. However, any use of vibratory rollers or more impactful equipment could exceed this limit based on the mix of equipment used and the proximity and condition of any nearby structures. Therefore, without mitigation, the Proposed Project would result in a significant impact related to construction activities. Mitigation Measures **NOI-2** and **NOI-3** would reduce potential groundborne vibration impacts by requiring best management practices to ensure buildings and structures are not damaged and to limit annoyance during the construction of the Proposed Project.

Tribal Cultural Resources

Construction. The Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area. The Proposed Project is located within an urbanized area and has been subject to disruption by previous development. As a result of previous development activities, surficial archaeological resources and any above-ground tribal cultural resources that may have existed have likely been displaced or destroyed. There is, however, the possibility that ground-disturbing activities could impact previously undiscovered buried tribal cultural resources of historical significance. Therefore, without mitigation, the Proposed Project would result in a significant impact related to construction activities. Mitigation Measure **CUL-2** would mitigate inadvertent impacts to potential historic Tribal Cultural Resources. It requires a Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology, to be retained and remain on call during all ground-disturbing activities. Mitigation Measure **CUL-2** also established a treatment plan following the discovery of resources.

6.3 PROJECT OBJECTIVES

Per the CEQA Guidelines, the achievement of project objectives should influence the selection of alternatives analyzed in a Draft EIR. Specifically, the "range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." (CEQA Guidelines Section 15126.6(c)). 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 include:

- Advance a premium transit service that is more competitive with auto travel.
- 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.
- Support community plans and transit-oriented community goals.

6.4 ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA statute, the CEQA Guidelines, and related court cases do not specify a precise number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice." At the same time, CEQA Guidelines Section 15126.6(b) requires that "...the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project" and Section 15126.6(f) requires that "[t]he alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." Accordingly, alternatives that

would not address potentially significant effects are not considered herein. However, the CEQA Guidelines require that a No Project alternative must be included in the EIR. Other alternatives may involve modifying project elements.

Alternatives should be selected on the basis of their ability to attain all or most of the basic objectives of the project, while reducing the project's potentially significant environmental effects. The CEQA Guidelines state that "...[t]he EIR should briefly describe the rationale for selecting alternatives to be discussed [and]...shall include sufficient information to allow meaningful evaluation, analysis and comparison with the proposed project." The feasibility of the alternatives is another consideration in the selection of alternatives. The CEQA Guidelines state that "[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations [and] jurisdictional boundaries. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making." Alternatives that are considered remote or speculative, or whose effects cannot be reasonably predicted, do not require consideration. Therefore, feasibility, the potential to mitigate significant project-related impacts, and reasonably informing the decision-maker are the primary considerations in the selection and evaluation of alternatives.

The Proposed Project includes options for the BRT route. This was necessary due to public feedback during the completion of the Alternatives Analysis and 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 stakeholders and decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes. Therefore, what would traditionally be assessed as new routes in this Alternatives chapter are included as part of the analysis of the Proposed Project. For a comparison of the Proposed Project and the route options, please refer to Executive Summary, Section ES.14, and Executive Summary, **Table ES-5**. The following analysis includes two alternatives, neither of which involves alternative routes. The two alternatives are a No Project and an Improved Bus Service Alternative.

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 transit and highway operational enhancements that are reasonably foreseeable.

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 is a proposed new

18-mile BRT line that is intended to serve the portions of the San Fernando Valley that are north of the Metro Orange G Line (Orange) service area. This project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. The Proposed Project connection to the Metro Orange G Line (Orange) would enhance existing bus service and increase transit system connectivity. The Joint Development - North Hollywood Station project would construct facilities at the North Hollywood B/G Line (Red/Orange) Station that would be shared by the Proposed Project, if it is approved. The project has been identified in the Measure M Expenditure Plan, with a projected opening date between FY 2023-25 and $180 million of funding.

The NextGen Bus Study reimagines the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. NextGen will realign Metro's bus network based upon data of existing ridership and adjust bus service routes and schedules to improve the overall network. The service plan is anticipated to begin implementation in 2021. With the implementation of NextGen, resources from Metro's Rapid bus service (existing 700 route series) are reinvested in consolidated local service operating on the same corridors. In this corridor, Metro Rapids 762, 780, and 794 will be replaced by reconstructed and more frequent service on Metro local Lines 260, 180, and 94, respectively. Reconfigured Metro 180 comes the closest to addressing the Proposed Project corridor, linking Pasadena, Eagle Rock and Glendale via Colorado Boulevard and Broadway, before continuing to Hollywood Boulevard and south on Fairfax Avenue to terminate at the La Cienega/Jefferson Station on the E (Expo) Line. In addition, an express Line 501 also would continue operation between North Hollywood, Burbank, Glendale, and Pasadena, with improved stops in downtown Glendale to be implemented as part of the NextGen improvements.

Alternative 2 – Improved Existing Bus Service Alternative

Alternative 2 would implement improved existing bus service instead of BRT. The bus line would be a local express service with 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. The buses would operate in mixed-flow traffic with TSP systems. 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 median-running, center-running, or side-running 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. Like the Proposed Project, 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.

6.5 ALTERNATIVES ANALYSIS

Under CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to allow meaningful evaluation, analysis, and comparison with the Proposed Project (including the route options). The alternatives analysis addresses the same environmental topics that were evaluated in Chapter 3 (i.e., aesthetics, air quality, biological resources, cultural resources, energy resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise and vibration, transportation, and tribal cultural resources). Potentially significant impacts and the mitigation measures proposed to reduce them to less-than-significant levels are described in Chapter 3, Environmental Impact Analysis. Environmental resources to which the Proposed Project would not have the potential to cause significant impacts or would have a less-than-significant impact with regulatory compliance are addressed in Section 4.1, Effects Determined Not to Be Significant. An alternatives analysis is not warranted for environmental resources to which the Proposed Project was determined to not have potential significant impacts. These include agriculture and forestry resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire.

Analysis of No Project Alternative

Aesthetics

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect aesthetics and views. This alternative would not result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. The No Project Alternative would not affect potential historic streetlights on Central Avenue and Broadway. In addition, this alternative would not introduce features that would obstruct or damage scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway. The No Project Alternative would not include development that would impact scenic vistas and would not include a significant new source of substantial light or glare which would adversely affect daytime or nighttime views. The No Project Alternative would not result in a significant impact related to aesthetics. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation measures.

Air Quality

The No Project Alternative includes the existing transportation network and land use developments that generate air pollutant emissions. Without the Proposed Project, mobile sources and land uses would continue to generate pollution. However, there is no specific action associated with the No Project Alternative that would cause an impact. There would be no potential to conflict or obstruct air quality plans, result in a cumulatively considerable net increase of a criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions such as odors that could adversely affect a substantial number of people. The No Project Alternative would not result in a significant impact

related to construction or operational activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant.

A consequence of the No Project Alternative would be that Metro would not be able to improve regional transit ridership. It is anticipated that improved bus service between North Hollywood and Pasadena would reduce regional vehicle miles traveled by making the Metro system a more desirable mode of transportation, thereby indirectly reducing passenger vehicle emissions. This benefit would not be realized under the No Project Alternative.

Biological Resources

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect biological resources. This alternative would not result in the removal of trees from sidewalks or medians along the Proposed Project route or route options. The No Project Alternative would not impact terrestrial habitat, riparian habitat, or wetlands. This alternative would not impact candidate, sensitive, or special status species or impede the movement of wildlife. There would be no potential to conflict with policies or ordinances protecting biological resources or conflict with conservation plans. The No Project Alternative would not result in a significant impact related to biological resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

Cultural Resources

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect cultural resources. This alternative would not result in ground disturbance, acquisition, and/or modification of cultural resources along the Proposed Project route and route options. There would be no potential for construction or operational activities to disturb historic or archaeological resources. The No Project Alternative would not result in a significant impact related to cultural resources. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with mitigation.

Energy

The No Project Alternative includes the existing transportation network and land use developments that consume transportation fuels, electricity, and natural gas. Without the Proposed Project, mobile sources and land uses would continue to use transportation fuels. However, there is no specific action associated with the No Project Alternative that would cause an impact. There would be no potential to create impacts related to fuel consumption or conflicts with renewable energy or energy efficiency plans. The No Project Alternative would not result in a significant impact related to construction or operational activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant for construction.

A consequence of the No Project Alternative would be that Metro would not be able to improve regional transit ridership. It is anticipated that improved bus service between North Hollywood and Pasadena would reduce regional vehicle miles traveled by making the Metro system a more desirable mode of transportation, thereby indirectly reducing transportation-related energy use. This benefit would not be realized under the No Project Alternative.

Geology and Soils

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect geology and soils. This alternative would not result in ground disturbance, acquisition, and/or modification of geology and soils from construction or operations of the Proposed Project. There would be no potential for construction or operational activities to result in in impacts from seismic events, landslides, erosion, lateral spreading, subsidence, liquefaction, collapse, alternative wastewater systems, or paleontological resources. The No Project Alternative would not result in a significant impact related to geology and soils. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant for construction activities and less-than-significant with mitigation for operational activities.

Greenhouse Gas Emissions

The No Project Alternative includes the existing transportation network and land use developments that generate GHG emissions. Without the Proposed Project, mobile sources and land uses would continue to generate pollution. However, there is no specific action associated with the No Project Alternative that would cause an impact. There would be no potential to generate significant GHG emissions or conflict with GHG reduction plans. The No Project Alternative would not result in a significant impact related to construction or operational activities. Construction impacts would be or less than those of the Proposed Project, which were determined to not be significant.

A consequence of the No Project Alternative would be that Metro would not be able to improve regional transit ridership. It is anticipated that improved bus service between North Hollywood and Pasadena would reduce regional vehicle miles traveled by making the Metro system a more desirable mode of transportation, thereby indirectly reducing passenger vehicle emissions. This benefit would not be realized under the No Project Alternative. The No Project Alternative would have no potential to create impacts related to GHG emissions. Similar to the Proposed Project, there would be no potential for operational impacts.

Hazards and Hazardous Materials

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect hazards and hazardous materials. This alternative would not result in impacts to hazardous materials, airports, emergency response plans, or wildland fires. The No Project Alternative would not result in a significant impact related to hazards and hazardous materials. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with implementation of

mitigation measures. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant.

Land Use and Planning

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect land use and planning. There would be no potential for construction activities to physically divide an established community or conflict with land use plans, policies, or regulations. Regarding long-term planning and land use, the No Build Alternative would not physically divide an established community. This alternative would not interfere with regional and local plans (e.g., SCAG 2020-2045 RTP/SCS), policies, or regulations of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region, but as a consequence, would also do nothing to further those goals. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant.

Noise

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect noise and vibration. There would be no construction activities and no new noise or vibration exposure associated with heavy-duty equipment or construction trucks. There would be no potential to increase ambient noise levels, generate excessive vibration, or expose people to excessive aircraft noise. Impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

The No Project Alternative includes the existing transportation network and land use developments that generate operational noise. Without the Proposed Project, mobile sources and land uses would continue to generate operational noise. However, there is no specific action associated with the No Build Alternative that would cause an impact. Impacts would be less than those of the Proposed Project, which were determined to be less than significant.

Transportation

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect the transportation system. There would be no construction activities and associated lane closures and/or traffic hazards. There would be no potential to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses or inadequate emergency access. The No Project Alternative would not result in a significant impact related to construction activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

The No Project Alternative would not change existing operating conditions on local roadways. There would be no operational activities and transportation effects. There would be no potential to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for

increased hazards due to design features or incompatible land uses or inadequate emergency access. Operational impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

Tribal Cultural Resources

The No Project Alternative would not include physical changes to the existing Proposed Project route and route options that could affect tribal cultural resources. There would be no potential for construction or operational activities to disturb tribal cultural resources. The No Project Alternative would not result in a significant impact related to tribal cultural resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

Analysis of Alternative 2

Aesthetics

Alternative 2 would operate entirely within the existing roadway ROW without significant physical improvements. This alternative would not affect existing medians or historic streetlights. Stops would occur at existing bus stations and there would be no median-running, center-running, or side-running configuration. New signs would be installed at stops to identify the Metro buses. These signs would be visually similar to existing Metro signs. Alternative 2 would not introduce features that would obstruct or damage scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway. Alternative 2 would have no potential to create impacts to scenic vistas during construction or operations. This alternative would also have no potential to create a new source of substantial light or glare which would adversely affect day or nighttime views. Alternative 2 would not result in significant impacts related to construction or operational activities. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation.

Air Quality

Alternative 2 would not include substantial construction activities. Minor construction may be needed to install information signs and benches. There would be no potential for Alternative 2 to generate significant construction emissions that would exceed SCAQMD significance thresholds. This alternative would not conflict or obstruct air quality plans, result in a cumulatively considerable net increase of a criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions such as odors that could adversely affect a substantial number of people. Similar to the Proposed Project, Alternative 2 would result in less-than-significant impacts related to construction activities. However, the quantity of construction emissions associated with Alternative 2 would be less than those of the Proposed Project.

Similar to the Proposed Project, Alternative 2 would use electric buses and would not generate direct emissions. Also similar to the Proposed Project, indirect emissions related to electricity use to charge bus batteries would not be significant. There would be no potential to conflict or obstruct air quality plans, result in a cumulatively considerable net increase of a criteria

pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions such as odors that could adversely affect a substantial number of people. Similar to the Proposed Project, Alternative 2 would result in less-than-significant impacts related to operational activities. However, it is anticipated that Alternative 2 would result in less ridership than the Proposed Project, as the Proposed Project would have dedicated bus lanes, station amenities, and other features that will boost its attractiveness and reliability relative to the Alternative 2 services. As a result, this alternative would not reduce VMT and associated pollutant emissions as much as the Proposed Project.

Biological Resources

Alternative 2 would not include physical changes to the existing environment that could affect biological resources. This alternative would not result in the removal of trees from sidewalks or medians. There would be no change to the existing natural environment associated with construction or operational activities. Alternative 2 would not affect terrestrial habitats, riparian habitats, or wetlands. This alternative would not impact candidate, sensitive, or special status species or impede the movement of wildlife. There would be no potential to conflict with policies or ordinances protecting biological resources or conflict with conservation plans. Alternative 2 would not result in significant impacts related to construction activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation. Similar to the Proposed Project, operational activities would not result in a significant impact.

Cultural Resources

Alternative 2 would not include physical changes to the existing environment that could affect cultural resources. This alternative would not require substantial ground disturbing activities. Minor digging near the surface may be required to install information signs and benches. There would be no potential for construction or operational activities to disturb archaeological resources or the potentially historic streetlights. Construction impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation. Similar to the Proposed Project, operational activities would not result in a significant impact.

Energy

Alternative 2 would not include substantial construction activities. Minor construction may be needed to install information signs and benches. There would be no potential for Alternative 2 to use significant energy resources for construction activities. In addition, this alternative would not conflict with energy conservation plans. Similar to the Proposed Project, Alternative 2 would result in less-than-significant impacts related to construction activities. However, the quantity of construction-related energy use associated with Alternative 2 would be less than those of the Proposed Project.

Similar to the Proposed Project, Alternative 2 would use electric buses and would not generate direct emissions. Also similar to the Proposed Project, indirect emissions related to electricity use to charge bus batteries would not be significant. There would be no potential to conflict with

energy conservation plans. Similar to the Proposed Project, Alternative 2 would not result in a significant impact related to operational activities. However, it is anticipated that Alternative 2 would result in less ridership than the Proposed Project. As a result, this alternative would not reduce VMT and associated transportation energy use as much as the Proposed Project. Alternative 2 would result in less of a permanent energy benefit than the Proposed Project.

Geology and Soils

Alternative 2 would not include physical changes to the existing environment that could affect geology and soils. Minor construction may be needed to place information signs and benches. This alternative would not result in substantial ground disturbance, acquisition, and/or modification of geology and soils from construction or operational activities. There would be no potential for construction or operational activities to result in in impacts from seismic events, landslides, erosion, lateral spreading, subsidence, liquefaction, collapse, alternative wastewater systems, or paleontological resources. Alternative 2 would not result in a significant impact related to geology and soils. Construction impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation. Similar to the Proposed Project, operational activities would not result in a significant impact.

Greenhouse Gas Emissions

Alternative 2 would not include substantial construction activities. Minor construction may be needed to install information signs and benches. There would be no potential for Alternative 2 to generate substantial construction emissions. Per SCAQMD guidance, GHG construction emissions are considered together with operational emissions to assess significance. Similar to the Proposed Project, Alternative 2 would use electric buses and would not generate direct emissions. Also similar to the Proposed Project, indirect emissions related to electricity use to charge bus batteries would not be significant. It is anticipated that Alternative 2 would increase ridership on the Metro system thereby reducing regional VMT. However, the VMT reduction would be less than that of the Proposed Project but would still result in a reduction of transportation-related energy use. As a result, Alternative 2 would not conflict with GHG reduction plans. Similar to the Proposed Project, Alternative 2 would not result in a significant impact related to construction or operational activities. However, Alternative 2 would result in less of a permanent GHG benefit than the Proposed Project.

Hazards and Hazardous Materials

Alternative 2 would not include physical changes to the existing environment that could affect hazards and hazardous materials. Minor construction may be needed to place information signs and benches. This alternative would not result in substantial ground disturbance, acquisition, and/or modification from construction or operational activities resulting in disturbance of hazardous sites. Alternative 2 would operate in the existing roadway ROW and there would be no change to existing emergency response plans. There would be no new hazardous situation related to airports or wildland fires. Alternative 2 would not result in a significant impact related to hazards and hazardous materials. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant.

Land Use and Planning

Alternative 2 would not include physical changes to the existing environment could affect land use and planning. There would be no potential for construction activities to physically divide an established community or conflict with land use plans, policies, or regulations. Regarding long-term planning and land use, Alternative 2 would not physically divide an established community. This alternative would not interfere with regional and local plans (e.g., SCAG 2020-2045 RTP/SCS), policies, or regulations of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region but would also do less to further those goals than the Proposed Project because of reduced ridership. Alternative 2 would not result in a significant impact related to land use and planning. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant.

Noise

Alternative 2 would not include physical changes to the existing environment affecting noise or vibration. Minor construction may be needed to install information signs and benches. It is not anticipated that these activities would require equipment that would generate noise or vibration levels in excess of significance thresholds. Alternative 2 would result in a less-than-significant noise and vibration impact related to construction activities. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation.

Alternative 2 would operate within the existing roadway and would not move travel lanes closer to land uses. Headways would be less than or equal to the Proposed Project. As a result, operational noise levels would be less than or equal to those estimated for the Proposed Project, which did not exceed significance thresholds. Similar to the Proposed Project, Alternative 2 would result in less-than-significant impacts related to operational activities.

Transportation

Alternative 2 would operate within the existing roadway and would not include physical changes to the existing transportation system. There would be no construction activities and associated lane closures and/or traffic hazards. There would be no potential for construction to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses or inadequate emergency access. Alternative 2 would not result in a significant construction impact related to transportation. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation.

Alternative 2 would not change existing operating conditions on local roadways. There would be no operational activities and transportation effects. There would be no potential to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses or inadequate emergency access. It can reasonably be assumed that Alternative 2 would result in some decrease in regional VMT though the improvement would be less than the Proposed Project, as BRT service would be expected to attract more ridership than Alternative 2 services due to convenience and attractiveness associated

with frequent service, faster travel times, and more reliable travel times resulting from the BRT service operating in dedicated bus lanes along much of the route. Operational impacts would be less than those of the Proposed Project, which were determined to be less than significant.

Tribal Cultural Resources

Alternative 2 would not include physical changes to the existing environment that could affect tribal cultural resources. This alternative would not require substantial ground disturbing activities. Minor digging near the surface may be required to install information signs and benches. There would be no potential for construction or operational activities to disturb tribal cultural resources. Construction impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation. Similar to the Proposed Project, operational activities would not result in a significant impact.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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 route options is shown **Table 6-1**.

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 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.

Table 6-1 – Comparison of Alternatives to the Proposed Project and Route Options

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									
	District	Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project and Route Options	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	NI
Alternative 2			NI	LTS	LTS	LTS	LTS	NI	NI	LTS	LTS	NI

Note: NI= No Impact, LTS = Less Than Significant, LTSM = Less Than Significant with Mitigation
SOURCE: Terry A. Hayes Associates Inc., 2020.

7. Public and Agency Outreach

Metro initiated a comprehensive outreach program for the Proposed Project. The outreach program focused on increasing awareness and education, disseminating information, garnering public input, and supporting the technical and legal environmental processes. To encourage the submittal of comments during the Public Scoping period, legal advertisement notices were published in ten newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. Metro received 2,584 comments during the Public Scoping period. All Public Scoping comments are available in their entirety in **Appendix V**. Comments were received through the following methods: the Proposed Project website; a special Proposed Project email address and telephone number; U.S. Mail; Metro social media and blogs; or by submitting a written or oral comment at the five Public Scoping Meetings and one Community Open House meeting. During the Public Scoping period, comments were also received through a set of transit rider intercept surveys conducted at major transit stops along the BRT Corridor. This section summarizes both the Public Scoping efforts and comments received during the 60-day Public Scoping Period. Metro extended the original 45-day Public Scoping Period by 15 days to ensure all stakeholders had sufficient time to submit comments between June 17, 2019 and August 15, 2019.

Additional community engagement activities were implemented after the Public Scoping process that included sharing information at key community events, presenting at community group meetings and hosting a round of community workshops where participants provided feedback on amenities and features of the proposed Bus Rapid Transit project through facilitated activities. Appendix V provides a full report of the community workshops, participants and comments received.

7.1 SCOPING PROCESS

The scoping process included the following activities:

- Filing the NOP with the County Clerk/Recorder of Los Angeles County and with the State Clearinghouse Office of Planning and Research to formally initiate the CEQA process.
- Placing NOP notices in newspapers for public circulation.
- Mailing the NOP to potentially affected government agencies, Native American tribes, residents, and businesses to advise them of Project initiation and to invite participation in scoping meetings.
- Holding meetings with potentially affected and/or interested parties in the Project Area.
- Recording comments that were received during and after the scoping meetings.

The comments and questions received during the Public Scoping process were reviewed and considered by Metro and were used in determining the appropriate scope of issues to be addressed in the Draft EIR. The comments are part of the public record for the Proposed Project.

7.2 PUBLIC PARTICIPATION PLAN

In accordance with Metro's Public Participation Plan, targeted community outreach efforts were completed in various cities throughout the study area to ensure participation of Limited English Proficiency (LEP), Environmental Justice (EJ), and Equity Focused Communities (EFC). Information booths were staffed at various community events shown in **Table 7-1** by bilingual personnel to share and elicit feedback from LEP individuals as well as to broaden the dialogue with the general public.

Table 7-1 - Pop-Up Events

Event	Date
North Hollywood Food Truck Collective	Thursday, June 27, 2019
North Hollywood Summer Nights	Saturday, June 29, 2019
Eagle Rock Annual Concerts in the Park and Fireworks	Sunday, June 30, 2019

SOURCE: Metro, *Public Scoping Summary Report*, 2020.

7.3 GOVERNMENT AND OTHER AGENCY CONSULTATION

Per CEQA requirements, Metro notified federal, State, county, city agencies and Native American tribes within the Project Area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Proposed Project, and other organizations or individuals that requested notice. Additionally, a copy of the NOP was filed with the Los Angeles County Clerk and State Clearinghouse.

Prior to the initiation of the five Public Scoping Meetings, a meeting with the Technical Working Group (TWG), which includes city and agency members from cities along the corridor, was held on July 9, 2019, at Metro Headquarters. The purpose of the meeting was to provide the cities and agencies with an update and to inform them of the scoping period and upcoming meetings. During the meeting, staff shared information and materials similar to the Public Scoping Meetings. The agencies included:

- Caltrans
- City of Burbank
- City of Los Angeles Department of Transportation
- City of Los Angeles Department of City Planning
- City of Pasadena
- City of Glendale
- Foothill Transit

- Metrolink (Southern California Regional Rail Authority)
- Burbank-Glendale-Pasadena Airport Authority

As shown in **Table 7-2**, a total of eight agencies submitted comments during the 60-day comment period.

Table 7-2 - Agency Comments

No.	Agency	Date Submitted
1.	City of Los Angeles Bureau of Engineering	July 8, 2019
2.	South Coast Air Quality Management District	July 9, 2019
3.	California Department of Transportation (Caltrans) District 7	July 17, 2019
4.	Southern California Regional Rail Authority (Metrolink)	July 25, 2019
5.	City of Pasadena	July 26, 2019
6.	City of Los Angeles Department of City Planning	August 12, 2019
7.	City of Burbank	August 12, 2019
8.	City of Los Angeles Department of Transportation	August 13, 2019

SOURCE: Metro, *Public Scoping Summary Report*, 2020.

7.4 TRIBAL COORDINATION

In accordance with AB 52, Metro notified and consulted with Native American tribes traditionally and culturally affiliated with the geographic area of the Proposed Project. Consultation with an affiliated tribe is required within 30 days of receiving a request for consultation. Metro consulted with Gabrieleno Band of Mission Indians – Kizh Nation and Fernandeño Tataviam Band of Mission Indians. Further discussion of the tribal consultation process is provided in Section 3.11, Tribal Cultural Resources.

7.5 COMMUNITY OUTREACH

7.5.1 Community Notification Methods

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included:

- Mailing bi-lingual (English/Spanish) notices;
- Distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed 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 at the Eagle Rock Plaza mall – where the Eagle Rock scoping meeting was held.
- Posting meeting information on Nextdoor within Eagle Rock and Highland Park;
- Sharing Proposed Project information and scoping meeting flyers at various community events, via staffed information booths;
- Presenting to various community groups, business groups, councils of governments, elected officials, and neighborhood councils throughout the Project Area;
- Reaching transit-riders at key transit stations in North Hollywood, Burbank, Eagle Rock, Highland Park and Pasadena; and
- Placing 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, locations, and in-language services) as well as contact information for accessing additional 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.

All meeting notices were produced in English and Spanish, with a request to provide meeting flyers in Tagalog for distribution within the Eagle Rock community. Notices were mailed to a total of 178,198 property owners, business owners, and non-owner-occupied residents, located within 500 feet from each of the alignment alternatives and 0.25 mile from each proposed station. Notification efforts also included communicating via email with over 5,000 interested contacts in the Proposed Project 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 Area.

7.5.2 Notice of Preparation

The first step in the Draft EIR or scoping process was the filing of an 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 NOP, focusing on specific information related to their own statutory responsibility, within 60 days of receipt of the NOP from the lead agency. As the Lead Agency for the Proposed Project, Metro is responsible for preparing an EIR.

7.6 PUBLIC SCOPING MEETINGS

Metro conducted one TWG Meeting; five Public Scoping Meetings in North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena; and one Community Open House Meeting in Eagle Rock during the extended 60-day scoping period. These meetings were held in each of the five communities of the proposed project area with an additional meeting added at Occidental

College in Eagle Rock, to provide an additional forum to accommodate a larger volume of community members within this community. The additional scoping meeting allowed an opportunity for one-on-one dialogue with the project team and included various options to provide public comment. Notification of the meetings was conducted in compliance with CEQA Guidelines. Representatives that attended public scoping meetings from government agencies, elected officials, and special districts are shown in **Table 7-3**. A total of 818 people attended the Public Scoping Meetings and Community Open House Meeting in July and August 2019. A total of 792 comments were received during the public scoping meetings. **Table 7-4** provides the number of participants and comments submitted at each meeting.

Table 7-3 - Government Agencies, Elected Officials, and Special Districts Represented at Public Scoping Meetings

Meeting	Stakeholder Organization
Public Scoping Meeting #1 – North Hollywood	• Los Angeles Council District 2 - Paul Krekorian • Los Angeles Council District 4 - David E. Ryu • City of Los Angeles Department of City Planning
Public Scoping Meeting #2 – Pasadena	• Office of Los Angeles County Supervisor Kathryn Barger 5th District • Pasadena Department of Transportation • Los Angeles Council District 2 – Paul Krekorian
Public Scoping Meeting #3 – Eagle Rock	• Los Angeles County Supervisor Hilda Solis 1st District • Los Angeles City Mayor's Office Eric Garcetti • Los Angeles Council District 14 - Jose Huizar • Los Angeles Council District 2 – Paul Krekorian • Los Angeles Unified School District
Public Scoping Meeting #4 – Burbank	• Burbank Mayor Emily Gabel-Luddy • Burbank Councilmember Sharon Springer • Office of Los Angeles County Supervisor Kathryn Barger 5th District • Office of Senator Bob Hertzberg 18th Senate District • Office of Senator Anthony Portantino 25th Senate District • City of Burbank • Los Angeles Council District 2 – Paul Krekorian • Burbank Transportation Commission • City of Burbank Planning
Public Scoping Meeting #5 – Glendale	• Glendale City Mayor and Metro Board member Ara Najarian • Los Angeles County Supervisor Kathryn Barger 5th District • Office of Assemblymember Laura Friedman 43rd State Assembly District • City of Glendale Planning • City of Glendale Public Works • Los Angeles Council District 2- Paul Krekorian
Community Open House Meeting #6 – Eagle Rock	• Los Angeles County Supervisor Hilda Solis First District • Assemblymember Wendy Carrillo 51st State Assembly District • Glendale City Mayor and Metro Board member Ara Najarian • Los Angeles City Mayor Eric Garcetti • Los Angeles Council District 14 - Jose Huizar

SOURCE: Metro, *Public Scoping Summary Repor*t, 2020.

Table 7-4 - Public Participation by Meeting

Meeting	Date	No. of Attendees	No. of Comments
Public Scoping Meeting #1 North Hollywood	Tuesday, July 9, 2019	51	• Speakers: 18 • Written Comments: 19
Public Scoping Meeting #2 Pasadena	Wednesday, July 10, 2019	80	• Speakers: 29 • Written Comments: 26
Public Scoping Meeting #3 Eagle Rock	Saturday, July 13, 2019	226	• Speakers: 91 • Written Comments: 217
Public Scoping Meeting #4 Burbank	Monday, July 15, 2019	90	• Speakers: 22 • Written Comments: 30
Public Scoping Meeting #5 Glendale	Wednesday, July 17, 2019	84	• Speakers: 29 • Written Comments: 23
Community Open House Meeting #6 Eagle Rock	Wednesday, August 7, 2019	287	• Oral Comments: 66 • Written Comments: 222
	Total	**818**	**792**

SOURCE: Metro, *Public Scoping Summary Report*, 2020.

7.7 ACCOMMODATIONS FOR MINORITY, LOW-INCOME, AND PERSONS WITH DISABILITIES

During the Public Scoping process, LEP accommodations were made in order to expand access for participants. Bi-lingual scoping notices were developed and distributed through several different methods, including mail delivery, email, and geo-targeted social media. Meetings were held in facilities that accommodated Americans with Disabilities Act (ADA) requirements and that were easily accessible via public transit.

Materials were developed in English, Spanish, Armenian, and Tagalog, and translation request forms were made available at each of the five Public Scoping Meetings and the one Community Open House Meeting to ensure all language needs were met. Additionally, scoping meeting notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language or ADA accommodations required for attendance at any of the Public Scoping Meetings. A Spanish-language interpreter with simultaneous interpretation equipment was present at each of the five Public Scoping Meetings and the Community Open House Meeting held during the scoping period. An Armenian-language interpreter with simultaneous interpretation equipment was present at the Glendale meeting and a Tagalog-language interpreter with simultaneous interpretation equipment was present at the Eagle Rock meetings, given the demographics suggesting the need for these services.

7.8 SUMMARY OF SCOPING COMMENTS

Metro received a total of 2,584 comments during the Public Scoping Period, which are summarized below. Public comments were received through seven primary means including: 255 oral comments; 1,023 received electronically through email or website comment form; five through U.S. Mail; 537 through written comments submitted at scoping and open house meetings; 580 received electronically through Metro's Facebook posts, advertisements and blogs; 154 comments from transit stop intercept surveys; and 30 transcribed comments received on the Proposed Project telephone line. The following provides a breakdown of comments received by source, environmental concerns raised, and agency/elected offices comments.

7.8.1 Agency Comments

City of Los Angeles Bureau of Engineering

- Recommendations to consider historic properties along the corridor when developing the Draft EIR.

South Coast Air Quality Management District

- Recommendations to consider alternatives and use mitigation measures beyond what is required by law during construction and operation if the Proposed Project generates significant adverse air quality impacts.

Caltrans – District 7

- The primary street-running alignment will help Caltrans meet its statewide goals, will achieve the highest ridership, greatest mode-shift, and highest connectivity to activity centers, and will improve mobility.
- Recommendations to study freeway weaving, merging and number of buses added during peak hour for the segments on the SR-134 freeway.
- No significant impacts anticipated for either the primary street-running alignment or freeway-running alignment.

Metrolink

- Recommendations to include an emphasis on connections to the regional rail network, particularly Metrolink in Downtown Burbank.
- Recommendations to examine pedestrian connections, safety, and access to stations and transfers to other modes of travel and public transit.

City of Pasadena

- Supports mixed-flow BRT configurations in the Pasadena street network.
- Recommendations to ensure that the Proposed Project takes into consideration the City's long-range plans when developing the study. Recommendations to include the following evaluations and assessments in the study: vehicular travel time, impacts on parking demand and supply, redistribution of vehicular trips and other transit services, station design, amenities and wayfinding, first/last mile plans, construction and operational impacts, roadway maintenance, monitoring and reporting of buses, emergency response, and hazardous materials.

City of Los Angeles Department of City Planning

- The Los Angeles Department of City Planning is currently developing a Transportation Neighborhood Plan along three G Line (Orange) Stations, including North Hollywood, that would encourage higher densities and land use intensities within a half-mile of transit stations and stops.
- Recommendations to encourage transit ridership for working class and moderate-income individuals.
- Recommendations to develop incentives to foster multi-family housing developers and commercial developers to provide transit benefits to employees and residents.
- Recommendations to evaluate the gradual development and improvement of BRT stations and related infrastructure within a facilities/assets master plan, including impacts on traffic flow, and first/last mile potential.

City of Burbank

- Recommendations to include the following evaluations and assessments in the study: biological resources, land use, employment centers, station locations, ridership projections, noise impacts, impacts of police protection and services, existing Burbank transportation impacts, existing Burbank transportation and community plans, and utilities and service system impacts.

7.8.2 Stakeholder Comments

California State Polytechnic University, Pomona

- Cited a Los Angeles Times article regarding reducing smog. Consider incentives to encourage drivers to take public transit and include first/last mile elements in the study. The street-running alignment will be more accessible and more environmentally friendly than the freeway-running alignment.

Eagle Rock Chamber of Commerce

- The Eagle Rock Chamber would like to retract a letter written in 2016 to Metro regarding the Proposed Project. The Chamber supports the study of a route along Colorado Boulevard in mixed-flow traffic and the SR-134 freeway alignment.

Investing in Place

- Supports BRT service on dedicated bus lanes, including on Colorado Boulevard in Eagle Rock. Consider the following priorities for the Proposed Project: faster and more efficient transit service, resources and assistance to protect residents and businesses from displacement, accessible and comfortable transit stops, first/last mile connections, streetscape improvements, maintain as much of the Colorado Boulevard medians as possible, consider station at Caspar Avenue, include a parking study, and provide mitigation measures for cut-through traffic on adjacent and parallel streets. Consider the City of Los Angeles' Mobility Element with this study and determine whether a Level of Service or Vehicle Miles Traveled metric will meet the adopted goals of the City of Los Angeles and Metro.

Los Angeles River Communities for Environmental Equity

- Supports the street-running alignment on Colorado Boulevard in Eagle Rock. Recommendations to improve pedestrian safety and access.

North Hollywood Business Improvement District

- Supports the Proposed Project that utilizes Vineland/Chandler to connect to the Metro B/G Line (Red/Orange).

Old Pasadena Management District

- Recommendations to include stops on Union and Green with stations on Arroyo Parkway. Consider the historic streetscape and architecture of Old Pasadena in the study.

The Eagle Rock Association

- Supports BRT for a better connected, accessible, small business friendly, landscaped and sustainable, enhanced Colorado Boulevard in Eagle Rock.
- Ensure Metro complies with Take Back The Boulevard Colorado Vision Plan

Sierra Club

- Supports a street-running alignment on Colorado Boulevard in Eagle Rock and a street alignment in Glendale. Consider landscaping and trees in the design.

UCLA Institute of Transportation Studies

- Expresses disagreement with the use of a Los Angeles Times article citing individuals against BRT.

7.8.3 Community Comments

North Hollywood

- *Lankershim Route Option vs Chandler-Vineland Route Option*: Although some stakeholders expressed a preference for the Lankershim route option, more stakeholders expressed a preference for the Chandler-Vineland route option, which many identified as having a lot of space and strong potential to be a high quality corridor for transit and pedestrians.

Burbank

- *Olive Route Option*: Some community members expressed concerns with the use of Olive and the potential associated negative effects on traffic and parking with dedicated bus lanes; some comments expressed the need to study an alternative to Olive; however, the majority of the comments received for Burbank were in support of the Proposed Project on Olive, with many mentioning the benefit of a high quality transit connection to Olive's activity centers.
- Additionally, some community members wanted to preserve parking and/or reconfigure parking on Olive.

Glendale

- *Broadway Route Option vs. Colorado Route Option*: Stakeholders appeared split between the Broadway route option and the Colorado route option. Nevertheless, the majority of the comments received for Glendale were in general support of the Proposed Project along the Broadway route option; many identified potential connections to several key activity centers that would benefit the community.

Eagle Rock

- *Colorado Route Option vs. SR-134 Option*: Overall, the comments reflected a slightly higher preference for a street-running / Colorado Boulevard option through Eagle Rock; Metro received 692 comments in support of Colorado Boulevard vs. 579 comments supporting the SR-134 route option and/or expressing a need to revisit and evaluate the SR-134 freeway-running option in the Draft EIR. Commenters favoring the SR-134 identified concerns with traffic and changes to community character, among others, while commenters who preferred a street-running Colorado Boulevard option identified the benefits of introducing high-quality transit service in the community.

- Additionally, Metro received several petitions from area groups within Eagle Rock that shared positions for or against a Colorado Boulevard alignment; there were approximately 944 signatures supporting the Colorado route option and 592 signatures for a SR-134 route option; another 629 signatures expressed nonsupport for the Proposed Project but were not specific about either of the two alignments; another 230 signatures were submitted from out of State or out of country and could not be verified that they had any local stake in the Proposed Project.
- Several community members expressed the need to bypass Eagle Rock completely to preserve its community character.

Pasadena

- *Colorado Route Option vs. Green/Union Route Option*: Although there was some preference expressed for the Colorado route option, there were also some who expressed concerns with its use and the potential associated increase of traffic and negative effects on businesses with dedicated bus lanes (even though it was communicated that the BRT would operate in mixed flow lanes through Pasadena); some others commented on the need for a Green/Union route option and the need for a connection to Pasadena City College.
- Some community members had questions and/or concerns regarding any effects the BRT might have on the Rose Parade should it operate on Colorado Boulevard.
- Some community members expressed a preference for the BRT to exit the SR-134 at Fair Oaks to allow for better connection to the Memorial Park L Line (Gold) station.

Comments Related to Potential Bus Lane Configurations

- *Dedicated Bus Lanes*: Many expressed the need for the Proposed Project to include dedicated bus lanes, expressly to reduce travel times and increase speed and reliability of the Proposed Project; some comments included the need for enforcement of dedicated lanes to ensure unauthorized vehicles do not have access; additionally, some community members wanted to ensure that emergency vehicles would be able to use the dedicated lanes.
- *Median Running*: Several comments expressed the need for median-running bus lanes, specifically on Colorado Boulevard in Eagle Rock.
- *Side Running*: Several community members expressed a preference for a side-running configuration; some community members wanted the inclusion of parking and bike lanes along with the side-running configuration.

Environmental and Other Issues

Other comments received focused on specific environmental resources including the following:

- *Traffic*: Stakeholders were concerned about potential circulation impacts on streets that are already highly congested, such as increased congestion, diversion of traffic onto adjoining neighborhoods, and concerns that emergency vehicles and evacuation routes would be negatively impacted. Most of these comments were related to the loss of a travel lane with the implementation of dedicated bus lanes.
- *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.
- *Zoning Changes*: Residents are concerned that the implementation of BRT would trigger an "upzoning" or change in zoning requirements that potentially could lead to further development and/or displacement.
- *Removal of Lanes*: Many stakeholders expressed concerns regarding the loss of parking, travel, or bicycle lanes to accommodate dedicated bus lanes; several stakeholders expressed the need for mixed-flow BRT along certain segments of the corridor, specifically along Colorado Boulevard in Eagle Rock.

Some comments focused on other issues related to environmental resources and community issues including the following:

- *Businesses and Parking*: 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. Stakeholders were concerned about the loss of parking and indicated that parking should be replaced; additionally, they also express the need to consider parking at the BRT stations.
- *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
    - Pasadena City College
    - Caltech
    - Metro L Line (Gold)
    - Harvey Drive, Figueroa Street, and Townsend Avenue in Eagle Rock
    - Universal City
    - Occidental College
    - Eagle Rock Plaza
- *First/Last Mile*: Comments received related to first/last mile strategies included the need to consider bike lanes as part of the Proposed Project and/or coordination with the existing or future planned bike lanes along the corridor.

- *Frequency and Reliability*: Several comments stressed the need to ensure that any alignment chosen increases the frequency and reliability of the Proposed Project. Additionally, comments mentioned the need to increase the frequency and reliability of existing bus services in the study area.
- *Ridership*: A few comments were received that questioned the projected ridership for the Proposed Project and whether the Proposed Project would be beneficial overall.

7.9 POST-SCOPING COMMUNITY WORKSHOPS

Metro conducted a series of public workshops consisting 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 importance of 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, 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. **Table 7-5** provides the number of participants at each meeting.

Table 7-5 – Post-Scoping Community Workshops

Meeting	Number of Attendees
Pasadena Workshop Session 1: Wednesday, November 6	73 (Combined)
Pasadena Workshop Session 2: Wednesday, November 6	
Glendale Workshop: Tuesday, November 12	22
Burbank Workshop, Wednesday, November 13	17
Eagle Rock Worship: Saturday, November 16	195
North Hollywood Workshop: Tuesday November 19	21

SOURCE: Metro, *Workshop Summary Repor*t, 2020.

The majority of local community members supported and/or were not opposed to the project. Many attendees had specific comments regarding the different route alignment options and configurations, station amenities, transit service needs and within the Eagle Rock community, a study and design consideration for an SR-134 Freeway option. The results of the priority pyramid activity are shown below:

- 1st Tier Priority: Transit Service and Amenities
- 2nd Tier Priority: Traffic Movement and Safety
- 3rd Tier Priority: Pedestrian Experience, Aesthetics/Sense of Place, and Green Initiative/Sustainability.

Virtual and online surveys conducted indicate the concerns and wishes of the respondents. The virtual survey was conducted during the community workshops and the online survey included an additional 428 respondents. A summary of survey responses is shown in **Table 7-6**, which includes the most frequently occurring answers and the percentage of respondents who provided the answer.

Table 7-6 – Virtual and Online Survey Results

Question	Virtual Survey Answer	Virtual Survey Answer Percentage	Online Survey Answer	Online Survey Answer Percentage
Which streetscape amenity around BRT stations is most important to you?	Street trees	52%	Street trees	50%
Which corresponding street improvements around BRT stations would you be most excited to see?	Crosswalk improvements for enhanced safety	46%	Bike lane improvements	41%
Which station amenity is most important to you?	Weather protection/shading	42%	Real-time bus arrival displays	41%
What aspects of the BRT would encourage you to use transit more often?	Clean vehicles and transit stops	47%	Clean vehicles and transit	54%
When taking transit, which is most important to you?	Transit stops near where I live and where I'm going	48%	Transit stops to where I live and where I want to go	40%
If additional landscaping is possible, where would you prefer to see it focused?	Along sidewalks	48%	Along sidewalks	56%
What currently discourages you from taking transit more often?	Limited schedule flexibility (train/bus schedule)	37%	Limited schedule flexibility	50%
If you were to use this BRT, what would you use it for?	To get to activity centers	42%	To travel to activity centers such as shopping and entertainment	51%
How often do you take transit?	Only on special occasions	26%	Regularly	25%
Which of the following describes you?	I live within the study area	51%	I live within the study area	57%

SOURCE: Metro, *Workshop Summary Report*, 2020.

8. Lead Agency and List of Preparers

This chapter provides the Lead Agency and contributors to the Draft EIR.

8.1 LEAD AGENCY

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9. Organizations and Persons Consulted

This chapter provides the organizations, agencies and persons consulted as part of the development of the Draft EIR.

9.1 STATE AND FEDERAL ELECTED OFFICE AND STAFF BRIEFINGS

Office of U.S. Senator Dianne Feinstein
Office of Congressmember Adam Schiff
Office of California Senator Bob Hertzberg
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9.6 COMMUNITY STAKEHOLDER BRIEFINGS

American Heart Association
Arroyo Verdugo Communities Joint Powers Authority
Boulevard Sentinel
Burbank TMO
Caltech
Disney
Downtown Glendale Association
Eagle Rock Chamber of Commerce
Eagle Rock Neighborhood Council
Fixing Angelenos Stuck in Traffic
Greater Toluca Lake Neighborhood Council
Glendale Chamber of Commerce
Glendale Community College
Glendale Galleria
Glendale TMO
Go Glendale
Investing in Place
KCRW
Los Angeles Unified School District
Metro San Fernando Valley Service Council
Metro San Gabriel Valley Service Council
NoHo Neighborhood Council
North Hollywood Business Improvement District
Occidental College
Old Pasadena Management District
Pasadena City College
Pasadena City College Neighborhood
Pasadena Transportation Advisory Committee
Playhouse District Association
San Fernando Valley Council of Governments
San Gabriel Valley Council of Governments
San Gabriel Valley Economic Partnership
Sierra Club
South Lake Avenue District
Southern California News Group
Streetsblog LA
Sustainable Burbank
The Americana
The Eagle Rock Association
Toluca Lake Homeowners Association
Toluca Lake Chamber of Commerce
Valley Industry Commerce Association
Warner Bros

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Exhibit B

CITY OF BURBANK

OFFICE OF THE CITY COUNCIL

December 20, 2020

Metropolitan Transportation Authority
Attn: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR Comment
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Burbank Comments on Draft Environmental Impact Report for the Metro North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Dear Members of the Board of Directors:

The City of Burbank wants to thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for Metro's North Hollywood to Pasadena Bus Rapid Transit Corridor Project. As the City of Burbank is located along the proposed corridor and would have several stations located within the city, we are committed to ensuring that the proposed project expands the Los Angeles County regional transit network, connects Burbank jobs to reliable and convenient transit, and supports Burbank's goal of connecting 12,000 new housing units to transportation alternatives. In meeting these goals, the City also wishes to ensure Metro builds the project in a way that ensures that the interests of Burbank's residents and businesses are protected from significant adverse environmental impacts caused by the project. With the release of the DEIR, the City submits the following comments to ensure that the Project's environmental impacts are fully disclosed, analyzed, considered, and mitigated.

Insufficient Range of Project Alternatives

The DEIR fails to include an adequate range of project alternatives to mitigate potential project impacts. Specifically, the nature of Bus Rapid Transit allows for different BRT elements and roadway cross sections to be implemented depending on the local context of the project. The DEIR includes a project alternative with full BRT implementation including dedicated bus lanes and transit priority lanes on virtually the entire corridor. It also includes an "Improved Existing Bus Service Alternative" that would implement regular transit service frequency improvements but would construct no BRT improvements. This "all or nothing" project alternative approach fails to comply with CEQA's requirement to evaluate a reasonable range of feasible alternatives. The DEIR does not acknowledge that the implementation of targeted BRT elements, like bus lanes or queue jumps, installed at high-congestion and other critical areas, can dramatically

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improve travel time and potentially meet project objectives without creating a significant adverse environmental impact. To be legally adequate, the DEIR should include a project alternative that includes targeted BRT elements in areas where they would have highest impact to improving transit service in the corridor.

Also, more disruptive BRT elements, such as dedicated bus lanes, have tradeoffs with existing roadway elements like sidewalks, travel lanes and parking. And BRT elements have varying levels of transit improvement relative to adjoining vehicle traffic congestion and delays. The DEIR does not include adequate information on the existing congestion levels and delays on the corridor relative to the proposed transit service for the public and decision makers to evaluate the relative improvement and tradeoffs that BRT elements like dedicated bus lanes have along different segments of the project corridor. The DEIR therefore does not include adequate project alternatives nor information on existing roadway congestion levels to fully disclose the relative benefits, tradeoffs, and impacts that the project has on the environment. In particular, there is insufficient information in the DEIR for the public and decision makers to evaluate whether the proposed bus lanes on Olive Avenue and Glenoaks Boulevard should be implemented as peak-only bus lanes, or whether buses should travel in more mixed-flow segments because existing vehicle congestion and delay in the existing general purpose lanes is low and therefore bus lanes are not warranted.

The project alternative proposes to install a new BRT transit station at the top of the Olive Avenue overpass to directly connect BRT riders to the Downtown Burbank Metrolink Station below. The City of Burbank suggested and proposes this direct connection. However, the implementation of this connection as described in the DEIR introduces substantial transportation policy and safety impacts by reducing travel lanes on Olive Avenue contrary to the Burbank General Plan and creating a pedestrian crossing and travel lane merge movements along an old bridge vertical curve that will likely introduce new safety impacts. The construction of the proposed station is also likely infeasible because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will likely compromise the structural integrity of the existing bridge. The DEIR should include a project alternative that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. This project alternative would eliminate several project impacts identified above, and would likely contribute to an environmentally superior project alternative.

The Project Alternatives section identifies that the No Project Alternative is environmentally superior, and then identifies the "Improved Existing Bus Service Alternative" (Alternative 2) as the environmentally superior alternative of the remaining two build alternatives. The project alternative is not identified as environmentally superior and the DEIR fails to address how the project alternative meets the stated project objectives better than the environmentally superior alternative to warrant it being chosen

over the environmentally superior Alternative 2. Based on this omission, the public and decision makers are led to believe that Alternative 2 should be selected as the preferred project, rather than the proposed project. As such, the alternatives analysis is legally inadequate.

Transportation Plan, Policy, and Safety Impacts not Identified and Mitigated

The DEIR indicates that the project would have a less-than significant transportation impact because the project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. While the proposed project is consistent with some City of Burbank Mobility Element policies related to transit facilities as documented in the DEIR, , the DEIR fails to document several inconsistencies with numerous other Burbank Mobility Element policies related to roadway, transit, bicycle, and pedestrian facilities which are not disclosed in the DEIR. The proposed project is inconsistent with the following transportation program, plans, or policies:

Roadway Policy Impacts

- *Burbank2035 General Plan Mobility Element Roadway Circulation Street Classifications.*
  The DEIR fails to disclose the significant adverse impact the project will cause on maintaining the City's circulation network and street classifications. The Burbank General Plan designates Olive Avenue as a Major Arterial (General Plan Exhibit M-2) with five travel lanes. Major arterials should give priority to regional transit and auto traffic, and should encourage good transit and automobile progression using traffic signal timing (General Plan Page 4-11). The DEIR indicates that Olive Avenue would retain two travel lanes on Olive Avenue in each direction, but fails to disclose that the project would remove one travel lane in each direction on the Olive Avenue overpass of Interstate 5, which reduces the number of travel lanes from five lanes to three and conflicts with the General Plan street classification and roadway cross section requirements for major arterials which requires two lanes in each direction. The DEIR is inadequate in disclosing this significant roadway policy impact and in failing to identify appropriate mitigation measures for this impact. The DEIR must disclose congestion and potential impacts to public safety caused by narrowing of Olive Avenue to one lane in each direction. The DEIR must include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railing, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.
- *Burbank2035 General Plan Mobility Element Policy 1.2: Recognize that...wholesale changes to street rights-of-way are infeasible.*
  The DEIR is inadequate in failing to disclose a roadway policy impact with Burbank General Plan Mobility Element Policy 1.2. The project proposes to

widen the entire length of Olive Avenue by one to two feet through the entire length of the City to accommodate a transit-only bus lane. Burbank2035 General Plan Policy 1.2 does not support "wholesale changes to street rights-of-way," therefore the project is inconsistent with Policy 1.2.

- *Burbank2035 General Plan Mobility Element Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.* The DEIR is inadequate in identifying roadway policy significant impacts with the Burbank General Plan Mobility Element. The project would require the curb-to-curb street width of Olive Avenue and Glenoaks Boulevard to be widened by up to four feet along the entire length of the project, which conflicts with Mobility Element Policy 3.4. The DEIR does not investigate feasible mitigation measures to address this policy impact, such as project alternatives that preserve the existing street roadway width consistent with this policy. Further, the DEIR does not identify the numerous locations along Olive Avenue where the half-street street right-of-way width is only 40 feet, , which may be insufficient to accommodate the proposed project's 36-foot wide half-street width (72-foot total width)without eliminating sidewalks. Providing ADA-accessible sidewalks in these locations may require property acquisition which is not disclosed in the DEIR, and which is inconsistent with Policy 3.4.
- *Burbank2035 General Plan Mobility Element Policy 6.1: Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.* The DEIR is inadequate in assessing the proposed project's impact on Olive Avenue and Glenoaks Boulevard arterial street efficiency, and does not disclose whether the project will cause arterial spillover traffic into adjacent residential neighborhoods. The proposed project includes transit signal priority and transit queue jumps at intersections, but does not disclose how these improvements may influence arterial street traffic. In particular, Olive Avenue is a diagonal street that intersects other north-south and east-west arterial streets. Implementing transit system priority signal timing on this diagonal arterial may introduce unacceptable delays on all other north-south and east-west streets near the proposed project, and may prevent the City from synchronizing its other arterial streets. The DEIR must disclose and analyze how potential transit system signal priority will affect the City's arterial traffic signal coordination and synchronization.

<u>Transit Policy Impacts</u>

- *Burbank2035 General Plan Mobility Element Policy 4.1: Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas*

  The proposed project corridor passes by, but does not serve, the Disney Studio Campus and St. Joseph's Hospital and related medical complexes at the

intersection of Buena Vista Street and Alameda Avenue. Because the proposed project passes near, but does not serve this major employment center, the project conflicts with Burbank General Plan Policy 4.1 which requires transit to serve the City's major employment centers. DEIR should study a route alternative to divert the project alignment onto Alameda Avenue and Buena Vista Street to serve this major employment and community center and including a stop at the Buena Vista Street / Alameda Avenue Intersection.

- *Burbank2035 General Plan Mobility Element Policy 4.3: Improve and Expand Transit Centers; create a new transit center in the Media District*
  The Burbank2035 General Plan identifies a future bus transit center to be located within the Burbank Media District, at a location where local and regional bus lines intersect. The proposed project includes a station located where this future transit center is identified. However, the DEIR fails to analyze how the proposed project supports or inhibits the development of this transit center. The DEIR should evaluate how the construction of the proposed project's stop at Hollywood Way / Riverside Drive / Olive Avenue can serve as the foundation for a future bus transit center in the Media District, specifically how the proposed project's station will provide connections to BurbankBus, Metro Local, and Metro Express service in the Media District while supporting the required first-last mile improvements necessary to support the station.
- *Burbank2035 General Plan Mobility Element Policy 4.8: Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.*
  The DEIR fails to analyze how the proposed project is compatible with Burbank2035 General Plan Mobility Element Policy 4.8 relating to the project's seamless connection between the Downtown Metrolink Station as well as the City's existing and planned off-street bicycle network that serves the Downtown Burbank Metrolink Station. The proposed transit station on the Olive Avenue overpass does not support a seamless connection to the existing Burbank Channel Class I Bikeway, and the future Chandler Extension Class I Bikeway because it requires eastbound riders to navigate a circuitous route across Olive Avenue and down the existing elevator. The proposed project should promote a more seamless connection to these other transportation systems by implementing this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.

The DEIR fails to analyze the proposed project's potential ridership impacts to the existing BurbankBus Pink Route service in conflict with Burbank2035 General Plan Mobility Element Policy 4.8. The Pink Route provides local

service along the Olive Avenue corridor and connects the Universal City Red Line Station and Downtown Burbank Metrolink Station to the Media District. This impact is especially pertinent as the City is being asked to become the primary local transit provider in the corridor due to the NextGen Bus Plan eliminating Metro 155 service.

Pedestrian Policy Impacts

- *Burbank2035 General Plan Mobility Element Pedestrian Transportation Sidewalk Standards*
  The DEIR fails to disclose a significant policy impact with Burbank2035 General Plan Mobility Element standard sidewalk width requirements. The project would widen Olive Avenue and Glenoaks Boulevard by one to two feet in both directions to convert the existing on-street parking into a bus-only lane. This would require sidewalks widths on Olive Avenue and Glenoaks Boulevard to be reduced below the standard widths identified in the Burbank2035 General Plan (Table M-2 – Sidewalk Standards, Page 4-21). The sidewalk width standards are generally 15 feet along the project corridor, and the required street widening would reduce these widths to 14 feet. In some locations on Olive Avenue, sidewalk widths would be reduced to 4 feet, which does not meet ADA minimum width standards. The DEIR fails to identify a significant transportation impact, nor does it identify feasible mitigation measures to this significant impact. *Burbank General Plan Mobility Element Policy 9.2: Address the needs of people with disabilities and comply with the requirements of the ADA during the planning and implementation of transportation improvement projects.*
  The DEIR fails to disclose a significant policy impact with the Burbank General Plan Mobility Element because the project proposes to reduce sidewalk widths on Olive Avenue in certain segments to four feet wide, which is below the ADA minimum width.

Bicycle Policy Impacts

- *Burbank2035 General Plan Mobility Element Bicycle Routes*
  The DEIR fails to disclose a policy impact with the Burbank General Plan Mobility Element Planned Bicycle Routes and the Bicycle Master Plan Top Priority Projects, which both include the addition of Class II bicycle lanes on Glenoaks Boulevard between Providencia Avenue and Alameda Avenue, with connections to the Class III bicycle route on Providencia Avenue. Further, the project precludes the City from connecting this planned facility to the Downtown Burbank Metrolink Station via Glenoaks Boulevard between Providencia Avenue and Verdugo Avenue, which is a bicycle network gap identified in the City's Complete Streets Plan. The DEIR must identify a mitigation measure for this policy impact.

Other Transportation Impacts

The DEIR fails to disclose a potential transportation impact by introducing a hazard due to a geometric design feature. The project proposes to construct a transit station at the top of the Olive Avenue Overpass, and install a signalized pedestrian crosswalk at the crest of the overpass. The DEIR did not analyze of the placement of this pedestrian crossing at the top of a 60 year old overpass with poor vehicle sightlines due to high roadway grades caused by the profile of the overpass. The project proposes to construct two roadway travel lane drops on the overpass immediately approaching the proposed station platform, and the DEIR does not disclose or analyze whether the introduction of this roadway design feature on the existing overpass creates a potentially significant adverse impact. The project also proposes to introduce additional pedestrian traffic travelling to and from the new station platform. These pedestrians will be boarding and alighting buses mixed with through pedestrian traffic on the bridge's existing seven foot sidewalks. These sidewalks are located along bridge railings that are of substandard height (39 inches) separating pedestrian traffic from falling to the Interstate 5 freeway below.

The DEIR fails to analyze whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. A midblock crosswalk on the Olive bridge is likely hazardous for pedestrians and vehicles due to creating a visibility issue on the bridge's vertical curve. The DEIR did not adequately investigate whether a signalized crosswalk can be constructed on the existing Olive bridge given the types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits that will be required and may likely compromise the structural integrity of the existing bridge. The DEIR is inadequate in analyzing these potential safety impacts and identifying mitigation measures for those potentially significant adverse impacts. The DEIR should include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to maintain four travel lanes, expand pedestrian sidewalks, improve substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing.

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing bus left turn movements to westbound Olive Avenue from the far-most right turn lane of northbound Glenoaks Boulevard. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts. Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users.

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing to install center-running median bus lanes on Glenoaks Boulevard at the Alameda Avenue and Providencia Avenue

intersections across conflicting left turn movements to these streets. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts.

The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed. The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation.

The DEIR fails to adequately analyze if including 11 foot bus only curb lanes adjacent to the existing 10 foot travel lanes on Olive Avenue and Glenoaks Boulevard will create a potentially significant adverse safety impact. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections.

Cumulative Impacts Not Fully Disclosed

The DEIR appears to use the "related projects list" method of analyzing potential cumulative impacts. The list of cumulative projects (Table 5-1, Page 5.2) included in the Cumulative Impact section of the DEIR omits several projects in the City of Burbank, including approved entitlements for the City's three major studio campuses. The City of Burbank's cumulative project list can be provided to Metro to add the additional cumulative projects located within ½ mile of the project alignment

The DEIR related projects list includes the City of Los Angeles Colorado Boulevard Specific Plan, but does not include the two City of Burbank Specific Plans that the alignment passes through (Media District and Burbank Center Specific Plans). Further, the Burbank Center Plan is not considered in the Population and Housing Section of the DEIR.

The DEIR related project list includes the unfunded Metro Los Angeles – Glendale – Burbank Feasibility Study, but does not include the funded Antelope Valley Line Improvement Project, which will fund capital improvements to expand Metrolink service to 30 minute, all-day, bi-directional service. The DEIR's failure to include these service improvements as a cumulative project makes the DEIR inadequate in analyzing the need for the BRT project to seamlessly connect to this important regional connection, and

inclusion of this cumulative project would likely provide support for the Olive Avenue / Metrolink transit stop improvements described elsewhere in this comment letter.

The DEIR identifies the Metro / City of Burbank Olive/Verdugo/Sparks intersection improvement project as a related project, but does not identify the conflict the proposed project would have with the City's planned improvement of this intersection, which would construct pedestrian, bicycle, and vehicle channelization improvements that would preclude the installation of bus lanes through the intersection.

The DEIR identifies the City of Burbank Olive Avenue Bridge Improvement project as a related project, but does not disclose that the proposed narrowing of Olive Avenue to one lane in each direction is in conflict with one of the purposes of the bridge improvement, which is to improve operational efficiency while also adding bicycle and pedestrian improvements to the bridge. Constructing a transit stop at the top of the bridge in the middle of the travelled roadway would conflict with this project. These numerous omissions and inconsistencies render the Cumulative Impacts analysis legally inadequate because the findings and conclusions are not supported by substantial evidence.

Aesthetic and Biological Resources Not Addressed

The DEIR identifies that a significant aesthetic impact would occur if the project would "substantially damage scenic resources, including...trees..." and identifies several impacts to existing mature tree landscape elements along the corridor outside the City of Burbank (Page 3.2-14). However, the project does not apply this threshold to the City of Burbank and therefore does not identify impacts to mature street trees in the City of Burbank. In particular, the project would require the removal of several rows of large mature street trees on Olive Avenue and Glenoaks Boulevard in Downtown Burbank. These trees would be removed because the project is required to widen Olive avenue by one to two feet for the proposed project. By applying the project's aesthetic impact significance thresholds to the City's street trees, the DEIR should identify a significant impact to aesthetic resources in Burbank by removing these trees, and should identify feasible mitigation measures to lessen these impacts. In addition, the DEIR must analyze the removal of these trees as a significant Biological Resources impact give the contribution these mature street trees give to the City's urban forest resources. Without this additional analysis, the Aesthetics and Biological Resources impact analyses are legally inadequate because they are not supported by substantial evidence.

Public Service Impacts Not Identified

The DEIR indicates that the proposed project will cause no impact to police public services because it will not lead to an increase in police service calls or the local jurisdictional service ratio. However, there is no evidence to support this conclusion (Page 4-22). The DEIR states that the project will be subject to Metro's transit police strategy including Transit Services Bureau officers and contracted polices services. But it does not state directly if the proposed project will be patrolled and staffed by Metro transit police or local jurisdictional police, and if local police will be contracted to provide

police service. Also, the DEIR is silent on whether local or Metro law enforcement will be required to enforce bus-only lanes and other transit-only facilities, and fails to define the requirements and costs to enforce bus-only facilities. The DEIR fails to adequately identify if the project will pose a significant adverse impact to police service. Therefore, the Public Service impact analysis is legally inadequate because it is not supported by substantial evidence.

Utility Systems and Roadway Infrastructure not Analyzed

The DEIR indicates that the project will have no impact to electric utility systems, but does not document why this statement is true. Metro is proposing to utilize electric transit vehicles for the project, which could require substantial electrical utility system improvements if vehicle charging is expected to occur within the City of Burbank. The DEIR indicates that "the location of charging stations for electric buses would be analyzed and located where sufficient capacity is located" (Appendix S, Page 29) but does not include this analysis in the DEIR. The DEIR is insufficient in determining whether the proposed project will create a significant impact to the City's electrical utility system.

The DEIR fails to identify a significant impact to the City's recycled water interconnect with the City of Glendale located in the Glenoaks Boulevard median south of Alameda Avenue. The proposed project will likely impact this critical recycled water interconnect including hydrants, valves, vacuum/air release valves, meter boxes, and a fiber optic communication pull box. The DEIR should identify this significant impact and identify mitigation measures to mitigate it.

The DEIR fails to identify the impacts caused by several miles of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, street trees, street lights, sidewalk furniture, landscape, etc. The DEIR should disclose any potential significant impacts to public infrastructure. As such, the Utility Systems impact analysis is legally inadequate because it is not supported by substantial evidence.

The DEIR fails to document the increased annual pavement maintenance costs to the City's streets caused by frequent heavy bus service operating in the curb lane of Olive Avenue and Glenoaks Boulevard. Identifying impacts to increased pavement wear could require mitigation measures such as strengthening the roadway cross section in the bus lanes to accommodate heavy bus travel. The DEIR also fails to identify maintenance costs for other roadway elements including signs, striping, traffic signals, and other roadway infrastructure. Additional comments related to civil public infrastructure are attached to this comment letter.

Other Project Considerations

The City recognizes that impacts to public parking are not considered CEQA impacts. Nonetheless, the project proposes to eliminate 500 curb parking spaces along Olive Avenue and Glenoaks Boulevard without identifying a parking program or plan to address this lack of curb parking. These parking spaces currently serve a significant amount of

mid-century, single story strip commercial development that does not include on-site parking. Removing parking for these land uses without providing a parking program to address this parking loss would create an economic impact on these strip commercial businesses who rely on this curb parking. Removing all parking inventory for these businesses would impact the business viability and prevent use and re-use of these older buildings. Further, wholesale removal of curb parking would push parking demand into adjacent residential neighborhoods, likely requiring the City of Burbank to implement additional permit parking zones in these residentially-adjacent neighborhoods. The DEIR should disclose this potential economic affect and provide a program or plan to offset the loss of parking caused by the proposed project. The DEIR should also propose project alternatives to the implementation of full-time bus lanes in areas where loss of curb parking will impact adjoining land uses.

The DEIR fails to disclose if new transit stations will induce additional parking demand around them, especially if parking demand will impact sensitive residential or strip commercial land uses. Bus Rapid Transit is meant to operate similarly to light rail transit, but BRT stations, unlike light rail stations are built without parking. The DEIR should disclose the number of new transit riders at each station who are expected to arrive by automobile and identify potential parking demands caused by the proposed project.

Thank you again for providing an opportunity to comment on the DEIR for the Noho to Pasadena Bus Rapid Transit Corridor Project located in the City of Burbank. If you have any questions regarding the contents of this letter, please feel free to contact David Kriske, Assistant Community Development Director with the Community Development Department, at 818.238.5269 or via email at dkriske@burbankca.gov.

Sincerely,

Sharon Springer, Mayor

Bob Frutos, Vice Mayor

Jess A. Talamantes, Council Member

Emily Gabel-Luddy, Council Member

Timothy M. Murphy, Council Member

Attachment: Memorandum

MEMORANDUM

CITY OF BURBANK
PUBLIC WORKS

DATE: November 30, 2020

TO: David Kriske, Assistant Community Development Director

FROM: Daniel J. Rynn, Chief Assistant Public Works Director – City Engineer

SUBJECT: Project No. Metro Bus Rapid Transit Project
Located at North Hollywood to Pasadena

Project Description:

On October 26, 2020, Metro released a Draft Environmental Impact Report (DEIR) for its North Hollywood to Pasadena Bus Rapid Transit Project. The Proposed Project would run from the North Hollywood Red/Orange Line 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. Bus Rapid Transit is high capacity, frequent bus service that operates on local streets in both mixed-flow and dedicated bus lanes with fixed transit stops like a rail line. 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. Attachment 1 shows the project corridor. In Burbank, the route is proposed to operate as a dedicated bus lane along Olive Avenue and Glenoaks Boulevard.

The bus lane would be constructed by generally widening these streets by one to two feet on each side and eliminating on-street parking. Stations are proposed in public right of way on Olive Avenue at Hollywood Way, Alameda Avenue, I-5 Olive overpass / Metrolink Station, and San Fernando. A station is also proposed on Glenoaks Boulevard at Alameda Avenue. The project would be served by electric transit buses.

ENGINEERING DIVISION

General Requirements:

- The City's arterial paving program has identified portions of Olive Ave to be repaved by 2022. Any impacts to the pavement on these segments of Olive Ave will have to be repaired per the City of Burbank Standards.

- Bus pads will be required at all bus stops.

- The Olive Ave bridge currently has two lanes of traffic in each direction. Creating one lane in each direction as a dedicated bus lane may cause additional traffic congestion and additional pedestrian traffic over the bridge and to the Metrolink access point. The DEIR should consider widening the bridge to create the dedicated bus lanes and/or bus turnouts. At a minimum, the sidewalk widths should be increased and the substandard safety barrier rails on both sides of the bridge should be upgraded.

For additional information or questions, please contact Anthony Roman, Civil Engineer Associate, at (818) 238-3945.

Checked by: Anthony Roman Date: November 18, 2020

WATER RECLAMATION AND SEWER

SECTION 2.9 – CONSTRUCTION:

- Proposed stations/stops located near City of Burbank and/ or County of Los Angeles catch basins must include trash receptacles.

SECTION 2.10 – PERMITS AND APPROVALS:

- Altering any part of the existing storm drain infrastructure requires approval and permits from the City of Burbank and/ or the County of Los Angeles.

SECTION 4.1.3 – HYDROLOGY AND WATER QUALITY:

- In addition to SWPPP and County SUSMP requirements, the City of Burbank has a Low Impact Development (LID) ordinance. Due to the proposed construction activities, revise document to include the aforementioned City LID ordinance.

SECTION 4.1.9 – UTILITIES AND SERVICE SYSTEMS:

- Best Management Practices shall apply to all construction projects and shall be required from time of land clearing, demolition or commencement of construction. Refer to BMC 9-3-407 for additional information.

- Certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's **Low Impact Development** (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.

- The project will disturb more than 5,000 SF within the City's transportation corridors (i.e., public streets, parkway areas, and public parking) and as such, is subject to the City's Green Streets Policy requirements. This policy can be reviewed at the following address: http://file.burbankca.gov/publicworks/OnlineCounter/permits/app_docs_procedures/greenstreet/gspolicy.pdf

For additional information or questions, please contact Eden Lopez at (818) 238-3930.

Checked by: __Stephen Walker_____ Date: _November 19, 2020_

TRAFFIC ENGINEERING

General Requirements:

CONDITIONS:

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction.

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals.

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction.

- The DEIR also fails to identify the feasibility of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, sidewalk furniture, landscape, etc.

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals.

- Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users.

- The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed.
- The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation. The DEIR does not disclose traffic congestion as a result of the dedicated bus lanes in combination with narrowing of the roadway at bus stations via curb extension.

- The DEIR showed cross sections but fails to identify locations where existing lane width is substandard and fails to analyze the potentially hazardous condition as a result of addition of dedicated bus lanes in the already congested and substandard travel lanes. City of Burbank requires minimum 10.5 feet travel lane and 12 feet curb lane where there is transit service. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features,

particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections. Should curb parking be modified to provide a dedicated bus lane or queue jump, the project DEIR should analyze how these elements may reduce travel lanes below 10.5 feet, curb lanes below 12 feet.

For additional information or questions, please contact Vikki Davtian, Principal Engineer – Traffic, at (818) 238-3922.

Checked by: Vikki Davtian Date: November 30, 2020

FIELD SERVICES

General Comments:

Utilities and Service Systems:

- The proposed project would utilize electric-powered vehicles, which may require recharging using electrical networks. The project should analyze the potential to create electrical system impacts associated with powering required transit vehicle charging stations located in the City of Burbank.

- The proposed project would potentially conflict with, or require the relocation/reconstruction of, storm water drainage facilities in roadways along the project's alignment. The Project DEIR should analyze the project's impact of City and County storm water facilities within the project alignment.

- The unique nature of a BRT project, whereby a regional transit agency constructs capital improvements and operates transit vehicles on public infrastructure owned by another agency, could result in additional impacts to City of Burbank public service systems. In particular, the project DEIR should identify impacts to roadway maintenance of local streets including the increased maintenance needed for pavement, signage, striping, station maintenance, lighting, and other roadway infrastructure used by the project and owned and maintained by the City. Also, the DEIR should analyze right-of-way impacts to land adjacent to streets along the alignment, including any land acquisition required for stations or roadway widening. Also, the City seeks clarification on whether public easements necessary for the project will be required within City right of way.

Transportation:

- Refer to attached letter.

For additional information or questions, please contact Public Works Field Services at (818) 238-3800.

Checked by: John Molinar Date: November 23, 2020

Exhibit C

Letter No. 3

Sharon Springer, Mayor
Bob Frutos, Vice Mayor
Jess A. Talamantes, Council Member
Emily Gabel-Luddy, Council Member
Timothy M. Murphy, Council Member
City of Burbank
275 East Olive Avenue
Pasadena, CA 91510

3-1. The comment introduces the letter. Further response is not required.

3-2. The comment mischaracterizes the definition of project alternatives. While the comment characterizes the Proposed Project as implementing dedicated BRT lanes along "virtually the entire corridor," the Proposed Project has been planned and designed with the local context in mind. There are multiple instances along the proposed route where the Project has foregone proposing dedicated bus lanes and other BRT features based on local considerations and contexts. For example, the Proposed Project would operate in mixed-flow traffic for a portion of the route on Central Avenue between Glenoaks Boulevard and Doran Street and for the entirety of the route in Pasadena. The Alternatives Analysis prepared as a predecessor to the Draft EIR evaluated multiple route alignments and street configurations, and the Proposed Project is the outcome of a multi-year planning process taking into account local considerations and contexts.

The alternatives to the Proposed Project are the No Project Alternative (Alternative 1) and the Improved Existing Bus Service Alternative (Alternative 2). The comment asserts that the Draft EIR must include an alternative that includes targeted BRT elements to satisfy legal requirements for a reasonable range of alternatives. As stated on page 6-8 of Chapter 6, Alternatives to the Project, Alternative 2 would be a local express service with some BRT characteristics. The service may be as frequent as that proposed for BRT with buses that would operate in mixed-flow traffic with transit signal priority systems (i.e., queue jumps as mentioned in the comment). 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 median-running, center-running, or side-running configuration. Alternative 2 includes the targeted BRT elements requested in the comment. In accordance with Section 15126 of the CEQA Guidelines, Consideration and Discussion of Alternatives to the Proposed Project, an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. This requirement has been satisfied in the Draft EIR.

3-3. The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process, although it may be considered by the Board of Directors during the decision-making process. Traffic analysis information has been provided to the City of Burbank outside of the CEQA process. Based upon the traffic analysis, signalized intersections along Olive Avenue are projected to operate at LOS D or better with the exception of the intersections at Buena Vista Street, Verdugo Avenue/Sparks Street, and Victory Boulevard, which are forecast to operate at LOS E or F in 2042 for No Project and/or Proposed Project Scenarios. Signalized intersections along Glenoaks Boulevard are projected to operate at LOS D or better under the No Build and With Project Scenarios. These results are generally consistent between the No Project and Proposed Project Scenarios.

3-4. The comment identifies several concerns regarding the Olive Avenue bridge including pedestrian safety, structural integrity, and geometric concerns with a suggestion to study widening the bridge to accommodate bus lanes and a station with a connection to Metrolink station below. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge and is no longer considering implementing dedicated bus lanes in this location. The location of the station has instead been shifted to Olive Avenue at Lake Street. The shifted station location would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the Proposed Project or result in any new significant environmental impact.

3-5. The comment misinterprets the purpose of identifying the environmentally superior alternative in a Draft EIR. The comment suggests that the Proposed Project could be the environmentally superior alternative, which is not accurate. As stated on page 6-17 of Chapter 6, Alternatives to the Project, CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be identified among the alternatives that are evaluated in the Draft EIR to foster informed decision-making. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts when compared to the Proposed Project while attaining most of the basic objectives of the Project. For the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, 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. If the No Project Alternative is identified as the environmentally superior alternative, CEQA requires identification 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 among the remaining alternatives because, as compared to the Proposed Project, 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. CEQA does not require that the alternatives analysis in the EIR address how the

Project or its alternatives meet the stated Project Objectives, simply that a reasonable range of alternatives to the project, or the location of the project, be identified for decision-making purposes. The comment does not take issue with the ability of either the Proposed Project or Alternative 2 to meet the Project Objectives. CEQA does not require the feasibility determination (including discussion of the degree to which the alternatives meet the objectives) to be included in the EIR (Flanders Foundation v. City of Carmel-by-the-Sea (2012) 202 Cal.App.4th 603.). The decision to the approve the Project will require a finding on the feasibility of the alternatives to the project weighing the desirability of the project "based on a reasonable balancing of the relevant economic, environmental, social, and technological factors against the benefits of the Environmentally Superior Alternative. This decision is left to the Metro Board of Directors as the decision-making body for the Proposed Project.

3-6. The comment introduces what the City views as inconsistencies between the Proposed Project and the Burbank Mobility Element. Specific inconsistencies are addressed in the following comments.

3-7. The comment incorrectly states that the Draft EIR must disclose and mitigate significant congestion impacts related to reducing travel lanes on Olive Avenue. The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process, although it may be considered by the Board of Directors during the decision-making process.

Regarding the reduction of travel lanes on the Olive Avenue bridge and conflicts with the Mobility Element, Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge and is no longer considering implementing dedicated bus lanes in this location thereby maintaining the existing lane configuration through the Olive Avenue Bridge. The side-running bus lanes configuration would result in a reduction of travel lanes on Olive Avenue between Buena Vista Street and Lake Street. Review of the City's Mobility Element and street classification system did not identify a requirement for Major Arterials to provide and maintain two travel lanes in each direction but rather a requirement for Major Arterials to maintain a 76-foot Traveled Way and a 100-foot Right of Way (Mobility Element on page 4-11). Regardless of the lane configuration of Olive Avenue, the existing width of right-of-way would by maintained by the Project. Further, the City's Mobility Element street classification system identifies several priorities and requirements for Major Arterials. In order, the priorities are (1) Where transit conflicts with cars, design streets to maximize person versus vehicle throughput, (2) On-street parking may be removed to accommodate transit stops or turn lanes. Maximize traffic signal coordination; consider transit signal priority, and (3) Property dedication may be required to maximize sidewalk widths or to provide intersection capacity enhancements. To the extent that the Project presents a conflict between transit and cars due to the conversion of a travel lane to a side-running bus lane, the Project

maximizes person versus vehicle throughput by providing a premium transit service along Olive Avenue, consistent with the street classification list of priorities.

3-8. The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk).

3-9. The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk). The Proposed Project has been designed to avoid widening and acquisitions as feasible. This is consistent with Policy 3.4 which states, “Consider street widening and right-of-way acquisitions as methods of last resort.” Details of the size and location of any potential acquisitions have not been identified at this stage in the design process.

3-10. Where proposed, the curb-running bus lanes configuration is not anticipated to result in spillover traffic into residential neighborhoods, since the curb-running bus lanes configuration maintains the existing number of travel lanes throughout most of Burbank. The side-running bus lanes configuration, which reduces the number of travel lanes on Olive Avenue between Buena Vista Street and Lake Street, is expected to result in a shift of traffic to parallel streets including Alameda Avenue and Burbank Boulevard. Not much traffic is expected to divert to local residential roadways, since out-of-direction travel would be required resulting in longer travel distances and longer travel times, especially considering the speed impediments along the local residential roadways (e.g., stops signs, speed bumps).

Although level of service impacts are not impacts required to be analyzed in an environmental document prepared under CEQA, Metro will work with the City of Burbank during the Project’s engineering phase to install transit signal priority functions to expedite buses through signalized intersections and improve transit travel times.

3-11. The Proposed Project follows the Alameda Avenue and Buena Vista Street alignment suggested in the comment and includes a station in proximity to the Alameda Avenue and Naomi Street intersection.

3-12. The Proposed Project would not acquire land in Burbank that would potentially be used for a transit center in the Media District. The Proposed Project would improve, and not interfere, with the City’s ability to create a new transit center in the Media District, as set forth in Policy 4-3 of the Burbank2035 General Plan Mobility Element.

3-13. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. The location of the station has been shifted to Olive Avenue at Lake Street.

3-14. The alignment of the Proposed Project overlaps with the BurbankBus Pink Route between Hollywood Way/Riverside Drive/Olive Avenue in the Media District and the Downtown Burbank Metrolink Station. The Proposed Project's limited-stop service will complement the local service provided by the BurbankBus Pink Route. In addition, the BurbankBus Pink Route will obtain travel time and reliability benefits from the dedicated bus lanes implemented for the Proposed Project.

3-15. The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk).

3-16. The Proposed Project would operate in mixed-flow traffic on Glenoaks Boulevard between Olive Avenue and Providencia Avenue; thus the Project would not impact the City of Burbank's ability to address a gap in the bicycle network on Glenoaks Boulevard between Verdugo Avenue and Providencia Avenue.

3-17. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge.

3-18. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge.

3-19. The Proposed Project will operate in mixed-flow traffic on Glenoaks Boulevard on the approach to Olive Avenue; thus, the proposed BRT will execute a left-turn to westbound Olive Avenue from the left-turn lane shared with automobile traffic.

3-20. The Proposed Project would be designed in the engineering phase to confirm that left-turn movements can be executed in a safe manner at the Glenoaks Boulevard intersections with Providencia Avenue and Alameda Avenue. The eastbound-westbound left turns would operate under a protected signal phase. If geometric analysis demonstrates a conflict between the routing of the eastbound and westbound left turns if they operate concurrently, lead-lag signal phasing can be implemented so the eastbound and westbound left turns occur during separate protected signal phases.

3-21. The curb-running bus lanes configuration along Olive Avenue and the BRT stations along the sidewalks are not expected to create a hazardous geometric condition. Likewise, the side-running bus lanes configuration along Olive Avenue with the BRT stations provided along curb extensions are not expected to create a hazardous geometric condition. Right turns are allowed to be made from dedicated bus lanes across many BRT systems, including along Wilshire Boulevard locally. Metro will work with the City of Burbank during the Project's engineering phase to confirm that the Proposed Project does not create hazardous geometric conditions.

3-22. The Proposed Project's BRT will abide by traffic regulations when operating in the street right-of-way. Lane widths and traffic control measures will meet the applicable design standards. Therefore, the Proposed Project is not expected to create hazardous geometric design features.

3-23. The comment states that the cumulative project list is missing several projects within the City of Burbank that should be included in the Cumulative Impact Analysis. Please see Chapter 3, Corrections and Additions, of the Final EIR for the updated cumulative projects list based on information provided by the City of Burbank on May 3, 2021. The updated cumulative projects list clarifies and amplifies the information provided in the Draft EIR. No new or substantially more severe cumulative impacts have been identified based on the updated list. The additions to the cumulative list do not directly or indirectly affect the environmental resource analyses included in Chapter 5, Cumulative Impacts, of the Draft EIR. Therefore, no revisions to the cumulative impact analysis are necessary.

3-24. Both the Burbank Media District and the Burbank Center Specific Plans were included in the analysis of population and housing and land use impacts, as discussed in Appendices Q and L, respectively. Conflicts and compliance with these planning documents were assessed individually in these technical analyses rather than cumulatively. The Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Land uses surrounding the Proposed Project stations may intensify due to transit oriented development (TOD) pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand. Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. As described in Chapter 4, Other Environmental Considerations, of the Draft EIR, no significant impacts related to land use or population and housing were identified.

3-25. The comment states that the EIR omitted analysis of Metro's Antelope Valley Line (AVL) Capacity and Service Improvements Project in the cumulative projects list and therefore omits necessary analysis of the need for the Project to have additional improvements to the Burbank Metrolink station connection. The AVL Capacity and Service Improvements Project has been added to the analysis in the EIR. Please see Chapter 3, Corrections and Additions, of the Final EIR. Adding AVL to the cumulative list does not directly or indirectly affect the environmental resource analyses included

in Chapter 5, Cumulative Impacts, of the Draft EIR. The AVL Capacity and Service Improvements Project does not propose any improvements to the Burbank Metrolink station or tracks in the vicinity of the Proposed Project and simply proposes increased frequency of service to the station. The Proposed Project no longer proposes any improvements to the Olive Avenue bridge where the Burbank Metrolink Station is located. Thus, there is no potential conflict between the Proposed Project, the existing Burbank Metrolink Station, or existing and future Metrolink service.

3-26. The Draft EIR acknowledged proposed spot widening to add a curb-running bus lane through the Olive Avenue/Sparks Street/Verdugo Avenue intersection and potential overlap of the two projects' construction activities. The Project now includes a side-running bus lane instead of a curb-running bus lane and Metro no longer proposes widening at this location. Metro is committed to working with the City of Burbank during engineering to confirm that improvements are not in conflict with the City's planned improvements at the Olive/Verdugo/Sparks intersection. It should be noted that at the time of this Final EIR, the City of Burbank has not prepared publicly-available design plans for the improvements nor programmed funds for the improvements.

3-27. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge as well as dedicated bus lanes across the bridge.

3-28. At this stage of the Conceptual Design, it is anticipated that a majority of the street trees along Olive Avenue would remain unaffected by the Project and further design refinement would be needed to identify the precise number and location of affected trees. Side-running bus lane configurations of the Proposed Project are anticipated to have fewer impacts on trees than the no longer considered curb-running configuration. The removal of street trees was not considered a significant impact alone unless those street trees have been identified by stakeholders as important aesthetic resources through scoping comments or in a planning document. In absence of a clear identification of a given resource's importance, impacts to aesthetic resources were assessed based on the context to the aesthetic environment and input from stakeholders, local jurisdictions, and the public. The Draft EIR acknowledges that tree removals could occur at various locations but notes that further design refinement during the Preliminary Engineering phase would avoid most conflicts with existing street trees located within sidewalks. Further, Mitigation Measure **VIS-1** would reduce any impacts to streetscape vegetation to a less-than-significant level by requiring replacement landscaping in accordance with local streetscape requirements and design criteria.

3-29. Contrary to the comment's assertion, the Draft EIR does not state that the Project would have no effect on police service calls or service ratios, but rather states that no police facilities would be affected and no changes in population would result requiring new or expanded police service or facilities. As stated in the Draft EIR, police response may improve as the dedicated bus lanes would be available to emergency vehicles in the event of an emergency, avoiding typical roadway congestion. Metro acknowledges

that its transit policing strategy generally only applies to Metro facilities such as stations and that some local police service would be required to respond to service calls along the Project corridor; however, there are existing Metro bus services and facilities within the City of Burbank and it is anticipated that no significant change in the frequency, nature, or magnitude of police service requirements would be posed by the Project. As described in the Draft EIR, new BRT stations would be designed using Metro's Design Criteria which maximize lighting, visibility, and overall user safety which may improve safety along the Project route. Regarding enforcement of bus lane restrictions, Metro would coordinate with the City and local police service agencies to develop appropriate enforcement strategies. Per newly enacted legislation under Assembly Bill (AB) 917, operations of the Proposed Project may incorporate camera enforcement on the buses.

3-30. As discussed in Chapter 4, Other Environmental Considerations, of the Draft EIR there is no plan to locate electric bus charging infrastructure in the City of Burbank and the infrastructure required to charge vehicles for the Proposed Project and the Metro fleet generally would be located where adequate capacity is available. The Draft EIR does identify the North Hollywood Metro B/G (Red/Orange) Line Station as a likely location for charging infrastructure and another location at Pasadena City College is under consideration. Currently and for the purposes of the EIR, it has been assumed that overnight electric charging infrastructure for the Proposed Project would be located at one of Metro's existing bus depots. No aspect of the planning or design for the Proposed Project has considered electric vehicle charging infrastructure within the City of Burbank.

3-31. The comment identifies a recycled water interconnect with the City of Glendale located within the Glenoaks Boulevard median south of Alameda Avenue and states that the Proposed Project would result in impacts to the interconnect. Potential impacts to the referenced interconnect have not been identified during the Project's early phase of conceptual design. If impacts to the interconnect are identified in the Proposed Project's engineering and design phase, the design and engineering process will confirm the functionality of the interconnect.

3-32. The comment states that the Draft EIR does not adequately address potential utility impacts related to proposed street widening. As discussed in Chapter 4, Other Environmental Considerations, of the Draft EIR, construction of the Proposed Project is not anticipated to require or result in the construction or relocation of utilities which could cause a significant environmental impact because utility relocations would be coordinated with utility providers.

At this stage in the conceptual design, utility facilities have not been identified as designs are not advanced enough to determine potential conflicts. As discussed in Appendix S Utilities and Service Systems of the Draft EIR a utility composite base map would be developed to outline the utilities within the Project boundary. The base map would be used to identify conflict locations with Proposed Project work and existing

utility facilities. Each utility company would need to be contacted on a periodic basis to determine if there are any new plans for their facilities. The utility composite base map would be updated as new information becomes available. Utility coordination meetings would be set up with each utility company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to confirm the utility companies are engaged early during project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities. In addition, the resource analyses factored in utility relocations, as necessary. For example, the air quality analysis is premised on a regional analysis that accounts for a conservative projection of the maximum daily equipment and vehicle activity that could be occurring along the entire Project corridor in a given day. Analyzing such a worst-case scenario ensures that all other construction activities would not produce air quality impacts that exceed those analyzed in this document.

3-33. The comment states that the Draft EIR fails to address long-term effects of frequent bus travel on City pavement requiring increased maintenance cost and activities. As discussed in Chapter 2, Project Description, the Proposed Project's BRT service would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. Substantial deterioration of the pavement is not anticipated because the Proposed Project's BRT service would provide only six buses per hour per direction (or approximately 200 buses per day) and would operate in travel lanes on Olive Avenue that already accommodate between approximately 22,000 and 28,000 vehicles per day, including automobiles, trucks, and buses. In addition, concrete bus pads would be installed at the Proposed Project's BRT stations. A joint maintenance agreement for Project elements will be developed during final design and prior to the opening of Project operations.

3-34. Metro acknowledges that parking is a concern for the affected community and associated businesses; however, as the commenter states, parking loss and economic or social effects are not considered environmental effects for the purposes of CEQA. The side-running bus lanes configuration retains most of the existing on-street parking.

3-35. The Proposed Project's BRT system is not anticipated to induce parking demand, as the BRT stations are spaced more frequently (i.e., closer together) than light rail transit stations. In general, BRT stations are spaced at one-mile intervals, resulting in no greater than a 10-minute walk to access a station.

3-36. The comment concludes the letter with contact information for City staff. Metro acknowledges the preceding comments and looks forward to continued coordination with the City of Burbank. No further response is required.

3-37 The comment introduces the Memorandum. Further response is not required.

3-38. Any impacts to the pavement on these segments of Olive Avenue would have to be repaired per the City of Burbank Standards. Metro acknowledges the comment and will include related language in the construction specifications.

3-39. The Proposed Project's BRT stations would include concrete bus pads, as is the standard practice for Metro.

3-40. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. In addition, two travel lanes would be maintained in each direction across the Olive Avenue bridge, as the BRT will operate in mixed-flow traffic across the bridge.

3-41. The comment provides contact information for Anthony Roman, Civil Engineer Associate, for additional information or questions.

3-42. The Proposed Project's BRT stations will include trash receptacles, as is the standard practice for Metro.

3-43. Metro acknowledges that altering storm drain infrastructure requires approval and permits from the City of Burbank and/or the County of Los Angeles.

3-44. The Water Resources and Hydrology Technical Report (Appendix T) acknowledges that the Cities of Los Angeles, Burbank, Glendale, and Pasadena are all co-permittees to the Los Angeles County MS4 Permit (NPDES No. CAS004001, Board Order No. 01-182), and they each have incorporated requirements of the County of Los Angeles LID Guidelines into their City Codes. Refer to page 20 of the Technical Report.

3-45. Metro acknowledges the Best Management Practices in Burbank Municipal Code Section 9-3-407. The Code states:

Best Management Practices shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy. The Best Management Practices selected for each development construction project, not otherwise designated as a project subject to the General Construction Permit, or an Exempt Project, shall be as set forth in the City's Municipal Storm Water and Urban Runoff Discharges Manual.

Construction Priority Project Stormwater Pollution Prevention Plan and Wet Weather Erosion Control Plan shall include, at a minimum, the following BMPs:

A. Sediment Control:
   1. At site perimeters,
   2. Below significant slopes (1 vertical to 5 horizontal or greater)
   3. At interior storm drain inlets

B. Erosion Control (soil stabilization) on completed disturbed surfaces

C. General Site Management, and Materials and Waste Management BMPs for all applicable specific construction operations

3-46. No construction or re-construction has been identified on private property in Burbank at this stage in the Conceptual Engineering. If construction on private property is necessary, Metro will comply with applicable BMPs.

3-47. The City's Green Street Policy, referenced in the comment, "is intended to demonstrate compliance with the National Pollutant Discharge Elimination System (NPDES) Municipal Storm Sewer Separate System (MS4) permit for the Los Angeles Region (Order No. R4-2012-0175)." Metro projects comply with NPDES regulations. As stated in the LAMC, all development and redevelopment projects within the City must "comply with the Land Development requirements of the MS4 permit though integrating LID practices and standards for stormwater pollution mitigation" (Section 64.72).

3-48. The comment provides contact information for Eden Lopez for additional information or questions.

3-49. The side-running bus lanes configuration would reduce Olive Avenue to one travel lane per direction between Buena Vista Street and Lake Street. Based upon traffic analysis, signalized intersections along Olive Avenue are projected to operate at LOS D or better with the side-running bus lanes configuration with the exception of the intersections at Buena Vista Street and Verdugo Avenue/Sparks Street, which are forecasted to operate at LOS E or F in 2042. Please note that these same intersections are forecasted to operate at LOS E or F in 2042 for the No-Build Scenario. If the side-running bus lanes configuration is advanced for the Project, Metro will work with the City of Burbank during the Project's engineering phase to implement adjustments to traffic signal timing considering traffic flow implications.

3-50. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. In addition, four travel lanes will be maintained across the bridge and the BRT will operate in mixed-flow traffic across the bridge.

3-51. Refer to Response 3-49.

3-52. Refer to Response 3-32 regarding utility impacts and 3-28 regarding tree removal. The side-running bus lanes configuration does not require street widening along Olive Avenue.

3-53. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. In addition, four travel lanes would be maintained across the bridge and the BRT would operate in mixed-flow traffic across the bridge.

3-54. At the location (eastbound direction turning from Riverside Drive to Olive Avenue) where the Proposed Project's BRT buses would make a non-standard traffic

movement (e.g., left turn from the far most right lane), the bus movement would be controlled by transit signal (vertical white bar) and would operate in an exclusive queue jump phase.

3-55. The curb running bus lanes proposed along Olive Avenue and the BRT stations along the sidewalks are not expected to create a hazardous geometric condition. Likewise, the side-running bus lanes configuration along Olive Avenue with the BRT stations provided along curb extensions are not expected to create a hazardous geometric condition. Right turns are allowed to be made from dedicated bus lanes across many BRT systems, including along Wilshire Boulevard locally Metro would work with the City of Burbank during the Project's engineering phase to confirm that the Proposed Project does not create hazardous geometric conditions.

3-56. The preliminary design concepts for the Project do not anticipate narrowing lane widths at the station locations.

3-57. The comment provides contact information for Vikki Davtian, Principal Engineer - Traffic, for additional information or questions.

3-58. See Response 3-30.

3-59. The Proposed Project does not include roadway widening in Burbank. Therefore, impacts to the City's storm drainage facilities are not anticipated. Minor drainage/storm water improvements may be necessary at the Project's proposed BRT stations which, if necessary, would be addressed in the Project's engineering/design phase.

3-60. As discussed in Chapter 2, Project Description, the Proposed Project's BRT service would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. Substantial deterioration of the pavement is not anticipated because the Proposed Project's BRT service would provide only six buses per hour per direction (or approximately 200 buses per day) and would operate in travel lanes on Olive Avenue that already accommodate between approximately 22,000 and 28,000 vehicles per day, including automobiles, trucks, and buses. In addition, concrete bus pads would be installed at the Proposed Project's BRT stations. A joint maintenance agreement for Project elements would be developed during final design and prior to the opening of Project operations.

A need for land acquisition in Burbank has not been identified for BRT stations or roadway widening. The need for easements within the City's right-of-way during construction would be identified in the engineering phase.

3-61. The comment refers to an attached letter related to Transportation Impacts. No additional letter has been provided to Metro.

3-62. The comment provides contact information for the Public Works Field Services for additional information or questions.

Letter No. 4

Erik Krause
City of Glendale
Community Development
633 East Broadway, Suite 103
Glendale, CA 91206

4-1 The comment provides an introduction to the letter. Further response is not required.

4-2 This comment notes that the following comments are related to loss of travel lanes and median modifications on Glenoaks Boulevard, which are identified in the Draft EIR as Areas of Controversy and Issues to be Resolved. Specific comments related to loss of travel lanes and median modifications are addressed in the following responses.

4-3 The City requests that the Grandview Station, which is noted as an optional station in the Draft EIR, be included as part of the Proposed Project. The Grandview Station is part of the Proposed Project assessed in the Final EIR.

4-4 The City requests protected bicycle lanes on Glenoaks Boulevard. The Proposed Project maintains the existing Class II bicycle facilities on Glenoaks Boulevard. Metro will work with the City of Glendale during subsequent design phases to evaluate options to enhance the bicycle lanes along Glenoaks Boulevard in conjunction with refining the design of the Proposed Project.

4-5 Comment noted.

4-6 Metro notes that the curb adjacent or parking protected bike lane option may be considered during the Project's design phase. Metro expresses concern regarding safety associated with the median adjacent or center-running bike lane concept because there is a possibility that cyclists could cut across the bus and vehicular traffic lanes to enter or leave the bike lanes, unless physical barriers are constructed to control access into and out of the bike lanes. The median adjacent or center-running bike lanes also may be considered during the Project's design phase. Metro acknowledges that implementation of protected bike lanes would not conflict with the dedicated bus lanes included in the Proposed Project.

4-7 The comment requests that Metro include protected intersection bike lane options at major intersections, including where BRT stations are planned at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue. Regarding pedestrian timing issues, the City requests that Metro maintain two-stage crossing and pedestrian push buttons in the median. The Concept Plans in Appendix Z of the Draft EIR indicate that a station or median would be included at each major intersection and will continue

Exhibit D

ES. Executive Summary

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 (BRT) Corridor Project (Proposed Project or Project) and its potential environmental effects. The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. 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.

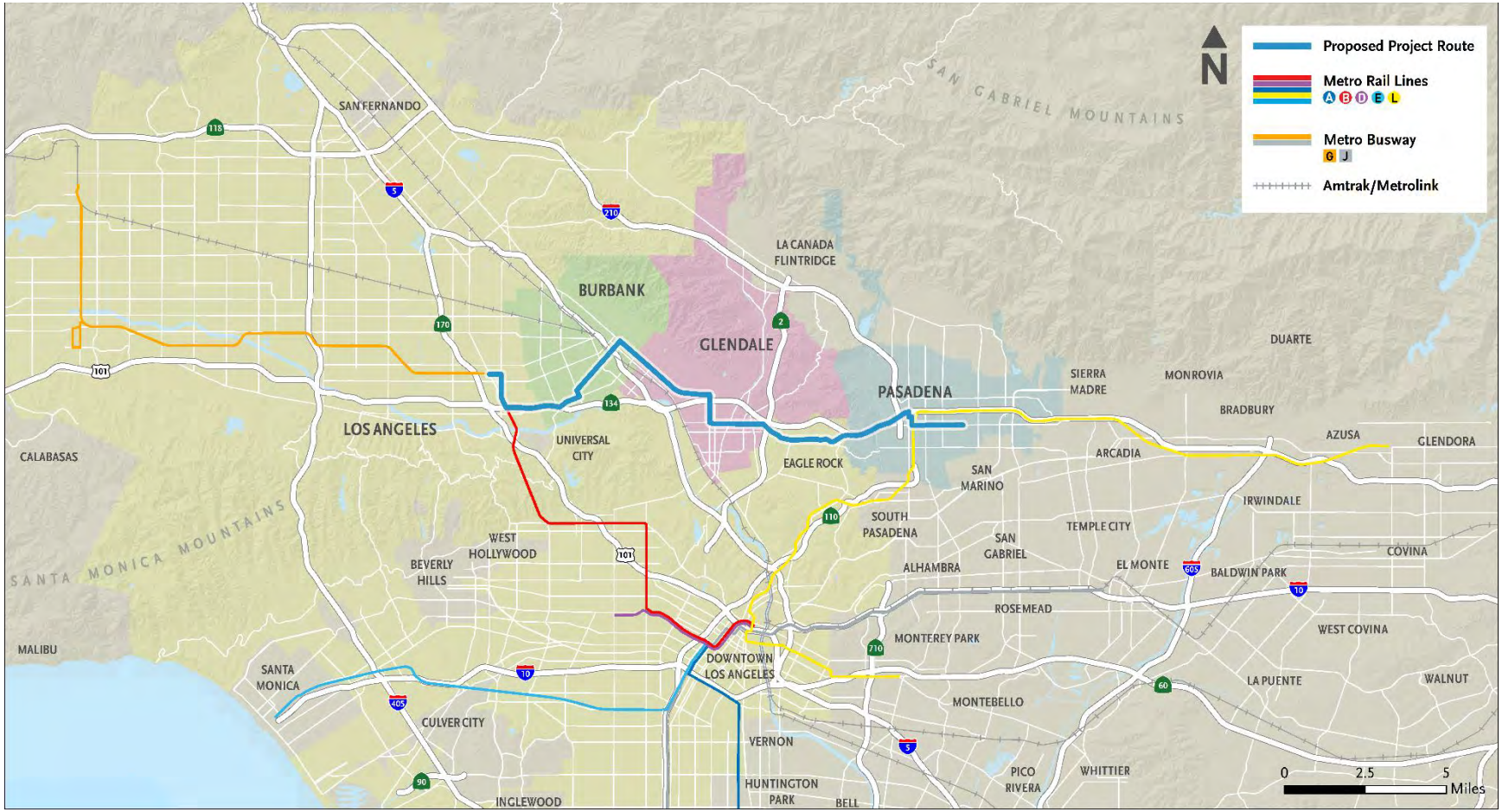
Key revisions to the Proposed Project since circulation of the Draft Environmental Impact Report (EIR) are summarized below. Additional details are provided below and in Chapter 2, Project Description.

- The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project.
- The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock.
- The Final EIR assesses configuration options in Eagle Rock that implement dedicated bus lanes while also preserving bicycle lanes, medians, and parking, including a travel lane reduction option.
- A station is proposed at Alameda Avenue and Naomi Street in Burbank in place of the two stations that were formerly proposed at Olive Avenue and Alameda Street along with Olive Avenue and Buena Vista Street.
- Curb-running bus lanes are no longer proposed along Olive Avenue between Buena Vista Street and Lake Street in Burbank. The Final EIR instead assesses a side-running bus lanes configuration for this stretch, including a travel lane reduction while preserving parking and retaining existing sidewalk widths.
- The proposed station on Olive Avenue and Lake Street in Burbank is no longer located on the Olive Avenue bridge.

ES.1 PURPOSE OF THIS FINAL ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Final 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.). This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Proposed Project.

Figure ES-1 – Regional Context of the Study Corridor



SOURCE: Terry A. Hayes Associates Inc., 2021.

It is required by Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency.

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.

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.

Following the public scoping review period and NOP release, Metro began developing the Draft EIR. Upon release of the Notice of Availability (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 community interest in the Proposed Project and the current Los Angeles 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.

Per CEQA, a public review period is required when issuing the availability and completion of a Draft EIR. Metro conducted two virtual public hearings and one virtual platform where the public was able to provide comments regarding the content and findings of the overall project plans. A virtual platform allows the public access to materials and project information similarly to an in-person setting. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in 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.

The virtual public hearings to take testimony on the Draft EIR was conducted on November 12, and 14, 2020. A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. Metro received approximately 445 comments during the Draft EIR public review period.

Upon the completion of the Final EIR and other required documentation, the Metro Board of Directors certify the Final EIR and the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and approve the Proposed Project. The public can comment on the contents of the Final EIR when the Metro Board considers the Proposed Project at the Board Meeting on March 24, 2022.

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, station opportunities and constraints, and surrounding 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).

Following the release of the Draft EIR, two virtual public hearings were conducted in November 2020. In addition, Metro received a total of 349 public comment letters (including emails and transcribed voicemails) on the Draft EIR during the public comment period, for a total of approximately 445 comments including public hearings. Upon evaluating the comments received during the Draft EIR public review period, Metro made refinements to the Proposed Project, particularly in the Eagle Rock community along Colorado Boulevard and in the Burbank community. The refinements to the Proposed Project are described in Chapter 2, Project Description, of the Final EIR. Metro updated the community on the refinements to the Proposed Project through a series of briefings and presentations with elected officials, City staff, key stakeholder roundtable meetings, business roundtable meetings and a community meeting.

Throughout this public engagement effort, the Metro team gathered feedback about the technical aspects of the Proposed Project and refinements to the alignment along Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. These communities have been engaged with Metro since the Proposed Project was initiated and presented to the public. This process included an opportunity for key groups and businesses in the Eagle Rock community to provide direct feedback to the project team on the Proposed Project and the Project refinements, and an opportunity for the communities in the corridor to provide feedback on that same information. These opportunities for feedback were designed to be transparent and inclusive, and allowed community members extended meeting times for the Project team to respond to the many questions and comments received. Due to the COVID-19 pandemic and Los Angeles County Safer at Home Orders, all meetings were held virtually to allow the public to attend from the safety of their homes. The community meetings were also recorded and made available on the Proposed Project website along with the meeting presentation materials.

Metro attended one-on-one meetings with individual agencies to provide an overview of the project, schedule, next steps and to solicit feedback on the project. Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting to public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school organizations.

The key stakeholder roundtable meetings were conducted virtually with key stakeholders in Eagle Rock on Tuesday, March 16, 2021, with two sessions provided at different times to allow for opportunities that fit their schedules. At the roundtable meetings, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback about the project and refinements. Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in English and Spanish.

A business roundtable meeting was conducted virtually with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the roundtable meeting, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue with project staff. The meeting format allowed meeting attendees to ask questions and provide feedback about the project and refinements. Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts). Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting notifying businesses of the meeting.

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined alignments in Eagle Rock and Burbank and to solicit feedback from the public. Following the approval of the Proposed Project by the Board of Directors on May 27, 2021, an additional series of virtual community meetings were held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community to gather feedback and answer questions about the proposed refinements in their respective communities. Each meeting consisted of a presentation of the refinements by Metro followed by a question and answer session. In addition to simultaneous Spanish interpretation, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Transit rider intercept surveys were conducted in Burbank and Eagle Rock between October 1 and October 13, 2021, to inform transit users and capture feedback about the project. Surveys were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the Metro B/G Line (Red/Orange) Station in North Hollywood. Interviewees had the opportunity to provide either written responses or video comments.

Mobile phone surveys were also sent to transit riders within the project study area via Metro's Transit Application between September 27 and October 10, 2021. The goal of the surveys was to better understand the characteristics of transit riders and which elements of the Proposed Project they found most important. Two separate surveys were made available for targeted geographic audiences – one for Eagle Rock and one for Burbank – and were available in both English and Spanish.

Additionally, Metro staff conducted door-to-door outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank between November 5 and December 4, 2021. The purpose was to further inform business owners and employees about the project and capture feedback on the design options being studied in both communities. Staff also distributed flyers providing background information, the design options being studied, and contact information.

After consideration of public comments and further public engagement following the circulation of the Draft EIR, a number of refinements were made to the Proposed Project. Among these refinements are two configuration options for the Colorado Boulevard segment in Eagle Rock. One configuration maintains existing general purpose travel lanes and the other configuration eliminates a general purpose travel lane in order to implement a dedicated bus lane while also preserving bicycle lanes, medians, and parking. As shown in Chapter 3, Corrections and Additions, of this Final EIR, the refinements to the Proposed Project and the configuration options would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the Proposed Project or result in any new significant environmental impact.

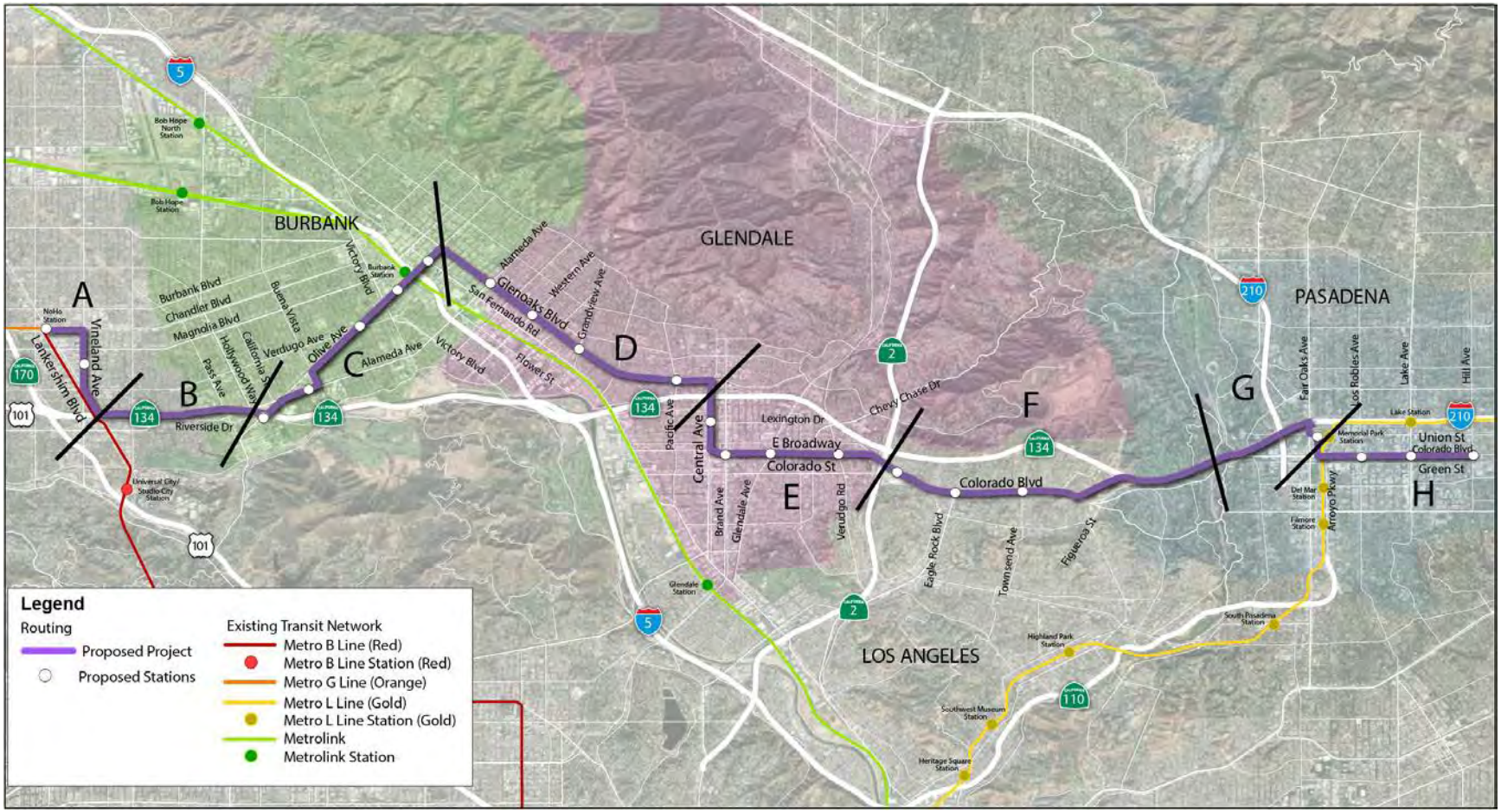
ES.5 PROPOSED PROJECT

The Proposed Project extends approximately 19 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 [SR] 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. The Proposed Project that was presented in the Draft EIR included route options at various locations. Based on comments on the Draft EIR received from the public and stakeholders, as well as additional technical analysis, the various route options were eliminated from further consideration by the Metro Board of Directors on May 27, 2021. The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project. In addition, the Proposed Project does include configuration options for the Colorado Boulevard segment in Eagle Rock, as presented subsequently in this section.

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

Figure ES-2 – Proposed Project



SOURCE: Kimley-Horn and Associates Inc., 2022.

Table ES-1 – Route Segments

Key	Segment	From	To	BRT Lane Configuration	Stations
A	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	• Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange)
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running[1] Mixed-Flow[2]	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	• Hesby St.
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow[3]	
B	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
C	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow[4]	• Riverside Dr.
	Olive Ave.	Riverside Dr.	Alameda Ave.	Curb-Running	
	Alameda Ave.	Olive Ave.	Buena Vista St.	Mixed-Flow/Curb Running[5]	• Naomi St.
	Buena Vista St.	Alameda Ave.	Olive Ave.	Mixed-Flow/Curb-Running[6]	
	Olive Ave.	Buena Vista St.	First St.	Side-Running[7] Mixed-Flow[7]	• Verdugo Ave. • Lake St.
	Olive Ave.	First St.	Glenoaks Blvd.	Curb-Running	• San Fernando Blvd.
D	Glenoaks Blvd.	Olive Ave.	Providencia Ave.	Mixed-Flow	
	Glenoaks Blvd.	Providencia Ave.	Central Ave.	Median-Running	• Alameda Ave. • Western Ave. • Grandview Ave. • Pacific Ave.
E	Central Ave.	Glenoaks Blvd.	Broadway	Mixed-Flow Side-Running[8]	• Lexington Dr.
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	• Brand Blvd. • Glendale Ave. • Verdugo Rd.

Key	Segment	From	To	BRT Lane Configuration	Stations
F	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center-/Median-Running[9, 10]	• Eagle Rock Plaza (at Broadway) • Eagle Rock Blvd. (at Caspar Ave.) • Townsend Ave.
G	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.	Mixed-Flow	• Holly St. - Metro L Line (Gold)
H	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	• Los Robles Ave. • Lake Ave. • Eastern Terminus on Hill Ave. south of Colorado Blvd. (near (Pasadena City College)

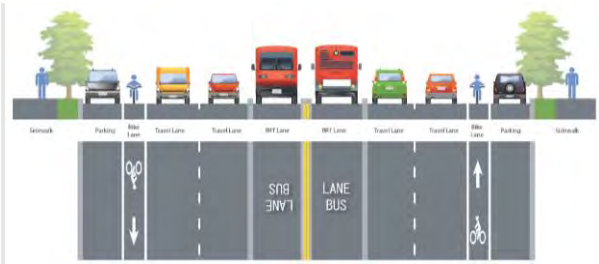
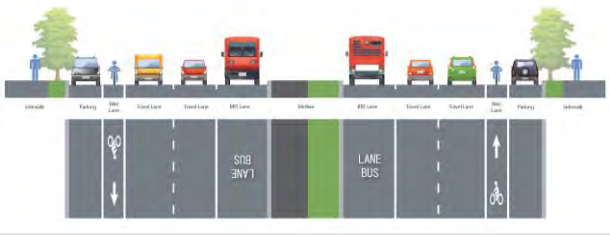
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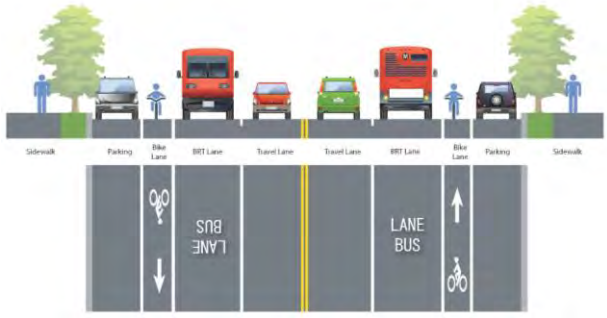
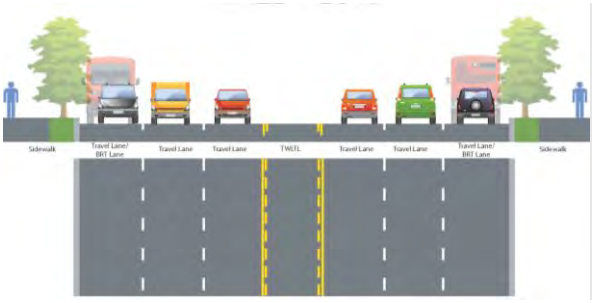
1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
5. Limited curb-running bus lanes could be implemented around stations.
6. Curb-running bus lanes would replace on-street parking approaching Olive Ave. in the northbound direction and approaching Alameda Avenue in the southbound direction.
7. Transitions to mixed-flow bus lanes between Lake St. and 1st St.
8. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
10. Design options for the segment of Colorado Blvd. between Eagle Rock Blvd. and the SR-134 ramps at Linda Rosa Ave. include (1) two through travel lanes per direction (consistent with existing condition), or (2) one through travel lane per direction.

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, including the design options in Eagle Rock, are shown in **Table ES-2**.

Table ES-2 – Lane Configuration and Treatments

Center Running	Median Running
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.	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 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 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.
	

Side Running	Curb Running
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.	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.
	
Mixed Flow	
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.	

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 and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2021

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



SOURCE: Kilograph and Google Maps, 2021

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



SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

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



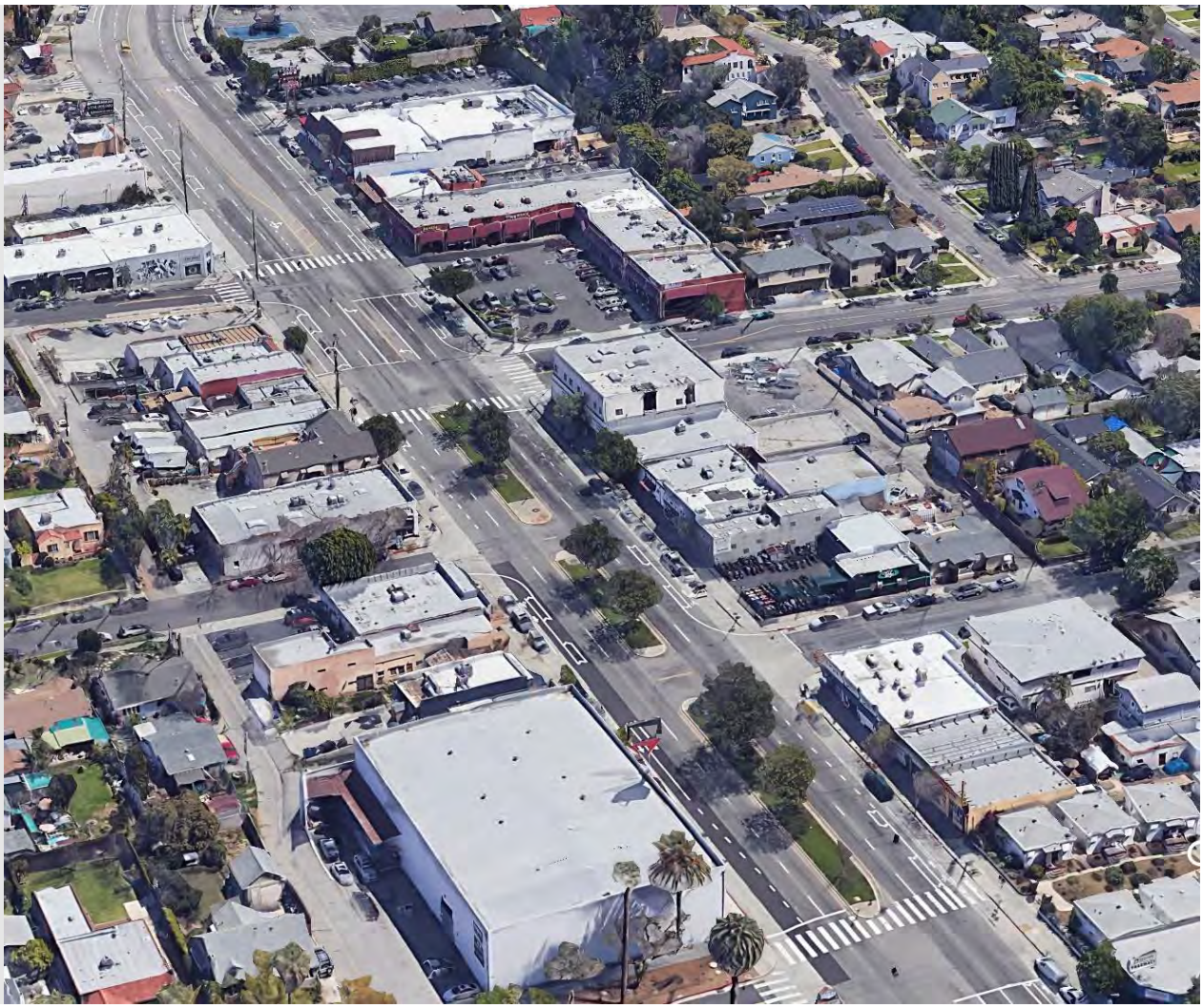
SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

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



SOURCE: Kilograph and Google Maps, 2020

Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with Two Travel Lanes per Direction)



SOURCE: Kilograph and Google Maps, 2021

Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with One Travel Lane per Direction)



SOURCE: Kilograph, 2021

ES.7 TRANSIT SIGNAL PRIORITY

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 on Colorado Boulevard in the City of Pasadena. It 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

The Proposed Project includes 22 stations, as indicated in **Table ES-3**. 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 parts approach, similar to Metro rail stations. The station elements as described below would be utilized to establish a minimum requirement of baseline amenities for station platforms. Station siting would provide 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

It is anticipated that BRT buses would support all door boarding with on-board validators in lieu of deployment of ticket vending machines at stations. The Proposed Project would be integrated with Metro's TAP card system, which improves the multimodal transit experience by allowing a singular payment option for bus and rail trips as well as other transit programs throughout Los Angeles County. Nearly all transit agencies in Los Angeles County accept use of a TAP card for payment. There is also a mobile application for TAP allowing payment from cellular phones.

Table ES-3 – Station/Platform Locations

Location	Segment	Description
NORTH HOLLYWOOD (CITY OF LOS ANGELES)		
North Hollywood Metro B/G Line (Red/Orange) Station	A (Project Terminus)	Existing off-street station would be replaced with a new transit center that would accommodate the Proposed Project. The new transit center would be constructed regardless of the Proposed Project as part of the separate and independent North Hollywood Station Joint Development Project (see https://www.metro.net/projects/jd-noho/s).
Vineland Ave. at Hesby St.	A	Median station with islands outboard of bus lanes (for right side loading) south of Hesby St. (eastbound far-side / westbound near-side) with new traffic signal and crosswalk for access.
CITY OF BURBANK		
Olive Ave. at Riverside Drive and Hollywood Way	C	Sidewalk station with eastbound loading zone on curb extension on Riverside Dr. far-side from Hollywood Way; westbound loading zone on Olive Ave. far-side from Riverside Dr. and would be integrated with existing plaza.
Alameda Ave. at Naomi St.	C	Sidewalk station with near-side eastbound and westbound loading zones.
Olive Ave. at Verdugo Ave.	C	Sidewalk station with near-side eastbound loading zone and far-side westbound loading zone. Curb extensions would be constructed for the loading zone.
Olive Ave. at Lake St. (near Metrolink Station)	C	Near-side sidewalk stations with loading zones along curb extensions.
Olive Ave. at San Fernando Blvd.	C	Sidewalk station with 120 to 140-foot-long far-side loading zones to accommodate the Project and local bus services. Station elements would be integrated with sidewalk and would avoid conflicts with existing mature street trees.
CITY OF GLENDALE		
Glenoaks Blvd. at Alameda Ave.	D	Median station with far-side loading islands outboard of bus lanes (for right side loading) accessible by existing signalized crosswalk. The existing landscaped median-noses would be reconfigured to accommodate the stations and left-turn bays.
Glenoaks Blvd. at Western Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Grandview Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Pacific Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Central Ave. at Lexington Dr.	E	Sidewalk station with far-side loading zones along curb extensions; includes bicycle pathway behind station.

Location	Segment	Description
Broadway at Brand Blvd.	E	Sidewalk station with far-side loading zones. Curb extension would be provided to widen sidewalk for eastbound station; westbound station would be integrated with sidewalk/plaza.
Broadway at Glendale Ave.	E	Sidewalk station with far-side loading zones. Stations would be integrated with sidewalk.
Broadway at Verdugo Rd.	E	Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.
EAGLE ROCK DISTRICT (CITY OF LOS ANGELES)		
Colorado Blvd. at Eagle Rock Plaza	F	Sidewalk station with loading zones along curb extensions; includes bicycle pathway behind station. The stations are located on the east leg of the Broadway/Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones.
Colorado Blvd. at Eagle Rock Blvd.	F	The stations would be located on the east leg of the Caspar Ave./Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.
Colorado Blvd. at Townsend Ave.	F	The stations would be located on the west leg of the Townsend Ave./Colorado Blvd. intersection with near-side eastbound and far-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.
CITY OF PASADENA		
Raymond Ave. at Holly St.	G	Sidewalk station with curb extensions on Raymond Ave. north of Holly St. proximate to the Metro L Line (Gold). The eastbound loading zone would be near-side and the westbound loading zone would be far-side. Vertical elements would be integrated with the existing landscaping to avoid removal of large trees and would be kept clear of the facade of the historic Raymond Theatre building.
Colorado Blvd. at Los Robles Ave.	H	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade “blue line” would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Colorado Blvd. at Lake Ave.	H	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade “blue line” would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Hill Ave. south of Colorado Blvd.	H	The station would be located on Hill Ave. south of Colorado Blvd.; buses would be routed to Green St. approaching the terminus such that buses would likely utilize a combined station and layover zone located along the east curb of Hill Ave. south of Colorado Blvd., although it is possible that drop-off would be on Colorado Blvd. depending on the final design. If electric bus charging infrastructure is provided, vertical elements, potentially including a mast and electric bus charging boom, would be integrated with the station and a charging sub-station may displace a few parking stalls within the adjacent Pasadena City College surface parking lot. This would require coordination with Pasadena City College and possibly a property easement or acquisition.

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 and signage, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) preparation, pavement improvements and/or markings, 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 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. Stations are being designed to accommodate 60-foot buses, although it is anticipated that 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 potentially at the Pasadena City College terminus, as well as at the Metro El Monte (Division 9) facility, which is where it is expected that buses would be stored.[1] 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 expected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term as well as long term. The Proposed Project is forecast to attract 34,950 boardings in 2042. Regional vehicle miles traveled with the Proposed Project would decrease by approximately 87,000 miles compared to without the Proposed Project.

ES.12 PROJECT COST AND FUNDING

The Proposed Project is funded by Measure M ($267 million) and Senate Bill 1 ($50 million), which provide a total of $317 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 design option) to capture and identify the costs associated with each segment, and to assist in the evaluation of the design 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.

The results of the conceptual capital cost estimates for the Proposed Project indicate a range of approximately $263 million to $386 million, including contingencies and escalation. The level of detail of the capital cost estimates corresponds with the current level of definition, engineering,

[1] 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 at Pasadena City College, with mast arms extending to the identified layover-loading zone along Hill Avenue. At the El Monte Division 9 facility, Metro would be installing charging infrastructure in conjunction with the systemwide conversion to electric bus operations.

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 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified for the Proposed Project.

ES.14 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A Draft EIR was 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. Revisions to the Proposed Project have not resulted in new impacts that were not identified in the Draft EIR. 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. **Table ES-4** provides a summary of the potential environmental impacts. **Table ES-5** provides recommended mitigation measures and the level of significance after mitigation.

Table ES-4 – Summary of Impacts

Proposed Project/Alternative			Environmental Resource									
	District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project	North Hollywood	A	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**
	North Hollywood/ Burbank	B	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
	Burbank	C	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-6**	LTSM **CUL-2**
	Glendale	D/E	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**
	Eagle Rock	F (One Travel Lane)	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**

Proposed Project/Alternative		Environmental Resource									
District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
	F (Two Travel Lanes)	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**
Pasadena	G	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**
Pasadena	H	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	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., 2022.

Table ES-5 – Summary of Impacts and Mitigation Measures

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
AESTHETICS		
The Proposed Project would result in removal of historic streetlights considered important visual resources along Central Avenue and Broadway in Glendale, a potentially significant impact.	**CUL-1**: 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.	**Less Than Significant**
The Proposed Project would result in the removal of street trees considered to be important visual resources, a potentially significant impact	**VIS-1**: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements: • Street trees shall be replaced in accordance with the regulations established by each affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk. • Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services. • 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. **VIS-2**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
BIOLOGICAL RESOURCES		
Construction of the Proposed Project would result in the removal of street trees used by migratory birds and bats for nesting, a potentially significant impact.	**BIO-1**: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures: • 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. • 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. • 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. • 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. To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures: • Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats. • 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	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	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. • 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. • 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. • 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. • 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).	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
CULTURAL RESOURCES		
The Proposed Project would result in removal of historic streetlights in along Central Avenue and Broadway in Glendale, a potentially significant impact.	**CUL-1**: 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.	**Less Than Significant**
Ground disturbing activities during construction of the Proposed Project has the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.	**CUL-2**: A Qualified Archaeologist, 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	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.	
GEOLOGY AND SOILS		
The Proposed Project poses risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.	**GEO-1**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
NOISE		
Construction of the Proposed Project has the potential to generate noise that could increase ambient noise levels by 5 dBA L_{eq} or more which would exceed local significance thresholds within one or more jurisdictions along the BRT alignment, a potentially significant impact.	**NOI-1**: Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} or more at a noise sensitive use, 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. 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: • City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L_{eq} within one hour for construction lasting more than one day, 5 dBA L_{eq} 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. • 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 L_{eq} 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 L_{eq} 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. • 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 L_{eq} for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	exterior noise levels by 5 dBA L_{eq} at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday. • City of Pasadena: Construction noise levels that exceed 85 dBA L_{eq} at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L_{eq} 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. Noise-reducing methods that may be implemented include: • Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used. • Limit unnecessary idling of equipment. • Install temporary noise barriers or noise-control curtains, where feasible and desirable. • Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers. • Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.	
Construction of the Proposed Project 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.	**NOI-2**: 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 a large bulldozer is used within 15 feet of buildings, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. 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: • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction within 25 feet of buildings.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	• The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.	
Construction of the Proposed Project 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.	**NOI-3:** 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 or 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: • The contractor shall minimize the use of tracked vehicles and vibratory equipment. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.	**Less Than Significant**
TRANSPORTATION		
Construction of the Proposed Project may result in temporary relocation of existing bus stops and temporary delays to transit travel time due to lane closures, a potentially significant impact.	**TRA-1**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project may result in traffic delays and inconvenience due to temporary lane closures, a potentially significant impact.	**TRA-2**: 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.	**Less Than Significant**
Construction of the Proposed Project may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.	**TRA-3**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project would result in temporary roadway lane closures which may affect existing and planned bicycle facilities, a potentially significant impact	**TRA-4**: 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.	**Less Than Significant**
The Proposed Project would reconfigure existing bicycle facilities, a potentially significant impact.	**TRA-5**: 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 County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase. In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.	**Less Than Significant**
Construction of the Proposed Project would result in lane closures and 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.	**TRA-6**: 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.	**Less Than Significant**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
TRIBAL CULTURAL RESOURCES		
Ground disturbing activities during construction of the Proposed Project has the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.	**CUL-2**: 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. 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.	**Less Than Significant**

SOURCE: Terry A. Hayes Associates Inc., 2022.

ES.15 COMPARISON OF ALTERNATIVES

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. 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 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 as shelter with solar lighting, bench and trash receptacle as a minimum level of bus stop amenities. 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 identified 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 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 within the Project corridor to enhance the regional network, although transit improvements would be limited compared to the Proposed Project. 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 alternative, CEQA requires identification 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 in this case because, as compared to the Proposed Project, 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.



NORTH HOLLYWOOD TO PASADENA

Bus Rapid Transit Corridor Project

FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2019060110

Metro

Los Angeles County Metropolitan Transportation Authority

MARCH 2022

North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Final Environmental Impact Report

March 2022

Metro

In Association with:

Kimley-Horn
Terry A. Hayes Associates Inc.
Connetics Transportation Group
GPA Consulting
Impact Sciences, Inc.
PARIKH Consultants, Inc.
Resource Systems Group
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TABLE OF CONTENTS

EXECUTIVE SUMMARY ES-1
ES.1 Purpose of this Draft Environmental Impact Report ES-1
ES.2 Environmental Review Process ES-3
ES.3 Project Objectives ES-4
ES.4 Project History ES-4
ES.5 Proposed Project ES-7
ES.6 Lane Configurations and Treatments ES-11
ES.7 Transit Signal Priority ES-21
ES.8 Enhanced Stations ES-21
ES.9 Description of Construction ES-24
ES.10 Description of Operations ES-24
ES.11 Ridership ES-25
ES.12 Project Cost and Funding ES-25
ES.13 Significant and Unavoidable Impacts ES-26
ES.14 Summary of Environmental Impacts and Mitigation Measures ES-26
ES.15 Comparison of Alternatives ES-40

1. INTRODUCTION 1-1
1.1 Intended Uses of the Environmental Impact Report 1-1
1.2 Environmental Review Process and Community Outreach 1-2
1.3 Final EIR Organization 1-5

2. PROJECT DESCRIPTION 2-1
2.1 Location and Surrounding Uses 2-1
2.2 Project History 2-4
2.3 Project Description 2-6
2.4 Station Locations and Characteristics 2-23
2.5 Lane Configurations and Treatments 2-30
2.6 Operations 2-33
2.7 Vehicles 2-36
2.8 Maintenance and Storage 2-38
2.9 Construction 2-38
2.10 Project Commitments 2-39
2.11 Permits and Approvals 2-41
2.12 Cost Estimates 2-42
2.13 Implementation Schedule 2-43

3. CORRECTIONS AND ADDITIONS 3-1

4. RESPONSES TO COMMENTS 4-1
4.1 Introduction.....4-1
4.2 Responses to Comments 4-1
4.3 Responses to Public Agencies 4-22
4.4 Responses to Groups and Organizations 4-62
4.5 Responses to Individuals.....4-78
4.6 Responses to Public Hearing.....4-252
4.7 Responses to Questions and Answers at the Public Hearing 4-277

5. MITIGATION MONITORING 5-1
5.1 Introduction.....5-1
5.2 Purpose.....5-1

LIST OF FIGURES

Figure ES-1 – Regional Context of the Study Corridor ES-2
Figure ES-2 – Proposed Project ES-8
Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project ES-13
Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project ES-13
Figure ES-5 – Burbank – Olive Avenue Pre-Project ES-14
Figure ES-6 – Burbank – Olive Avenue Post-Project ES-15
Figure ES-7 – Glendale – Glenoaks Boulevard Pre-Project ES-16
Figure ES-8 – Glendale – Glenoaks Boulevard Post-Project ES-16
Figure ES-9 – Glendale – Broadway and Colorado Street Pre-Project ES-17
Figure ES-10 – Glendale – Broadway and Colorado Street Post-Project ES-17
Figure ES-11 – Eagle Rock – Colorado Boulevard Pre-Project ES-18
Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with Two Travel Lanes per Direction) ES-19
Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Project (Design Option with One Travel Lane per Direction) ES-20
Figure 2-1 – Regional Context of the Study Corridor 2-2
Figure 2-2 – Proposed Project 2-8
Figure 2-3 – Typical Center-Running Bus Lanes Configurations 2-31
Figure 2-4 – Typical Median-Running Bus Lanes Configurations 2-32
Figure 2-5 – Typical Side-Running Bus Lanes Configurations 2-34
Figure 2-6 – Typical Curb-Running Bus Lanes Configurations 2-35
Figure 2-7 – Typical Mixed-Flow Operation Cross Section 2-36

LIST OF TABLES

Table ES-1 – Route Segments.....ES-9
Table ES-2 – Lane Configuration and Treatments ES-11
Table ES-3 – Station/Platform Locations.....ES-22
Table ES-4 – Summary of Impacts.....ES-27
Table ES-5 – Summary of Impacts and Mitigation Measures ES-29
Table 2-1 – Route Segments 2-10
Table 2-2 – Station/Platform Locations 2-25
Table 2-3 – Proposed BRT Service Span..... 2-37
Table 2-4 – Proposed BRT Service Frequencies 2-37
Table 4-1 – List of Commenters on the Draft EIR..... 4-2
Table 5-1 – Mitigation Monitoring and Reporting Program 5-2

LIST OF APPENDICES

Appendix A Public Outreach Report
Appendix B Updated Capital Costs Report
Appendix C Public Comments on the Draft EIR
Appendix D Traffic Diversion Analysis
Appendix E Traffic Delay Analysis
Appendix F Updated Concept Plans for Burbank and Eagle Rock

ACRONYMS AND ABBREVIATIONS

ATP	Active Transportation Program
BRT	Bus Rapid Transit
BSA	Biological Study Area
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CNG	Compressed Natural Gas
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
HAWK	High-Intensity Activated CrossWalK
LU	Landscape Unit
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP	Mitigation Monitoring and Reporting Program
NOA	Notice of Availability
NOP	Notice of Preparation
O&M	Operations and Maintenance
PC	Project Commitments
PCC	Pasadena City College
PRC	Public Resources Code
ROW	Right-of-Way
RRFBs	Rectangular Rapid Flashing Beacons
RVs	representative viewpoints
SCCIC	South Central Coastal Information Center
SFV	San Fernando Valley
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
TSP	Transit Signal Priority
WATCH	Work Area Traffic Control Handbook
ZEV	Zero Emission Vehicle

1. Introduction

This chapter provides an overview of the purpose of this Final Environmental Impact Report (EIR) for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project (Proposed Project or Project). This Final EIR has been prepared to comply with the requirements of California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.).

The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. 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.

1.1 INTENDED USES OF THE ENVIRONMENTAL IMPACT REPORT

This Final EIR is intended to assist Los Angeles County Metropolitan Transportation Authority (Metro) in making decisions regarding the adoption of the Proposed Project. It is required by Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency. Key revisions to the Proposed Project since circulation of the Draft EIR are summarized below. Additional details are provided in Chapter 2, Project Description.

- The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project.
- The Proposed Project no longer includes shared bus and bicycle lanes on any segment.
- The Final EIR assesses configuration options in Eagle Rock that implement dedicated bus lanes while also preserving bicycle lanes, medians, and parking, including a travel lane reduction option.
- A station is proposed at Alameda Avenue and Naomi Street in Burbank in place of the two stations that were formerly proposed at Olive Avenue and Alameda Street along with Olive Avenue and Buena Vista Street.
- Curb-running bus lanes are no longer proposed along Olive Avenue between Buena Vista Street and Lake Street in Burbank. The Final EIR instead assesses a side-running

bus lanes configuration for this stretch, including a travel lane reduction while preserving parking and retaining existing sidewalk widths.

- The proposed station on Olive Avenue and Lake Street in Burbank is no longer located on the Olive Avenue bridge.

These Proposed Project refinements and others are addressed within the Final EIR. This document also contains comments received on the Draft EIR and their responses, as well as updates and clarifications to the text and graphics.

As described in Chapter 2, Project Description, and Chapter 4, Response to Comments, of the Final EIR, project modifications, such as lane reductions in Burbank on Olive Avenue from Buena Vista Street to Lake Street and inclusion of two design options in Eagle Rock, are the result of public comments and community outreach conducted as part of the Draft EIR circulation conducted pursuant to CEQA Guidelines Section 15105. Such modifications would not be considered "significant new information" pursuant to CEQA Guidelines Section 15088.5 as the modifications have been made to portions of the Project route already described in the Draft EIR and have been made as a result of lengthy public outreach and discourse such that the public has not been deprived of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect. As shown in Chapter 3, Corrections and Additions, of the Final EIR, the refinements to the Proposed Project and the design options would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the Proposed Project or result in any new or substantially more severe significant environmental impacts. On the contrary, the design options in Eagle Rock would avoid potentially significant impacts to bicycle facilities identified in the Draft EIR.

1.2 ENVIRONMENTAL REVIEW PROCESS AND COMMUNITY OUTREACH

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 public 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. The scoping process and comments received are detailed in Chapter 7, Public Outreach of the Draft EIR. The Scoping Report is contained in Appendix V of the Draft EIR.

Following the public scoping review period and NOP release, Metro began developing the Draft EIR. Upon release of the Notice of Availability (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 community interest in the Project and the current Los Angeles 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.

Per CEQA, a public review period is required when issuing the availability and completion of a Draft EIR. Appendix A of the Final EIR includes the Public Outreach Report for activities occurring after publication of the 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 virtual public hearings and one virtual platform during the public review period. A virtual platform allows the public access to materials and project information similarly to an in-person setting. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in eleven 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.

Metro conducted public hearings to take testimony on the Draft EIR on November 12 and 14, 2020. A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. Metro received 445 unique comments during the Draft EIR public review period. Comments were received through four methods, including via the project email address, voicemail, and by submitting a written and/or oral comment at one of the two public hearings. 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 Eagle Rock comments referenced a proposed new design concept named the “Beautiful Boulevard” and also expressed concern related to the Proposed Project’s consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan.

Upon evaluating the nearly 500 comments received during the Draft EIR public review period, Metro made refinements to the Proposed Project, particularly in the Eagle Rock community along Colorado Boulevard and in the Burbank community. The public engagement program to update the community on the refinements included briefings and presentations with elected officials, City staff, key stakeholder roundtable meetings, business roundtable meetings and a community meeting.

Throughout this public engagement effort, the Metro team gathered feedback about the technical aspects of the Proposed Project and refinements to the alignment along Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. This process included an opportunity for key groups and businesses in the Eagle Rock community to provide direct feedback to the project team and a later opportunity for the communities in the corridor to provide feedback on the identical information and refinements presented to the key groups and businesses. These opportunities for feedback were designed to be transparent and inclusive, and allowed community members extended meeting times for the Project Team to respond to the many questions and comments received. Due to the COVID-19 pandemic and Los Angeles County Safer at Home Orders, all meetings were held virtually to allow the public to attend from the safety of their homes. In addition to the virtual meetings, the meetings were recorded and made available on the project website along with the meeting presentation materials.

Metro attended one-on-one meetings with individual agencies to provide an overview of the project, schedule, next steps and to solicit feedback on the project. Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting to the public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school organizations.

The key stakeholder roundtable meetings were conducted virtually with key stakeholders in Eagle Rock on Tuesday, March 16, 2021, with two sessions provided at different times to allow for opportunities that fit their schedules. At the roundtable meetings, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback about the project and refinements. Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in English and Spanish.

A business roundtable meeting was conducted virtually with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the roundtable meeting, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue with project staff. The meeting format allowed meeting attendees to ask questions and provide feedback about the project and refinements. Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts). Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting notifying businesses of the meeting.

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined alignments in Eagle Rock and Burbank and to solicit feedback from the public. Following the approval of the Proposed Project by the Board of Directors on May 27, 2021, an additional series of virtual community meetings were held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community to gather feedback and answer questions about the proposed refinements in their respective jurisdictions. Each meeting consisted of a presentation of the refinements by Metro followed by a question and answer

period. In addition to simultaneous Spanish interpretation, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Transit rider intercept surveys were conducted in Burbank and Eagle Rock between October 1 and October 13, 2021, to inform transit users and capture feedback about the project. Surveys were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the B/G Line (Red/Orange) station in North Hollywood. Interviewees had the opportunity to provide either written responses or video comments.

Mobile phone surveys were also sent to transit riders within the project study area via Metro's Transit App between September 27 and October 10, 2021. The goal of the surveys was to better understand the characteristics of transit riders and which elements of the Proposed Project they found most important. Two separate surveys were made available for targeted geographic audiences – one for Eagle Rock and one for Burbank – and were available in both English and Spanish.

Additionally, Metro staff conducted door-to-door outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank between November 5 and December 4, 2021. The purpose was to further inform business owners and employees about the project and capture feedback on the design options being studied in both communities. Staff also distributed flyers providing background information, the design options being studied, and contact information.

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

1.3 FINAL EIR ORGANIZATION

This Final EIR is comprised of the chapters listed below. Chapter 3, Corrections and Additions, includes corrections and additions to the Draft EIR; new content is shown in underline and removed content is shown in ~~strikethrough~~. These revisions were either initiated by the lead agency or made to address comments received during the public review period. None of these corrections or additions constitute significant new information which would necessitate a recirculation of the EIR.

1. **Introduction**. This chapter briefly discusses the purpose of the Final EIR, the intended uses of this Final EIR, the environmental review process and community outreach efforts, and the contents of this Final EIR.

2. **Project Description**. This chapter provides a detailed description of the Proposed Project, including location and surrounding uses, history, objectives, operating characteristics, and construction schedule and phasing.

3. **Corrections and Additions**. This chapter identifies any revisions made to provide more detail, clarify, and/or correct the text and graphics contained within the Draft EIR. These

revisions were either initiated by the lead agency or made to address comments received during the public review period. None of these corrections or additions constitute significant new information which would necessitate a recirculation of the Draft EIR.

4. **Responses to Comments**. This chapter contains a list of commenting agencies and individuals and a copy of each comment letter received by Metro during the public review period for the Draft EIR. Consistent with Section 15088 of the CEQA Guidelines, each of the comment letters is followed by the corresponding responses to each of the comments within each letter that pertain to the analysis and findings contained in the Draft EIR.

5. **Mitigation Monitoring and Reporting Program (MMRP)**. This chapter includes the MMRP for the Proposed Project. The MMRP lists the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and the action indicating compliance with each measure.

2. Project Description

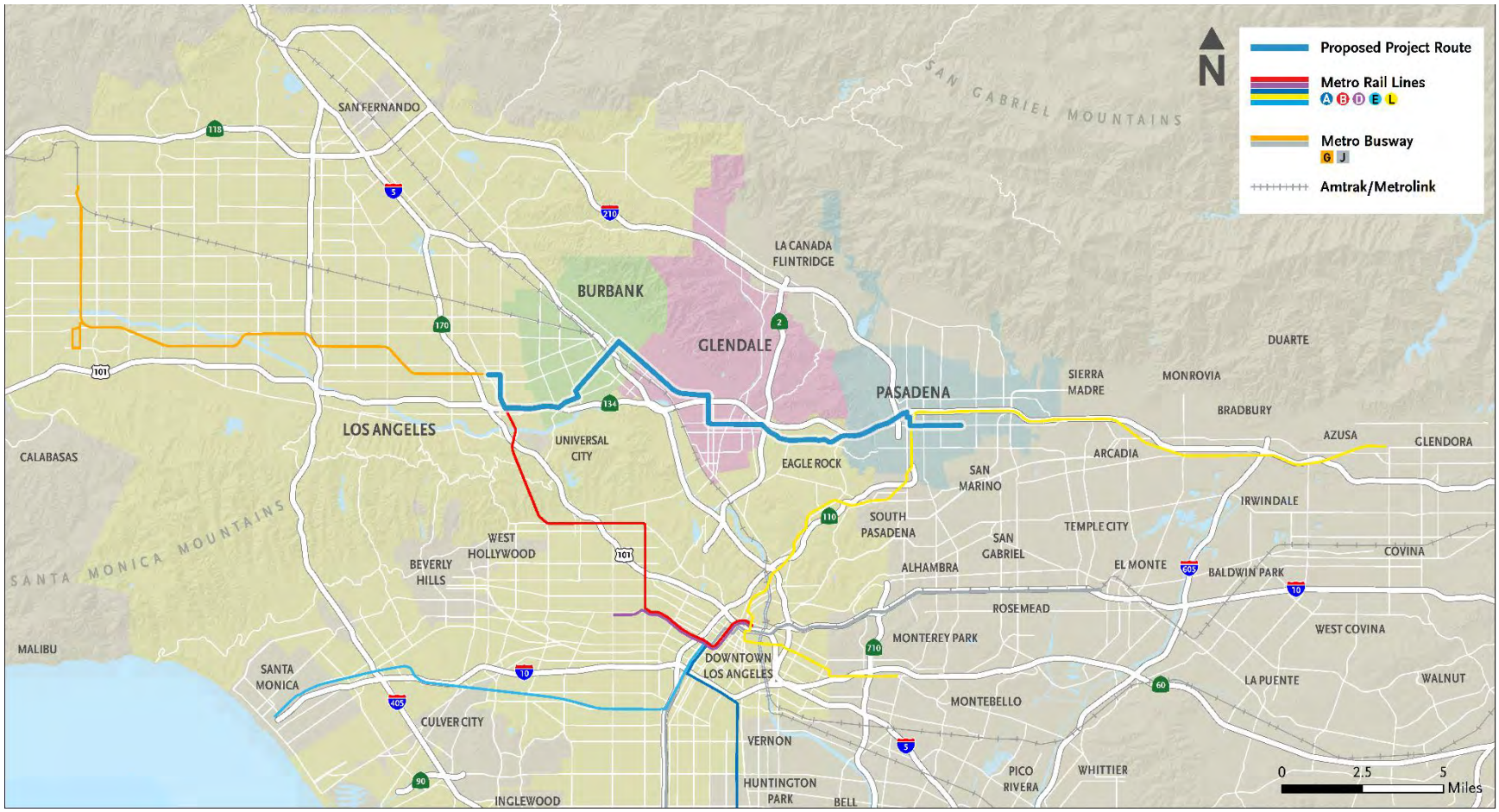
This chapter presents the Proposed Project location and surrounding uses, project history, project description, and the estimated construction schedule and phasing. The Proposed Project would provide a Bus Rapid Transit (BRT) service connecting several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project is an approximately 19 ~~18~~-mile BRT service that would run 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 (PCC). The service would operate along a combination of local roadways and freeway segments in "mixed-flow" (sharing lanes with other traffic) and in designated (dedicated) bus lanes depending on location.

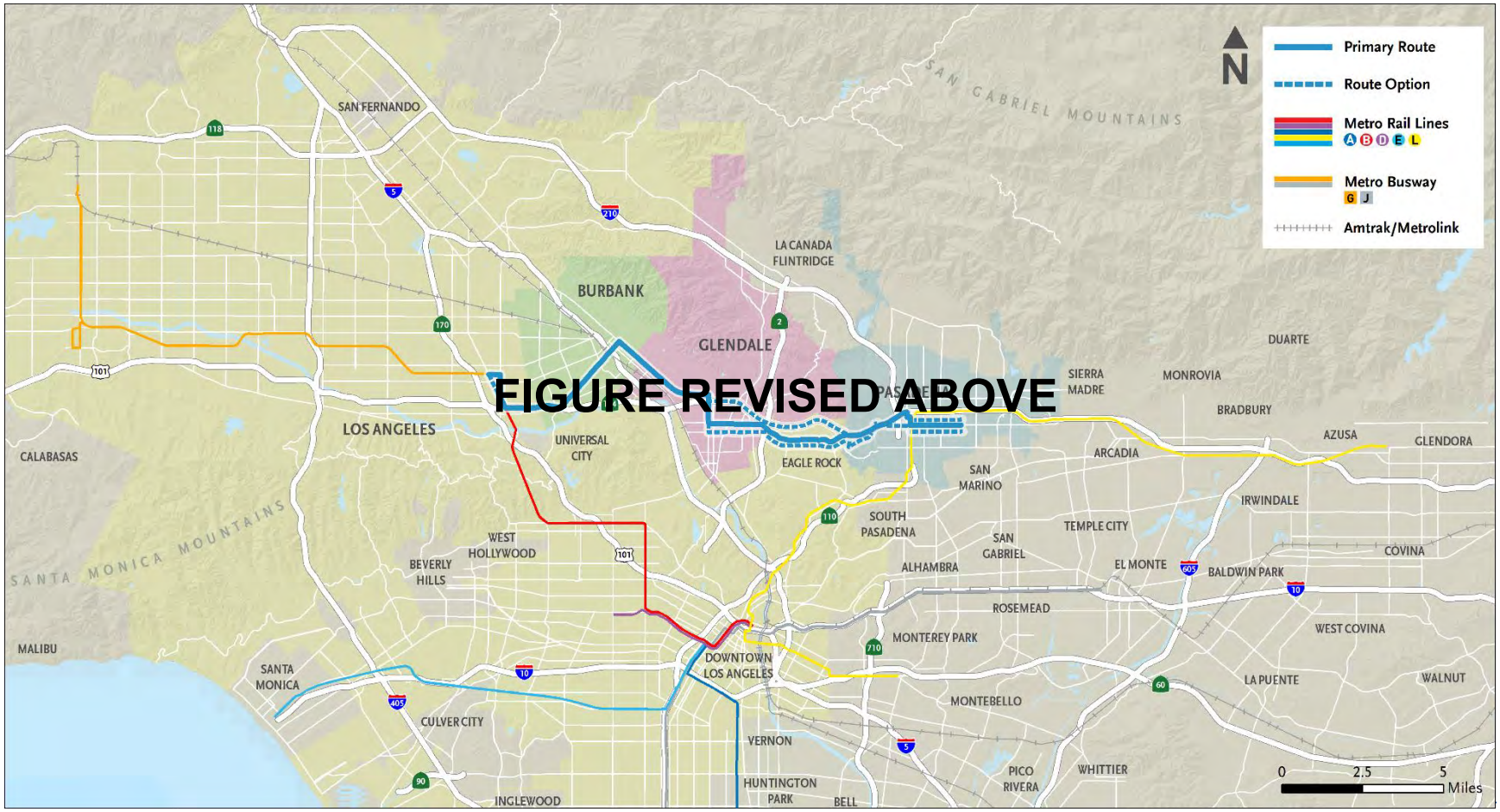
2.1 LOCATION AND SURROUNDING USES

The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys; from west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. Potential connections with existing high-capacity transit services include the Metro B/G Line (Red/Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. **Figure 2-1** shows the regional context of the Project corridor. Locally, the corridor includes many densely populated residential areas and connections with high-capacity transit services, and has cultural, entertainment, shopping, and employment areas distributed throughout, including:

- North Hollywood Metro B/G Line (Red/Orange) Station
- North Hollywood Arts District
- Burbank Media District
- Burbank - Downtown Metrolink Station
- Downtown Burbank
- Downtown Glendale
- Eagle Rock
- Old Pasadena
- Metro L Line (Gold) Station
- Pasadena City College

Figure 2-1 – Regional Context of the Study Corridor




FIGURE REVISED ABOVE
N
Primary Route
Route Option
Metro Rail Lines
A B D E L
Metro Busway
G J
Amtrak/Metrolink
SAN FERNANDO
BURBANK
GLENDALE
LA CANADA FLINTRIDGE
LOS ANGELES
UNIVERSAL CITY
EAGLE ROCK
CALABASAS
SANTA MONICA MOUNTAINS
SAN GABRIEL MOUNTAINS
WEST HOLLYWOOD
BEVERLY HILLS
MALIBU
SANTA MONICA
CULVER CITY
DOWNTOWN LOS ANGELES
VERNON
HUNTINGTON PARK
BELL
INGLEWOOD
SOUTH PASADENA
SAN MARINO
ARCADIA
SIERRA MADRE
MONROVIA
DUARTE
BRADBURY
AZUSA
GLENDORA
IRWINDALE
TEMPLE CITY
COVINA
SAN GABRIEL
ALHAMBRA
EL MONTE
BALDWIN PARK
ROSEMEAD
MONTEREY PARK
WEST COVINA
LA PUENTE
WALNUT
MONTEBELLO
PICO RIVERA
WHITTIER
0 2.5 5 Miles

2.2 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, station opportunities and constraints, and surrounding ~~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 (April 2019). 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 PCC 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 recommended advancing a "Refined Street-Running Alternative with Route Options" for evaluation in the EIR. This alternative was presented in the Notice of Preparation (June 2019) and presented to the public at a series of Scoping Meetings held in the summer of 2019. Based upon input received from the public and stakeholders through the scoping process, one additional route option – the SR-134 between Harvey Drive in Glendale and Figueroa Street in Los Angeles – was added for evaluation in the EIR.

The Alternatives Analysis Report also 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):** Although Metro owns right-of-way (ROW) along Chandler Boulevard, the median area is presently occupied by a Class 1 bikeway. The road is narrow and shifts from a single two-lane roadway in Los Angeles to a two-way couplet in Burbank. Within Burbank, the median is heavily landscaped, and the land use is relatively low-density residential. Metro received community input that a dedicated BRT lane along Chandler Boulevard in the City of Burbank would be incompatible with the residential neighborhood. Burbank residents also expressed strong concern over the potential loss of the bikeway. Moreover, this route option was anticipated to have low ridership potential based on its low-density characteristics.

- **Magnolia Boulevard (North Hollywood – Burbank):** Although Magnolia Boulevard would provide the shortest route between North Hollywood and Downtown Burbank, the roadway narrows to a single eastbound travel lane west of North Clybourn Avenue. The narrow roadway and presence of numerous small businesses that are dependent upon a limited on-street parking supply would make this route challenging to support BRT lanes. This option also was not supported by the Burbank community and City elected officials.

- **Brand Boulevard (Glendale):** This alignment was removed due to physical constraints; routing via Central Avenue in Downtown Glendale was preferred. Bulb-outs and diagonal parking on Brand Boulevard would need to be removed to accommodate dedicated BRT lanes. Without dedicated lanes, service reliability would suffer, particularly during peak times. BRT stations located along Central Avenue (900 feet to the west) at similar cross streets could provide access to the commercial uses along Brand Boulevard.

- **Burbank Boulevard – Hollywood Way – Hollywood Burbank Airport – Interstate 5:** Although this route would serve the Hollywood Burbank Airport, this alignment has several deficiencies. Burbank Boulevard in Los Angeles is too narrow to support dedicated BRT lanes. In addition, the Los Angeles segment has industrial and commercial land uses such as auto body shops that are not anticipated to attract significant ridership. Furthermore, this route is indirect with out-of-direction travel to the north, would not serve the Burbank Media District, and passes through Downtown Burbank along Interstate 5, which does not provide good connectivity to the downtown area. Access to the Hollywood Burbank Airport is provided by several existing transit routes and could be enhanced with an express type service similar to the FlyAway bus that currently serves Los Angeles International Airport.

- **Fair Oaks Avenue/Raymond Avenue Couplet (Pasadena):** This couplet, which would utilize the Fair Oaks interchange along SR-134, was included in the Primary Freeway Concept in the BRT Corridor Technical Study. Although a northbound station could be provided immediately adjacent to the Del Mar L Line (Gold) Station, this option would not serve the heart of Pasadena, the South Lake Avenue District, or PCC. Input from stakeholders and City staff confirmed a preference for routing along Colorado Boulevard or a Green Street/Union Street couplet to Pasadena City College at Hill Avenue. However, an alignment along Fair Oaks Avenue from the SR-134 Interchange may be considered to provide a direct connection to the Memorial Park Metro L ~~(Gold)~~ Line (Gold) Station before heading west either on Colorado Boulevard or the Green Street/Union Street couplet.

Additional history is included in Chapter 1, Introduction, related to the Draft EIR circulation and public outreach efforts between the circulation period and release of the Final EIR.

2.3 PROJECT DESCRIPTION

2.3.1 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

2.3.12 Proposed Project

The Proposed Project is a BRT line that would extend approximately 19 ~~18~~ miles from North Hollywood to the City of Pasadena. BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT service is comparable to light rail, but on rubber tires and at a lower cost.

The Proposed Project that was presented in the Draft EIR included route options at various locations. Based upon comments received from the public and stakeholders on the Draft EIR, as well as additional technical analysis, the various route options have been eliminated from further consideration in this Final EIR. The Proposed Project does include design options for the Colorado Boulevard segment in Eagle Rock, as presented subsequently in this section. ~~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 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 Metro decision-makers and all stakeholders would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.~~

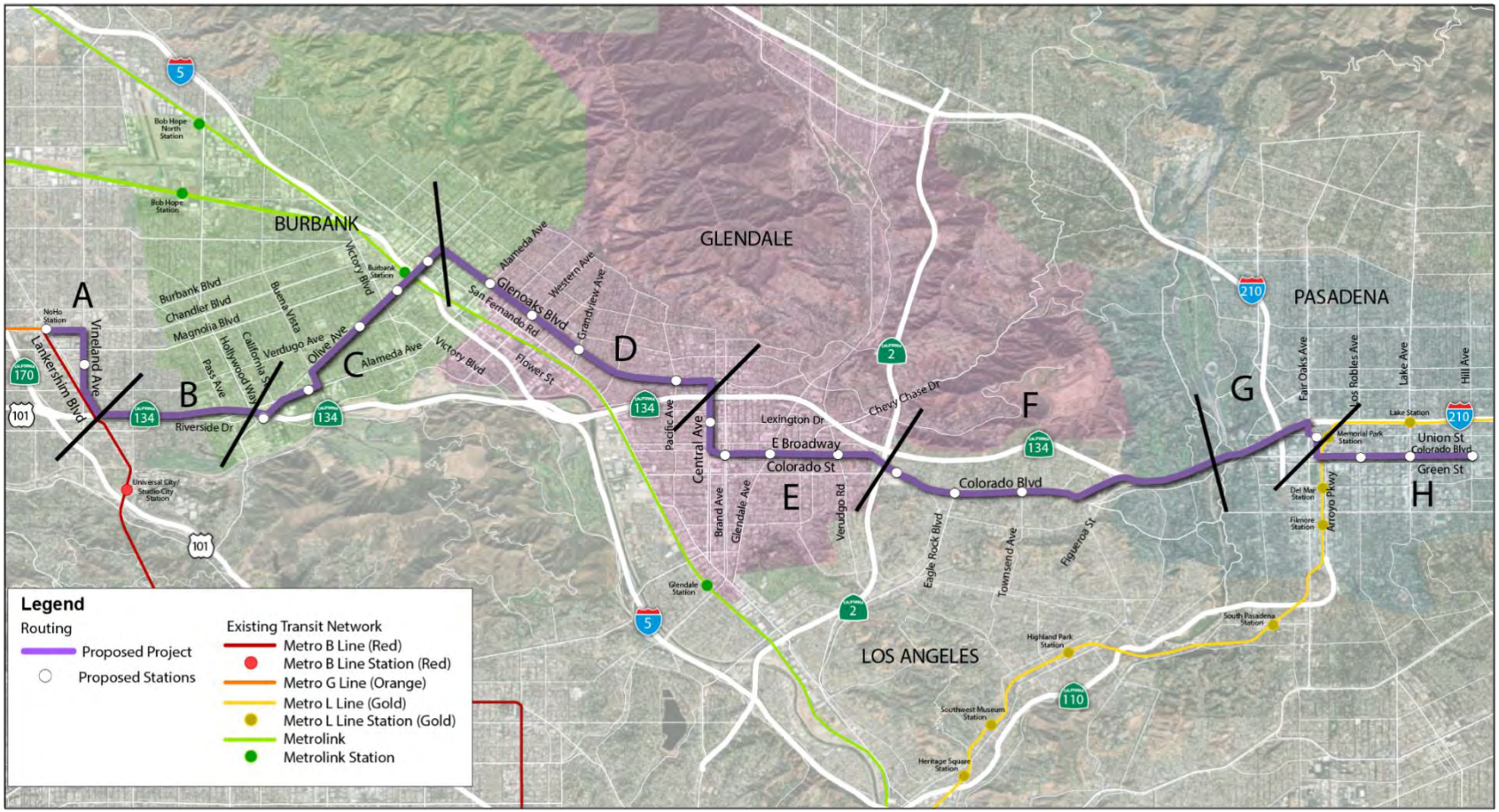
The following detailed description of the Proposed Project identifies:

- Project Route ~~and Route Options~~
- Lane Configurations and Treatments
- Design Option in Eagle Rock
- Station Locations and Characteristics
- Operations
- Vehicles
- Parking and Travel Lane Conversion
- Bicycle Facilities
- Accessibility
- Maintenance and Storage
- Construction
- Cost Estimate
- Implementation Schedule

The Proposed Project extends approximately 19 ~~18~~ miles from the western terminus at the North Hollywood station for the Metro B/G Lines (Red/Orange) to the eastern terminus at Pasadena City College in Pasadena. **Figure 2-2** depicts the Proposed Project route and segments ~~along with Route Options~~. A synopsis of the route is provided immediately below along with **Table 2-1** for a summary of the BRT running-way configurations and station locations ~~(the Proposed Project is highlighted in blue)~~.

Starting at the western terminus at the North Hollywood B/G Lines (Red/Orange) Station, the BRT route extends through the North Hollywood community of Los Angeles east via Chandler Boulevard to Vineland Avenue then south along Vineland Avenue transitioning onto Lankershim Boulevard accessing SR-134 near Riverside Drive. The route continues east via SR-134 to the Burbank Media District utilizing the Pass Avenue (eastbound) and Hollywood Way (westbound) interchanges. Through the City of Burbank, the BRT service travels via Pass Avenue and Riverside Drive (eastbound) or Alameda Avenue and Hollywood Way (westbound) connecting to Olive Avenue. The BRT route continues northeast along Olive Avenue towards ~~to~~ Downtown Burbank. North of SR-134, the BRT service turns from Olive Avenue onto Alameda Avenue, with a station along Alameda Avenue near Naomi Street serving the nearby studios and medical center. The route then turns north on Buena Vista Street, returning to Olive Avenue and continuing to Downtown Burbank. Beyond downtown, the route turns ~~turning~~ southeast onto Glenoaks Boulevard and continues along Glenoaks Boulevard into the City of Glendale. The service continues along Glenoaks Boulevard towards Downtown Glendale turning south at Central Avenue. The BRT operates south through Downtown Glendale via Central Avenue to Broadway, turns east along Broadway to Harvey Drive, then turns and continues along West Broadway into the City of Los Angeles.

Figure 2-2 – Proposed Project ~~with Route Options~~



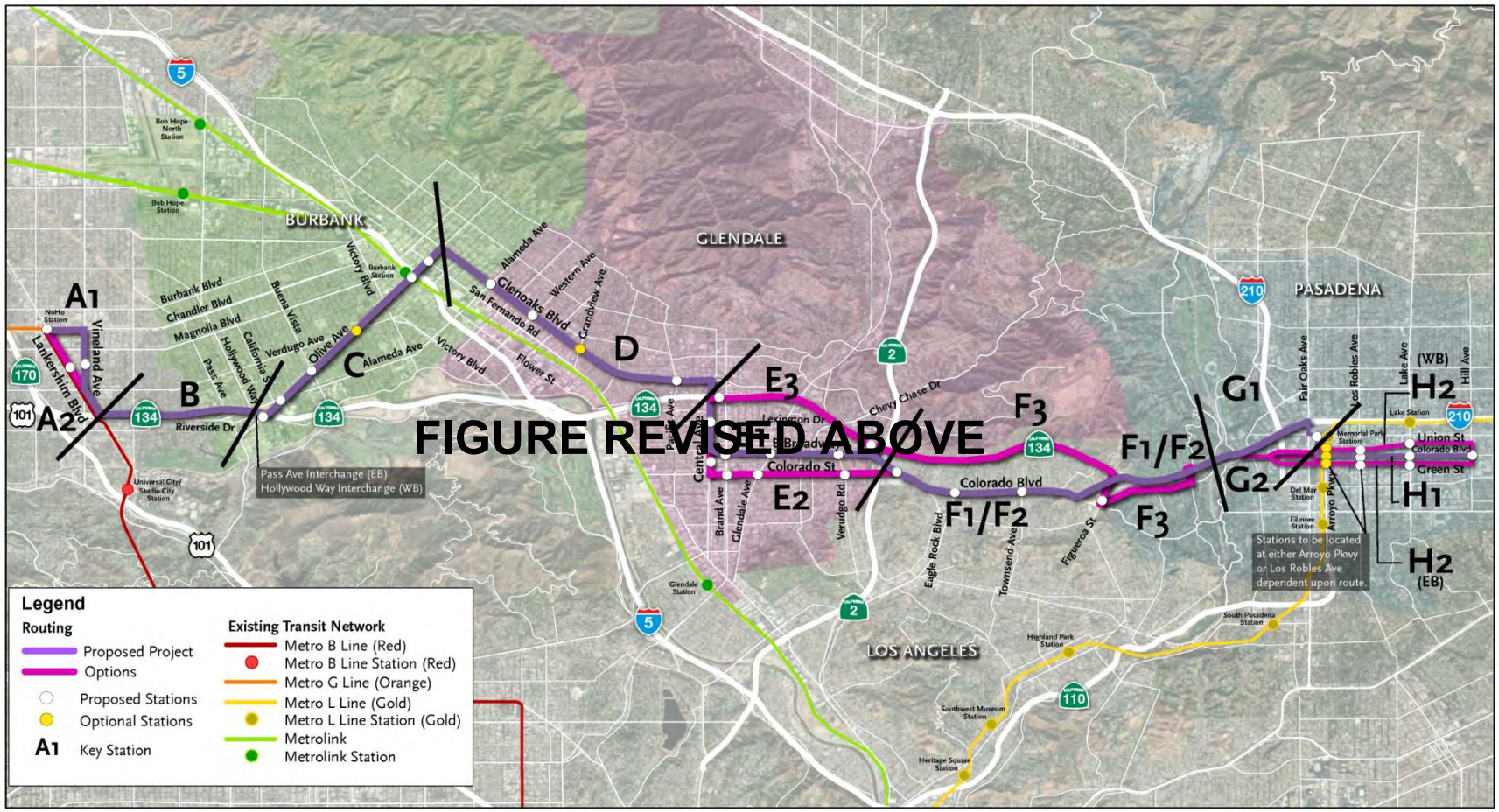

FIGURE REVISED ABOVE
BURBANK
GLENDALE
PASADENA
LOS ANGELES
A1
A2
B
C
D
E3
E2
F3
F1/F2
G1
G2
H2
H1
Pass Ave Interchange (EB)
Hollywood Way Interchange (WB)
Stations to be located at either Arroyo Pkwy or Los Robles Ave dependent upon route.
Legend
Routing
Proposed Project
Options
Proposed Stations
Optional Stations
A1 Key Station
Existing Transit Network
Metro B Line (Red)
Metro B Line Station (Red)
Metro G Line (Orange)
Metro L Line (Gold)
Metro L Line Station (Gold)
Metrolink
Metrolink Station

Table 2-1 – Route Segments

Key	Segment	From	To	BRT Lane Configuration	Stations
~~**A1 (Project)**~~	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	• Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) ~~Line~~ and Metro G Line (Orange)
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running[1] Mixed-Flow[2]	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	• Hesby St.
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow[3]	
~~A2 (Option)~~	~~Lankershim Blvd.~~	~~N. Chandler Blvd.~~	~~SR-134 Interchange~~	~~Side-Running~~ ~~Curb-Running~~[4]	~~• Hesby St.~~
B ~~(Project)~~	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
C ~~(Project)~~	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow[4]	• Riverside Dr.
	Olive Ave.	Riverside Dr.	Alameda Ave.	Curb-Running	
	Alameda Ave.	Olive Ave.	Buena Vista St.	Mixed-Flow/ Curb-Running[5]	• Naomi St.
	Buena Vista St.	Alameda Ave.	Olive Ave.	Mixed-Flow/Curb-Running[6]	
	Olive Ave.	Buena Vista St. ~~Hollywood Wy. (WB)~~ ~~Riverside Dr. (EB)~~	First St. ~~Glenoaks Blvd.~~	~~Curb-Running~~[7] Side-Running[7] Mixed-Flow[7]	~~• Riverside Dr.~~ ~~• Alameda Ave.~~ ~~• Buena Vista St.~~ • Verdugo Ave. ~~(optional station)~~ • Lake St. ~~Olive Avenue bridge over Front St. and Burbank-Downtown Metrolink Station~~ • ~~San Fernando Blvd.~~
	Olive Ave.	First St.	Glenoaks Blvd.	Curb-Running	• San Fernando Blvd.

Key	Segment	From	To	BRT Lane Configuration	Stations
D ~~(Project)~~	Glenoaks Blvd.	Olive Ave.	Providencia Ave. ~~Central Ave.~~	Mixed-Flow ~~Curb-Running Median-Running~~[6]	~~Alameda Ave.~~ ~~Western Ave.~~ ~~Grandview Ave. (optional station)~~ ~~Pacific Ave.~~
	Glenoaks Blvd.	Providencia Ave.	Central Ave.	Median-Running	• Alameda Ave. • Western Ave. • Grandview Ave. • Pacific Ave.
~~E1~~ ~~(Project)~~	Central Ave.	Glenoaks Blvd.	Broadway	Mixed-Flow Side-Running[~~8~~7]	• Lexington Dr.
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	• Brand Blvd. • Glendale Ave. • Verdugo Rd.
~~F1~~ ~~(Option)~~	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running[~~9~~] Center-/Median-Running[9,10]	• Eagle Rock Plaza (at Broadway) • Eagle Rock Blvd. (at Caspar Ave.) • Townsend Ave.
~~F2~~ ~~(Project)~~	~~Colorado Blvd.~~	~~Broadway~~	~~Linda Rosa Ave. (SR-134 Interchange)~~	~~Side-Running~~	~~• Eagle Rock Plaza~~ ~~• Eagle Rock Blvd.~~ ~~• Townsend Ave.~~
~~F3 (Option)~~	~~SR-134~~	~~Harvey Dr.~~	~~Figueroa St.~~	~~Mixed-Flow~~	
	~~Figueroa St.~~	~~SR-134~~	~~Colorado Blvd.~~	~~Mixed-Flow~~	~~• Colorado Blvd.~~
	~~Colorado Blvd.~~	~~Figueroa St.~~	~~SR-134 via N. San Rafael Ave. Interchange~~	~~Mixed-Flow~~	
~~G1~~ ~~(Project)~~	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	• Holly St. - Metro L Line (Gold)

Key	Segment	From	To	BRT Lane Configuration	Stations
~~H1 (Project)~~	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	• Los Robles Ave.~~11~~ • Lake Ave. • Eastern Terminus on ~~at~~ Hill Ave. south of Colorado Blvd. (near Pasadena City College)
~~H2 (Option)~~	~~Union St. (WB) Green St. (EB)~~	~~Raymond Ave.~~[12]	~~Hill Ave.~~	~~Mixed-Flow~~	~~• Los Robles Ave.~~[13] ~~• Lake Ave.~~ ~~• Eastern Terminus at Hill Ave. near Pasadena City College~~

NOTES:

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.~~
4. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
5. Limited curb-running bus lanes could be implemented around stations.
6. Curb-running bus lanes would replace on-street parking approaching Olive Ave. in the northbound direction and approaching Alameda Avenue in the southbound direction.
7. Transitions to mixed-flow bus lanes between Lake St. and 1st St.
8. ~~Curb-running BRT lanes transition to median-running BRT lanes at Providencia Ave.~~
8. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
9. ~~(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. Design options for the segment of Colorado Blvd. between Eagle Rock Blvd. and the SR-134 ramps at Linda Rosa Ave. include (1) two through travel lanes per direction (consistent with existing condition), or (2) one through travel lane per direction. ~~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.~~

Through the Eagle Rock community of Los Angeles, the BRT service operates along Colorado Boulevard between West Broadway and the SR-134 ramps just east of Linda Rosa Avenue. The route continues east along SR-134 ~~the freeway~~ towards Pasadena, utilizing the Fair Oaks Avenue interchange. In Pasadena, the BRT service is routed via Fair Oaks Avenue, Walnut Avenue and Raymond Avenue to Colorado Boulevard. The route turns east continuing along Colorado Boulevard to the eastern terminus at Pasadena City College near the Colorado Boulevard/Hill Avenue intersection.

The following text provides a detailed narrative description of the Proposed Project ~~and the various Route Options~~, including proposed bus lane configurations and stations for each segment along with a summary of roadway modifications proposed to support the BRT service. Concept plans were developed for the Proposed Project ~~and Route Options~~ and are included in Appendix Z of the Draft EIR and Appendix F of the Final EIR.

Segment A ~~Section A~~ – North Hollywood Community of the City of Los Angeles.

~~This segment includes two alignment alternatives – the Proposed Project Segment A1, which follows Chandler Boulevard to Vineland Avenue to Lankershim Boulevard to SR-134, and Route Option A2, which follows Lankershim Boulevard directly to SR-134, as further described below.~~

Chandler-Vineland-Lankershim – Segment A ~~Route (Proposed Project Segment A1)~~

The route begins at the existing B/G Line (Red/Orange) North Hollywood Station and will operate along Chandler Boulevard east of Lankershim Boulevard to Vineland Avenue, turn at Vineland Avenue transitioning back to Lankershim Boulevard at the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection, then continue to access SR-134 at the Lankershim Boulevard interchange just north of Riverside Drive.

Buses would utilize a side-running bus lane in the eastbound direction created by restriping the Chandler Boulevard roadway (westbound buses would be in mixed-flow traffic). Buffers may be added to the existing Class II bike lanes along Chandler Boulevard east of Fair Avenue with removal of parking from the north curb. Queue jumps would be provided at the Chandler Boulevard/Vineland Avenue intersection to reduce conflicts with other traffic and to facilitate turns to and from Vineland Avenue.

Vineland Avenue would be reconstructed; the existing raised medians would be removed to accommodate new center-running bus lanes. The center-running bus lanes would extend to the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection and would transition onto Lankershim Boulevard.

As a result of implementation of the center-running bus lanes, through traffic and left-turn movements across the median would be restricted at the following locations[1]:

Vineland Avenue
- Weddington Street
- McCormick Street
- Hesby Street (New Traffic Signal and Crosswalk)
- Peach Grove Street

Lankershim Boulevard
- Blix Street
- Kling Street

The bus lanes would terminate at Kling Street south of Camarillo Street where a new traffic signal would provide a queue jump for southbound buses to exit the bus lane and weave to the outside lane approaching Riverside Drive. Eastbound buses would access SR-134 via the Riverside Drive on-ramp west of Lankershim Boulevard; westbound buses would exit SR-134 directly onto Lankershim Boulevard.

A station serving the North Hollywood Arts District would be located at Hesby Street, about 600 feet east of Lankershim Boulevard. The loading zones are located along islands to the outside of the bus lanes (accessible to buses with right-hand side doors). The intersection would be signalized with a crosswalk serving the loading zones and allowing a signal-protected pedestrian access between the Arts District and other areas of North Hollywood located east of Vineland Avenue.

In conjunction with the reconstruction of Vineland Avenue, the existing Class II bike lanes would be upgraded to a separated Class IV two-way cycle-track along the west curb. The cycle-track would extend south along Vineland Avenue through the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection to Hortense Street, where a new pedestrian beacon and crosswalk would be provided to transition back to the existing Class II bike lanes extending further south.

There would be a net loss of about one-third of the parking along Vineland Avenue and Lankershim Boulevard to provide protected turn bays and to accommodate stations. Replacement parking would be added along Vineland Avenue south of Camarillo Street (about 100+ stalls lost and about 40+ stalls replaced), and there is metered parking with availability along the Vineland Place frontage road paralleling Vineland Avenue north of Camarillo Street.

~~Lankershim Boulevard Route Option (Route Option A2)~~

~~This route option follows Lankershim Boulevard from the North Hollywood Station directly to the SR-134 freeway interchange at Lankershim Boulevard north of Riverside Drive. The BRT service would operate in side-running bus lanes created by conversion of the outside southbound travel lane from Chandler Boulevard to the vicinity of Huston Street. South of~~

[1] It should be noted these restrictions are subject to refinement in future design phases.

~~Huston Street, curb-running bus lanes extend to the SR-134 interchange just north of Riverside Drive, which would be added by removal of on-street parking and minor widening of the roadway (by means of a 1- to 2-foot narrowing of the sidewalk(s)), and two vehicular travel lanes would be maintained in each direction. In the northbound direction, a queue jump would be provided at Magnolia Boulevard to facilitate access to the left-turn lane at Chandler Boulevard and entry into the terminal station.~~

~~A station serving the Arts District would be located at Hesby Street with a near-side (i.e. before reaching the intersection) northbound loading zone and a far-side (i.e. after passing through the intersection) southbound loading zone. The loading zones would be developed with curb extensions to increase the pedestrian area for sidewalk circulation and station access.~~

~~Conversion of the outside travel lane to the north of Huston Street would retain nearly all of the existing on-street parking, with loss of about a dozen stalls in the vicinity of the station. Further south there would be a loss of about 70 parking stalls, primarily immediately north of the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection and in the vicinity of the SR-134 interchange. However, there is metered on-street parking located along Vineland Place north of Camarillo Street.~~

Segment B ~~Section B~~ – North Hollywood to Burbank

SR-134 – Segment B ~~(Proposed Project Segment B)~~

The BRT route continues east along SR-134 from the Lankershim Boulevard interchange to the Burbank Media District. Eastbound buses would exit at the Pass Avenue interchange and continue in mixed-flow via Pass Avenue and Riverside Drive to Olive Avenue. A short stretch of Riverside Drive east of Kenwood Avenue would be restriped to provide a curb-running bus lane approaching Olive Avenue. Westbound buses would turn from Olive Avenue to Hollywood Way, and would operate in mixed-flow north to Alameda Avenue to access the westbound SR-134 on-ramp east of Hollywood Way.

Segments C and D ~~Sections C and D~~ – City of Burbank

~~The BRT route follows Olive Avenue (Proposed Project Segment C) through the City of Burbank to downtown before turning onto Glenoaks Boulevard (Proposed Project Segment D).~~

Olive Avenue – Segment C ~~(Proposed Project Segment C)~~

The BRT route accesses Olive Avenue via the Pass Avenue exit from eastbound SR-134 and returns to SR-134 via Hollywood Way, with a pair of stations in the Riverside Drive/Hollywood Way/Olive Avenue triangle in the Media District. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street along Alameda Avenue in mixed-flow operations approaching a station near Naomi Street. Dedicated bus lanes would be provided in the curb lane on Alameda Avenue in the block of the station. The route then returns to Olive Avenue via

Buena Vista Street, with dedicated bus lanes on Buena Vista Street in the northbound direction approaching Olive Avenue and in the southbound direction approaching Alameda Avenue. Between Buena Vista Street and Downtown Burbank, Olive Avenue would be reconfigured to provide dedicated side-running bus lanes accomplished by conversion of the outside travel lane. Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge. Restriping could result in the loss of 37 parking spaces in the Media District and approximately 48 parking spaces in Downtown Burbank. ~~The BRT service would operate in curb-running bus lanes along Olive Avenue accomplished by restriping the existing facility to remove existing on-street parking (about 500 stalls) and/or minor roadway widening. West of Alameda Avenue, the roadway is 72-feet wide and could support bus lanes by restriping alone. East of Alameda Avenue, the roadway narrows to 68-feet at various locations and would be widened to 72 feet by moving the curb out into the shoulder area (narrowing the sidewalk while still preserving adequate sidewalk width to meet ADA requirements[2]). Right-turning vehicles would merge with the bus lane approaching each intersection and right-turns would be allowed from the curb bus lane. The proposed treatment retains two general purpose travel lanes along Olive Avenue except along the bridge over Interstate 5 between Lake and 1st Streets, which would be restriped to convert the outside lane to a dedicated bus lane.~~

BRT stations would be provided along Olive Avenue at Riverside Drive, along Alameda Avenue near Naomi Street, and along Olive Avenue at Verdugo Avenue, Lake Street (serving the Burbank-Downtown Metrolink Station), and San Fernando Boulevard. The Lake Street station could ultimately be relocated to the top of the Olive Avenue bridge as part of a separate bridge-widening project, if/when such a project is constructed by another public agency. The stations would be integrated into the sidewalk area, which would be widened where feasible using a curb extension to facilitate access and pedestrian circulation. ~~Buena Vista Street, Verdugo Avenue (potential station), Front Street (on bridge at Metrolink station), and San Fernando Boulevard. At the Downtown Burbank Metrolink Station, a new traffic signal and crosswalk would be provided on the bridge providing access to existing vertical circulation elements.~~

Glenoaks Boulevard – Segment D ~~(Proposed Project Segment D)~~

Buses would operate in mixed-flow along the portion of Glenoaks Boulevard between Olive Avenue and Providencia Avenue. The BRT would then operate in median-running bus lanes between Providencia Avenue and Alameda Avenue. ~~Curb-running bus lanes would be provided along the segment of Glenoaks Boulevard between Olive Avenue and Providencia Avenue by removal of existing parking (about 30 stalls) and minor widening similar to Olive Avenue (i.e., accomplished through narrowing the approximately 15 foot wide sidewalk by about 2 feet while still preserving adequate sidewalk width), with shared right-turns allowable from the bus lane at~~

~~[2] The roadway is generally 68 feet curb to curb within a right-of-way which is generally 100 feet wide. West of Alameda Avenue, sidewalks are approximately 15 to 16 feet wide. Between Alameda Avenue and Lake Street, the shoulder area generally includes a landscape setback with a narrower sidewalk – in these sections the widening would generally be within the landscape setback. In the downtown, between 1st Street and Glenoaks Boulevard, the sidewalks are generally 15 to 16 feet wide.~~

~~intersections. A queue jump would be provided for westbound buses to make a left-turn from a right-turn bay on Glenoaks Boulevard at Olive Avenue. The BRT route continues southeast via Glenoaks Boulevard into Glendale. East of Providencia Avenue a median-running configuration would be provided by converting the inside travel lanes to a bus-only operation. A queue jump would be provided for eastbound buses at Verdugo Avenue to facilitate transitioning across the roadway to the median-running section; westbound buses would merge with traffic west of Providencia Avenue and would transition to a curb-running bus lane approaching Verdugo Avenue.~~

Segments ~~Section~~ D and E – City of Glendale

~~This segment includes Segment D along Glenoaks Boulevard and Segment E, which includes three alignment alternatives: E1, the Proposed Project, which is routed via Central Avenue and Broadway, Route Option E2, which is routed via Central Avenue and Colorado Street, and Route Option E3, which follows SR-134, as further described below.~~

Glenoaks Boulevard – Segment D ~~(Proposed Project Segment D)~~

The route continues southeast in median-running bus lanes along Glenoaks Boulevard through the northwestern portion of the City of Glendale from Alameda Avenue to Central Avenue north of downtown. Dedicated median-running bus lanes would be created along Glenoaks Boulevard by restriping the inside lane for bus-only use. At major intersections along Glenoaks Boulevard, the existing landscaped median would be narrowed to accommodate left-turn bays (existing mid-block signalized pedestrian crossings would be retained). Far-side BRT stations with loading zones to the outside of the bus lanes (for right-hand side loading) that are accessible by signalized crosswalks would be provided opposite the left-turn bays at the following locations: Alameda Avenue, Western Avenue, Grandview Avenue ~~(optional station)~~, and Pacific Avenue. With conversion of the inside travel lane, there would be no loss of parking along Glenoaks Boulevard; the existing bicycle lanes along this section would ~~also~~ be enhanced to provide improved safety by creating a greater separation from traffic ~~retained by Glendale in a separate project~~.

Central Avenue – Segment E ~~(Proposed Project Segment E1)~~

The BRT route turns south towards Downtown Glendale from the intersection of Glenoaks Boulevard/Central Avenue. Buses would operate in mixed-flow along Central Avenue through the SR-134 interchange area; dedicated bus lanes would be provided south of Sanchez Drive by restriping to convert the outside travel lane to bus-only, with right-turns allowed from the bus lane. The bus lanes would be side-running adjacent to the existing Class II bike lanes which extend from Doran Street to Broadway. A station would be provided at Lexington Drive where a pair of far-side loading zones would be constructed along the sidewalk using a curb extension to facilitate pedestrian access and circulation. A bicycle bypass lane would be provided behind the stations to avoid bus-bicycle conflicts in the loading zone.

Broadway – Segment E ~~(Proposed Project Segment E1)~~

The BRT route turns from Central Avenue and follows Broadway to Harvey Drive. Dedicated curb- and side-running bus lanes would be provided along Broadway by converting the outside travel lane to bus-only with right-turns allowed from the bus lane. Between Central Avenue and Brand Boulevard, where no on-street parking exists, the outside travel lane would be converted to bus-and-right-turn only; east of Brand Boulevard, the outside travel lane would be converted into a side-running bus-only lane retaining existing on-street parking and curb extensions. The side-running bus lanes would run alongside the parking lane which would remain (with the possible loss of a few parking stalls at each station). Far-side stations would be provided along the sidewalk at Brand Boulevard, Glendale Avenue and Verdugo Road, with curb extensions where feasible. The existing Class III bicycle "sharrows" would be removed; however, bicycles would be allowed to use the bus lanes. Buses would maneuver into the mixed-flow lanes to pass cyclists as-needed. Red-colored pavement would be implemented in the shared bus lanes as a traffic control device. The Federal Highway Administration (FHWA) has issued an Interim Approval for the optional use of red-colored pavement to enhance the visibility of station stops, bus lanes, or other locations in the roadway that are reserved for multi-modal facilities where public transit is the primary mode. At Harvey Drive, the BRT service turns onto W. Broadway heading into the Eagle Rock community of the City of Los Angeles.

~~Colorado Street (Route Option E2)~~

~~This route option would also operate in dedicated bus lanes in a side-running configuration along Central Avenue south of Sanchez Drive. However, rather than turning at Broadway, the BRT would continue to a turn at Colorado Street. The BRT would follow Colorado Street connecting to Colorado Boulevard approaching the Los Angeles city limit near SR-2. Dedicated curb- and side-running bus lanes would be provided along Colorado Street by restriping to convert the outside lane to a bus-and-right-turn only lane. Between Central Avenue and Brand Boulevard, where no on-street parking exists, the outside travel lane would be converted to bus-and-right-turn only; east of Brand Boulevard, the outside travel lane would be converted into a side-running bus-only lane retaining existing on-street parking and curb extensions. The route continues east to the Glendale border, where buses would operate in mixed-flow approaching and through the SR-2 interchange area along Colorado Boulevard, heading into the Eagle Rock community of Los Angeles. Similar to the Proposed Project Segment E1, there would be a station along Central Avenue at Lexington Drive and there would be a second station along Central Avenue at Americana Way. Along Colorado Street, there would be three more stations – at Brand Boulevard, Glendale Avenue, and Verdugo Road. All stations would have far-side loading zones along the sidewalk, which would be widened with curb extensions where feasible.~~

~~SR-134 (Route Option E3)~~

~~This route option utilizes the SR-134 freeway between Brand Boulevard and Harvey Drive. The BRT service would operate in mixed-flow along the frontage road couplet – Sanchez Drive (eastbound) and Goode Avenue (westbound) – to access the SR-134 ramps at Brand Boulevard. The BRT service continues along the freeway to the vicinity of the Harvey Drive~~

~~interchange where buses would either exit to serve a station at Harvey Drive and then continue east into Eagle Rock (via Sections F1 or F2) or continue east along the freeway (via Section F3). Loading zones would be located along the shoulder areas of the eastbound off-ramp and westbound on-ramp.~~

Segment F ~~Section F~~ – Eagle Rock Community of the City of Los Angeles

~~This district includes Proposed Project Segment F2 which would provide side-running bus lanes along Colorado Boulevard, Route Option F1 which is a hybrid side-and-center-running Configuration Option along Colorado Boulevard, and Route Option F3 which is mixed-flow, routed via SR-134, Figueroa Street and Colorado Boulevard.~~

Colorado Boulevard – Segment F ~~Hybrid Side-and-Center Running Configuration Option (Route Option F1)~~

The BRT service is routed via Colorado Boulevard between Broadway and the SR-134 "slip ramps" near Linda Rosa Avenue. Curb- and side-running bus lanes would be provided between Broadway and Ellenwood Drive, transitioning via mixed-flow to center-running bus lanes approaching El Rio Avenue. East of El Rio Avenue, the bus lanes would be variously provided in a center-running configuration between raised islands or in a median-running configuration with a raised center-median. Channelization to reduce conflicts between the BRT service and mixed-flow traffic would require restrictions on cross-traffic and left-turn movements across the median at the following intersections:[3]

- Lockhaven Avenue
- Windemere Avenue
- El Rio Avenue (pedestrian crossing)
- Rockland Avenue
- Caspar Avenue (partial)
- Shearin Avenue
- Glen Iris Avenue (pedestrian crossing)
- Highland View Avenue
- Hermosa Avenue (partial)
- Argus Drive (partial)
- La Roda Avenue (pedestrian crossing)
- Mount Royal Drive (partial)
- Vincent Avenue (pedestrian crossing)
- Townsend Avenue (partial)
- Floristan Avenue
- Hartwick Street
- Los Robles Street
- Mt. Helena Avenue (partial)
- Holbrook Street

Most signal-controlled left turns would remain. Left turns would be signal-protected and accommodated in left-turn pockets, which would be lengthened where feasible.

There would be three stations serving Eagle Rock – Eagle Rock Plaza, Eagle Rock Boulevard, and Townsend Avenue. Sidewalk stations would be provided on the east leg of the Broadway intersection serving Eagle Rock Plaza Station. The Eagle Rock Boulevard Station (at Caspar

[2] Some movements would remain open at locations indicated, as right turn movements would remain allowable at all locations. It should be noted these restrictions are subject to refinement in future design phases.

Avenue) and the Townsend Avenue Station would be built on loading islands in the center of Colorado Boulevard accessible by signalized crosswalks.

The bicycle lanes would be shifted to the curb and a continuous buffered lane for bicycles would be delineated with green pavement markings; on-street parking, where present, would be located between the bicycle lane and the adjacent mixed-flow travel lane or bus lane. The bike lanes would be routed behind the loading zones at the Eagle Rock Plaza Station and at local bus stops.

East of Eagle Rock Boulevard, center- and median-running bus lanes would be provided along Colorado Boulevard in one of two alternative design options: one design option would maintain two travel lanes in each direction; the other design option reduces the number of travel lanes to one in each direction, preserving more on-street parking and providing additional landscaped medians and raised islands.

The Proposed Project would construct new or retain existing raised medians and/or side islands along Colorado Boulevard throughout Segment F. The existing street configuration does not include raised medians between West Broadway and Eagle Rock Boulevard; there is a painted two-way left-turn lane in this section. The Proposed Project would add approximately 700 feet of raised islands that are 8- to 10-feet wide and approximately 300 feet of raised side islands that are 20 feet wide along this segment of Colorado Boulevard. From east of Eagle Rock Boulevard extending to the SR-134 “slip ramps” at Linda Rosa Avenue, there is currently approximately 2,000 feet of 18-foot wide landscaped medians. The extent of new or retained raised medians and side islands along this segment of Colorado Boulevard would depend upon the selected design option: with two travel lanes in each direction, the existing median would be removed and approximately 4,300 feet of new raised side islands would be built; with one travel lane in each direction, approximately 3,400 feet of “narrow” raised islands (6 to 12 feet in width) and about 2,300 feet of “wide” raised islands (13 to 18 feet in width) would be provided and/or retained.

Some on-street parking would be removed to accommodate the BRT service’s dedicated bus lanes. In particular, between West Broadway and Eagle Rock Boulevard, 32 parking spaces would be removed (retaining 64 parking spaces). Between Eagle Rock Boulevard and Mount Royal Drive, maintaining two existing travel lanes in each direction would result in the loss of 95 parking spaces (retaining 31 parking spaces), whereas reducing the number of travel lanes to one in each direction would retain 104 parking spaces (loss of 22 parking spaces). East of Mount Royal Drive extending to SR-134, maintaining two travel lanes in each direction would result in the loss of 83 parking spaces (retaining 14 parking spaces), whereas reducing the number of travel lanes to one in each direction would retain 29 parking spaces (a loss of 68 parking spaces).

Either design option would require removal and/or modification of some of the Active Transportation Program (ATP) “Cycle 2” curb extension and median improvements being designed and implemented by the City of Los Angeles as part of a separate project. Maintaining

two existing travel lanes would conflict with six proposed curb extensions, whereas reducing the number of travel lanes to one in each direction would conflict with four proposed curb extensions. In addition, fewer of the proposed curb extensions would need to be modified with the option that provides one travel lane in each direction. It is anticipated that 16 to 18 new and/or modified curb extensions would be provided in Eagle Rock, similar to the 18 curb extensions proposed by the City of Los Angeles.

Pedestrian crosswalks would be provided at 20 intersections, compared to 16 intersections under existing conditions. A new signal-protected school crosswalk would be installed at Dahlia Drive, the three existing Rectangular Rapid Flashing Beacons (RRFBs) would be upgraded to High-Intensity Activated CrossWalK (HAWK) pedestrian crossing signals or full traffic signals, and a new HAWK signal would be added at La Roda Avenue.

~~An alternative configuration would provide side-running bus lanes extending from the West Broadway/Colorado Boulevard intersection transitioning to a center-running configuration east of Ellenwood Drive. The center-running configuration would replace the existing median along Colorado Boulevard. As a result of implementation of the center-running bus lanes, various through traffic and left-turn movements across the median would be restricted at the following intersections:[4]~~

- ~~Lockhaven Avenue~~
- ~~Windemere Avenue~~
- ~~El Rio Avenue~~
- ~~Rockland Avenue~~
- ~~Caspar Avenue (partial)~~
- ~~Shearin Avenue~~
- ~~Glen Iris Avenue~~
- ~~Highland View Avenue~~
- ~~Hermosa Avenue (partial)~~
- ~~Argus Drive (partial)~~
- ~~La Roda Avenue~~
- ~~Mount Royal Drive (partial)~~
- ~~Townsend Avenue (partial)~~
- ~~Floristan Avenue~~
- ~~Hartwick Street~~
- ~~Los Robles Street~~
- ~~Mt. Helena Avenue~~
- ~~Holbrook Street~~

~~The center-running configuration would require full reconstruction of the street. The BRT lanes would be placed in the center and new narrower medians would be interspersed throughout the segment. In addition, Class II Bicycle Lanes would be provided. The center-running configuration would extend to Dahlia Drive; between Dahlia Drive and the SR-134 ramps east of Linda Rosa Avenue there would be an eastbound center-running bus lane whereas westbound buses would operate in mixed-flow. There would be three stations serving Eagle Rock – Eagle Rock Plaza (near Sierra Villa Drive), Eagle Rock Boulevard, and Townsend Avenue. The stations at Eagle Rock Boulevard and Townsend Avenue would be built on loading islands accessible by signalized crosswalks. In addition to replacing the existing striped and raised median with a center-running busway, this alternative configuration would result in the loss of~~

~~[4] Some movements would remain open at locations indicated as right turn movements would remain allowable at all locations. It should be noted these restrictions are subject to refinement in future design phases.~~

~~approximately 50 percent of the existing on-street parking along Colorado Boulevard and would require removal and/or modification of most of the Active Transportation Program Cycle 2 improvements proposed by the City of Los Angeles~~

~~Colorado Boulevard (Proposed Project Segment F2)~~

~~The BRT service would operate through the Eagle Rock community of Los Angeles along Colorado Boulevard, connecting from West Broadway or Colorado Street in Glendale.~~

~~The Proposed Project configuration would provide dedicated side-running bus lanes east of the Colorado Boulevard/West Broadway intersection extending approximately 1.5 miles to Dahlia Drive. Under this configuration, the existing buffered bike lanes would be converted to 11- or 12-foot shared bus-and-bicycle lanes. Bicycles would be allowed to operate within the bus lane. Buses would maneuver into the mixed-flow lanes to pass cyclists as-needed. Buses would operate in mixed-flow between Dahlia Drive and the SR-134 ramps just east of Linda Rosa Avenue, and would continue via SR-134 to Pasadena. Right-turning vehicles would merge into the bus-and-bicycle lane approaching intersections and would turn from the bus lane. There would be three stations serving Eagle Rock – Eagle Rock Plaza (near Sierra Villa Drive), Eagle Rock Boulevard, and Townsend Avenue. The stations would utilize curb extensions to accommodate station elements while maintaining adequate sidewalk width for pedestrian circulation and access to adjacent buildings. A bicycle bypass lane would be provided behind the stations to avoid bus-bicycle conflicts in the loading zone. This configuration would retain the existing painted and raised landscaped medians along Colorado Boulevard along with most of the on-street parking (with no more than 10 stalls removed at station locations). Curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained.~~

~~SR-134 (Route Option F3)~~

~~This route option bypasses the heart of the Eagle Rock community by extending the BRT service east along SR-134 between the Harvey Drive interchange in Glendale and the Figueroa Street interchange. The BRT service would operate along Figueroa Street to a station at the Colorado Boulevard/Figueroa Street intersection continuing east via Colorado Boulevard to re-join the SR-134 at the North San Rafael Avenue interchange. Buses would operate in mixed-flow throughout this segment.~~

Segments ~~Sections~~ G and H – City of Pasadena

Buses would operate in mixed-flow along SR-134 between Eagle Rock and Pasadena. The BRT service would exit SR-134 at the Fair Oaks Interchange and would be routed past the Memorial Park Metro L Line (Gold) station to Colorado Boulevard, extending to the terminus on Hill Avenue south of Colorado Boulevard ~~existing travel lanes throughout the City of Pasadena, extending to the terminus~~ at Pasadena City College ~~near the Colorado Boulevard/Hill Avenue intersection~~. ~~There are two segments in Pasadena, each of which includes the Proposed Project as well as one Route Option.~~ Because the BRT service would operate along existing travel

lanes, parking impacts would be limited to less than 10 stalls per station where red curb zones may need to be lengthened to accommodate the BRT along with other bus services.

Fair Oaks Interchange – Segment G ~~(Proposed Project Segment G1)~~

The BRT route exits SR-134 at the Fair Oaks Avenue interchange and operates via Fair Oaks Avenue – Walnut Street – Raymond Avenue to Colorado Boulevard ~~or the Union Street/Green Street one-way couplet, dependent upon the selected route in Section H~~. A station serving the Metro L Line (Gold) would be provided along Raymond Avenue at Holly Street adjacent to the Memorial Park station.

~~Colorado Boulevard Interchange Route Option (Route Option G2)~~

~~This route option uses the Colorado Boulevard interchange rather than the Fair Oaks Avenue interchange. Buses would follow Colorado Boulevard to the eastern terminus or would transition via St. John Avenue to the Union Street/Green Street one-way couplet dependent upon the selected route in Section H.~~

Colorado Boulevard – Segment H ~~(Proposed Project Segment H1)~~

The BRT service would operate via Colorado Boulevard to the eastern terminus at Pasadena City College. Stations would be provided at Los Robles Avenue, ~~(with Proposed Project Segment G1) or Arroyo Parkway (with Route Option G2), as well as at~~ Lake Avenue and at the terminus along Hill Avenue. An on-street station and bus layover ~~zone~~ potentially with electric vehicle charging capabilities would ~~also~~ be provided along Hill Avenue south of Colorado Boulevard by restriping the roadway, which would eliminate three parking spaces on the southbound side of Hill Avenue.

~~Green Street – Union Street One-Way Couplet (Route Option H2)~~

~~Under this route option, buses would operate eastbound along Green Street then northbound via Hill Avenue to the eastern terminus, before returning westbound along Union Street. Station pairs would be provided at Los Robles Avenue (with Proposed Project Segment G1) or Arroyo Parkway, as well as at Lake Avenue. The terminal station and layover zone would be located along the east curb of Hill Avenue south of Colorado Boulevard.~~

2.4 STATION LOCATIONS AND CHARACTERISTICS

The Proposed Project includes 22 stations. ~~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.~~ For planning purposes, the typical station footprint is considered to be 100 feet long and 10 feet wide; however, station loading zones as short as 70 feet in length may be required due to site constraints. In all cases, the stations would be capable of accommodating a 60-foot bus. Depending upon the station location, red curb may extend up to 40 feet in advance of, or beyond, the platform area to provide maneuvering room for buses. It is anticipated that buses with all-door boarding and on-board fare collection would load from a near-level raised curb within the station area.

Where feasible, a curb extension (typically 6 to 12 feet wide) would be provided to accommodate the station platform to minimize impacts to the existing sidewalk area. A minimum pedestrian pathway of five feet would be maintained through the station area to accommodate pedestrian circulation and maintain access to adjacent land uses. Bicycle lanes, where present, would be routed on a designated bike path behind the loading area at 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 to the surrounding environments. Station amenities associated with the Proposed Project would be designed using a standard kit of parts approach, similar to Metro rail stations. The kit of parts approach is under development by Metro, although station elements would include the shelter, seating, lighting, wayfinding and transit informational displays, and real-time bus arrival display, along with bicycle parking and accommodation for public art ~~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 would provide ~~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 BRT buses would support all-door boarding with on-board validators in lieu of deployment of ticket vending machines at stations. The Proposed Project would be integrated with Metro's TAP card system, which improves the multimodal transit experience by allowing a singular payment option for bus and rail trips and other transit programs throughout Los Angeles County. Nearly all transit agencies in Los Angeles County accept a TAP card for payment. There is also a mobile application for TAP allowing payment from cellular phones.

Table 2-2 provides a summary of the proposed station locations and key aspects of the proposed configuration at each location. ~~(~~Refer to **Figure 2-2** for a map providing station locations and route segment labels.~~)~~ Where integration with existing sidewalks, plazas or landscaping is indicated, station design would consider retaining or relocating existing vertical elements such as trees, signs, parking meters and streetlights.

Table 2-2 – Station/Platform Locations

Location	Segment / Status	Description
NORTH HOLLYWOOD (CITY OF LOS ANGELES)		
North Hollywood Metro B/G ~~(Red/Orange)~~ Line (Red/Orange) Station	A (Project Terminus) ~~A1, A2 Proposed Project Terminus~~	Existing off-street station would be replaced with a new transit center that would accommodate the Proposed Project. The new transit center would be constructed regardless of the Proposed Project ~~proposed project~~ as part of the separate and independent North Hollywood Station Joint Development Project (see https://www.metro.net/projects/jd-noho/s).
Vineland Ave. at Hesby St.	~~A1 Proposed Project~~	Median station with islands outboard of bus lanes (for right-~~hand~~ side loading) south of Hesby St. (eastbound far-side / westbound near-side) with new traffic signal and crosswalk for access.
~~*Lankershim Blvd. at Hesby St.*~~	~~*A2 (Route Option)*~~	~~Sidewalk station with curb extensions south of Hesby St. (eastbound near-side / westbound far-side) using existing traffic signal and crosswalk for access.~~
CITY OF BURBANK		
Olive Ave. at Riverside Drive and Hollywood Way	C ~~Proposed Project~~	Sidewalk station with eastbound loading zone on curb extension on Riverside Drive far-side from Hollywood Way; westbound loading zone on Olive Ave. far-side from Riverside Drive and would be integrated with existing plaza.
Alameda Ave. at Naomi St. ~~Alameda Ave.~~	C ~~Proposed Project~~	Sidewalk station with near-side eastbound and ~~far~~ westbound ~~eastbound~~ loading zones ~~displacing existing westbound Alameda Ave. to eastbound Olive Ave. "free" right-turn pocket; westbound far-side loading zone at existing bus stop~~.
~~Olive Ave. at Buena Vista St.~~	~~C Proposed Project~~	~~Sidewalk station with far-side eastbound loading zone shifted beyond commercial driveway; near-side 70-foot westbound loading zone would be integrated with existing landscaping and plaza.~~
Olive Ave. at Verdugo Ave.	C ~~*Optional Station*~~	Sidewalk station with ~~far~~ near-side eastbound loading zone ~~along existing triangular island;~~ and far-side westbound loading zone ~~would displace existing eastbound Verdugo Ave. to westbound Olive Ave. "free" right-turn pocket~~. Curb extensions would be constructed for the loading zone.
Olive Ave. at Lake St. (near Metrolink Station) ~~(on bridge)~~	C ~~Proposed Project~~	Near-side sidewalk stations with loading zones along curb extensions. ~~Sidewalk station with 90-foot near-side loading zones. curb extensions and new mid-block signalized crosswalk connecting existing elevator and stairs adjacent to the westbound lanes and pedestrian ramp adjacent to the eastbound lanes.~~
Olive Ave. at San Fernando Blvd.	C ~~Proposed Project~~	Sidewalk station with 120 – 140-foot-long far-side loading zones to accommodate the Project and local bus services. Station elements would be integrated with sidewalk and would avoid conflicts with existing mature street trees.

Location	Segment / Status	Description
CITY OF GLENDALE		
Glenoaks Blvd. at Alameda Ave.	D ~~Proposed Project~~	Median station with far-side loading islands outboard of bus lanes (for right-~~hand~~ side loading) accessible by existing signalized crosswalk. The existing landscaped median-noses would be reconfigured to accommodate the stations and left-turn bays.
Glenoaks Blvd. at Western Ave.	D ~~Proposed Project~~	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Grandview Ave.	D ~~Optional Station~~	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Pacific Ave.	D ~~Proposed Project~~	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Central Ave. at Lexington Dr.	E~~1 & E2~~ ~~Proposed Project~~	Sidewalk station with far-side loading zones along curb extensions; includes bicycle pathway behind station.
Broadway at Brand Blvd.	E~~1~~ ~~Proposed Project~~	Sidewalk station with far-side loading zones. Curb extension would be provided to widen sidewalk for eastbound station; westbound station would be integrated with sidewalk/plaza.
Broadway at Glendale Ave.	E~~1~~ ~~Proposed Project~~	Sidewalk station with far-side loading zones. Stations would be integrated with sidewalk.
Broadway at Verdugo Rd.	E~~1~~ ~~Proposed Project~~	Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.
~~*Central Ave. at Americana Way*~~	~~*E2 Route Option*~~	~~Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.~~
~~*Colorado St. at Brand Blvd.*~~	~~*E2 Route Option*~~	~~Sidewalk station with far-side loading zones along curb extensions.~~
~~*Colorado St. at Glendale Ave.*~~	~~*E2 Route Option*~~	~~Sidewalk station with far-side loading zones along curb extensions.~~
~~*Colorado St. at Verdugo Rd.*~~	~~*E2 Route Option*~~	~~Sidewalk station with far-side loading zones along curb extensions.~~
~~*Brand Blvd. at Goode Ave. and Sanchez Dr.*~~	~~*E3 Route Option*~~	~~Sidewalk station with mid-block near-side eastbound and far-side westbound loading zones along curb extensions. Eastbound platform set back from Brand Blvd. to avoid conflict with right-turn bay.~~

Location	Segment / Status	Description
~~*SR-134 Ramps and Harvey Dr.*~~	~~*E3 Route Option*~~	~~Stations on shoulders of ramps with near-side eastbound and far-side westbound loading zones. The eastbound station would be developed on the off-ramp by improving the existing LADOT Commuter Express 549 bus stop; westbound station would be constructed in shoulder area of the ramp.~~
EAGLE ROCK DISTRICT (CITY OF LOS ANGELES)		
Colorado Blvd. at Eagle Rock Plaza	~~F1 / F2 (Route Option / Proposed Project~~)	Sidewalk station with loading zones along curb extensions; includes bicycle pathway behind station. The stations are located on the east leg of the Broadway/Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones. ~~Station locations vary based upon the roadway configuration and connecting route segments: for the F2 / Proposed Project (side-running configuration), stations would be located near-side at the Colorado Blvd. / Sierra Villa Drive signalized intersection using the existing crosswalks for access. With the F1 / alternative configuration (hybrid side-and-center-running) the eastbound loading zone is located on the far-side of the Colorado Blvd. / W. Broadway intersection. For buses continuing onto W. Broadway the westbound loading zone with the hybrid configuration is located on the near-side of this intersection; buses continuing along Colorado Blvd. (Segment E2) would load at a near-side station at the Colorado Blvd. / Sierra Villa Drive intersection.~~
Colorado Blvd. at Eagle Rock Blvd.	~~F1 / F2 (Route Option / Proposed Project~~)	The stations would be located on the east leg of the Caspar Ave./Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks. ~~Station locations and configurations vary based upon the roadway configuration: For the F2 / Proposed Project (side-running configuration) sidewalk stations with loading zones along curb extensions, including a bicycle pathway behind the station, would be provided far-side at the Colorado Blvd. / Eagle Rock Blvd. intersection. With the F1 / alternative configuration (hybrid side-and-center-running) median stations with far-side loading islands outboard of bus lanes (for right-hand side loading) accessible by existing signalized crosswalk would be provided. The eastbound station would be located far-side at the Colorado Blvd. / Caspar Ave. intersection; the westbound station would be located far-side at the Colorado Blvd. / Eagle Rock Blvd. intersection.~~
Colorado Blvd. at Townsend Ave.	~~F1 / F2 (Route Option / Proposed Project)~~	The stations would be located on the west leg of the Townsend Ave./Colorado Blvd. intersection with near-side eastbound and far-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks. ~~Station locations and configurations vary based upon the roadway configuration: For the F2 / Proposed Project (side-running configuration) sidewalk stations with loading zones along curb extensions, including a bicycle pathway behind the station, would be provided near-side of the Colorado Blvd. / Townsend Ave. intersection (eastbound station west of the south leg of Townsend Ave.~~

Location	Segment / Status	Description
		~~and westbound station east of the north leg). With the F1 / alternative configuration (hybrid side-and-center-running) median stations with loading islands outboard of bus lanes (for right-hand side loading) accessible by existing signalized crosswalk would be provided west of the south leg of Townsend Ave. (near-side for eastbound buses and far-side for westbound buses).~~
~~*Figueroa St. at Colorado Blvd.*~~	~~*F3 Route Option*~~	~~Sidewalk station with far-side loading zones along curb extensions at the Figueroa St. / Colorado Blvd. intersection. The eastbound station is on the east leg of the intersection; the westbound station is on the north leg.~~
CITY OF PASADENA		
Raymond Ave. at Holly St.	G~~1~~ ~~Proposed Project~~	Sidewalk station with curb extensions on Raymond Ave. north of Holly St. proximate to the Metro L Line (Gold). The eastbound loading zone would be near-side and the westbound loading zone would be far-side. Vertical elements would be integrated with the existing landscaping to avoid removal of large trees and would be kept clear of the facade of the historic Raymond Theatre building.
~~*Colorado Blvd. at Arroyo Parkway*~~	~~*H1 Route Option*~~	~~This station option would provide the nearest connection to the Metro L Line (Gold) if the G2 Route Option utilizing the Colorado Blvd. interchange is selected. The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.~~
Colorado Blvd. at Los Robles Ave.	H~~1~~ ~~Proposed Project~~	~~This station would be used if the G1 Proposed Project route utilizing the Fair Oaks Ave. interchange is selected.~~ The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Colorado Blvd. at Lake Ave.	H~~1~~ ~~Proposed Project~~	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Hill Ave. south of Colorado Blvd. ~~at Hill Ave.~~	H (Project Terminus) ~~1~~ ~~Proposed Project~~	The station would be located on Hill Ave. south of Colorado Blvd.; buses would be routed to Green St. approaching the terminus such that buses would likely utilize a combined station and layover zone located along the east curb of Hill Ave. south of Colorado Blvd., although it is possible that drop-off would be on Colorado Blvd. depending on the final design. ~~The eastern terminal station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the~~

Location	Segment / Status	Description
		~~loading area. To support BRT operations, Hill Ave. may be restriped to provide an on-street layover area south of Colorado Blvd., which could also serve as a boarding area for westbound service.~~ If electric bus charging infrastructure is provided, vertical elements, potentially including a mast and electric bus charging boom, would be integrated with the station ~~existing street trees~~ and a charging sub-station may displace a few ~~as many as ten~~ parking stalls within the adjacent Pasadena City College surface parking lot. This would require coordination with Pasadena City College and possibly a property easement or acquisition.
~~*Green St. and Union St. at Arroyo Parkway*~~	~~*H2 Route Option*~~	~~This station pair option (eastbound along Green St. and westbound along Union St.) provides the nearest connection to the Metro L Line (Gold) if the G2 Route Option utilizing the Colorado Blvd. interchange is selected. The loading zones would be built using a curb extension to increase the sidewalk width; the eastbound station on Green St. would have a far-side loading zone, and the westbound station on Union St. would have a near-side loading zone.~~
~~*Green St. and Union St. at Los Robles Ave.*~~	~~*H2 Route Option*~~	~~This station pair (eastbound along Green St. and westbound along Union St.) would be used if the G1 Proposed Project route utilizing the Fair Oaks Ave. interchange is selected. The loading zones would be built using a curb extension to increase the sidewalk width.~~
~~*Green St. and Union St. at Lake Ave.*~~	~~*H2 Route Option*~~	~~A pair of stations (eastbound along Green St. and westbound along Union St.) would be provided east of Lake Ave. The eastbound station would be far-side and would be built with a curb extension to increase the sidewalk width adjacent to the bank building plaza (the existing green zone and yellow loading zone would be relocated to the east). The westbound station would be near-side with the loading zone located on an island or plaza adjacent to the rightmost through lane.~~
~~*Hill Ave. at Colorado Blvd.*~~	~~*H2 Route Option*~~	~~The eastern terminal station would be located along the sidewalk mid-block between Green St. and Colorado Blvd. The existing roadway would be restriped to provide an approximate 200-foot long combined layover and station zone along the east curb (the platform area would be about 150 feet south of Colorado Blvd.) Station vertical elements, potentially including a mast and electric bus charging boom would be integrated with the existing street trees; the landscaping between the curb and adjacent PCC parking lot would be paved to accommodate the station and pedestrian circulation. A charging sub-station may displace as many as ten parking stalls, if provided.~~

In addition, the Project will incorporate public art at some select locations during final design to promote a sense of place for surrounding neighborhoods.

Station placement and design features would be subject to refinement during the Preliminary Engineering phase to meet site-specific opportunities and constraints.

2.5 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, including the design options in Eagle Rock, ~~and treatment options being assessed in the Draft EIR~~ are shown in **Table 2-1**. The treatments are further described below.

2.5.1 Center-Running

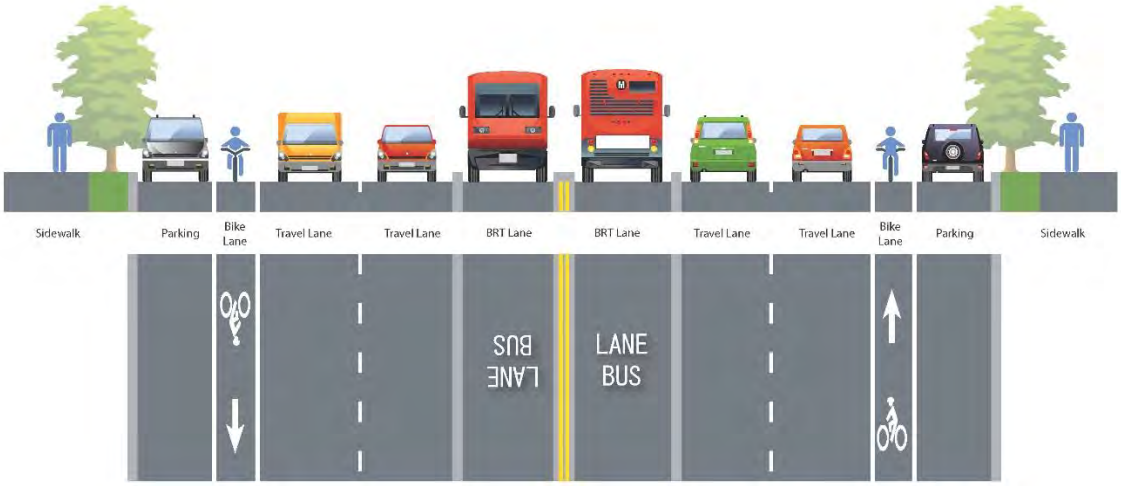
Center-running bus lanes typically provide two lanes (one for each direction of travel) in the center of the roadway. Center-running bus lanes may be physically separated from adjacent traffic by short raised-curbs to provide an exclusive guideway for BRT vehicles or can simply be delineated with pavement markings, as shown on **Figure 2-3**. This type of runningway can be generally applied in streets with 100-foot or greater curb-to-curb width. 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 center bus lanes.

2.5.2 Median-Running

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), as shown in **Figure 2-4**. 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.

Figure 2-3 – Typical Center-Running Bus Lanes Configurations

Cross Section



Intersection Plan

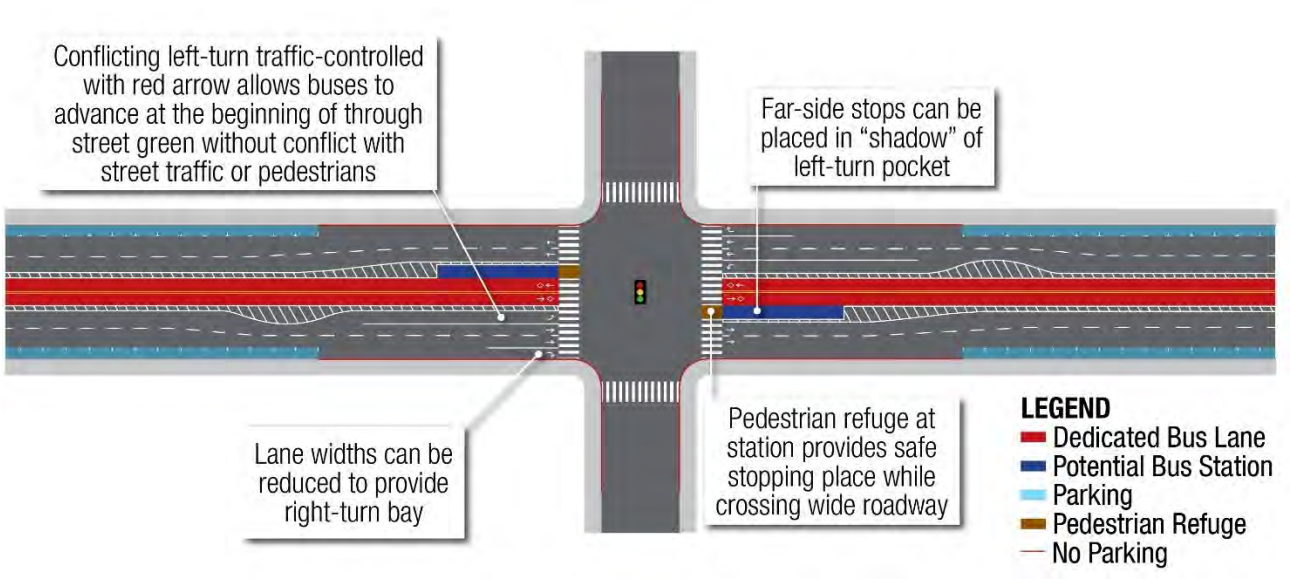
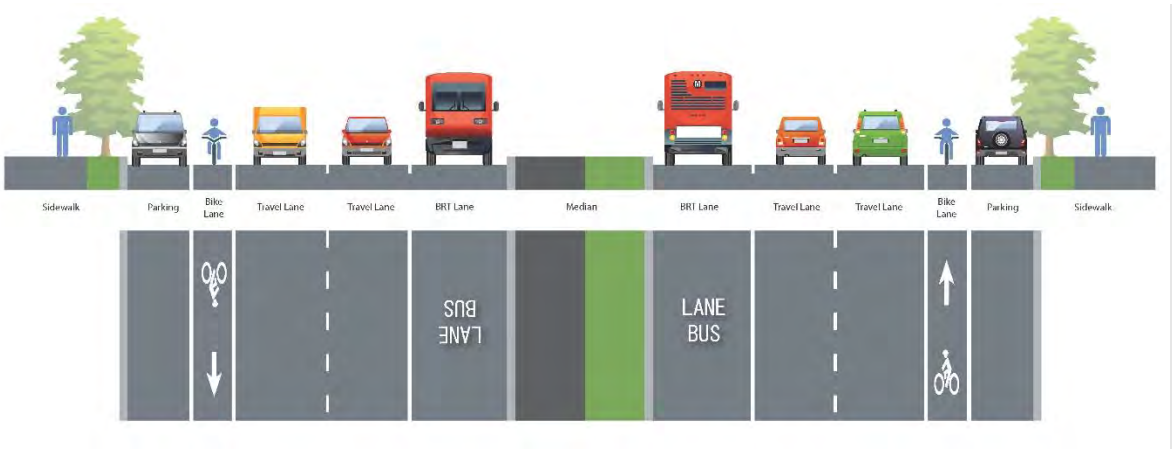
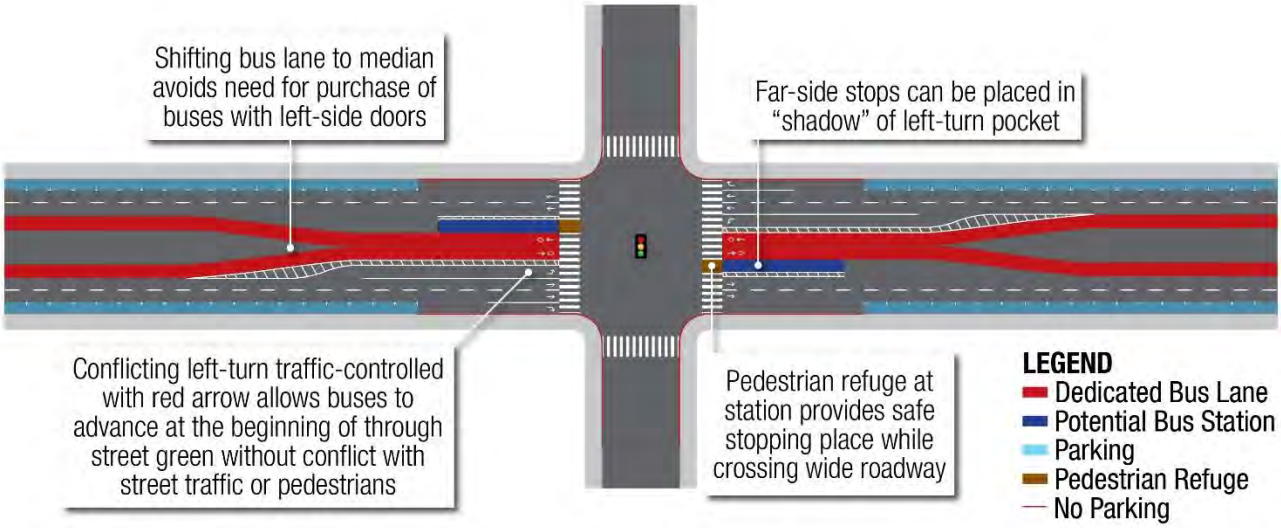


Figure 2-4 – Typical Median-Running Bus Lanes Configurations

Cross Section



Intersection Plan



2.5.3 Side-Running

Side-running bus lanes dedicate the right-most travel lane to BRT vehicles, as shown in **Figure 2-5**. 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.

2.5.4 Curb-Running

Curb-running bus lanes place the dedicated bus lane immediately adjacent to the curb, as shown in **Figure 2-6**, 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.

2.5.5 Mixed-Flow

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 (see **Figure 2-7**).

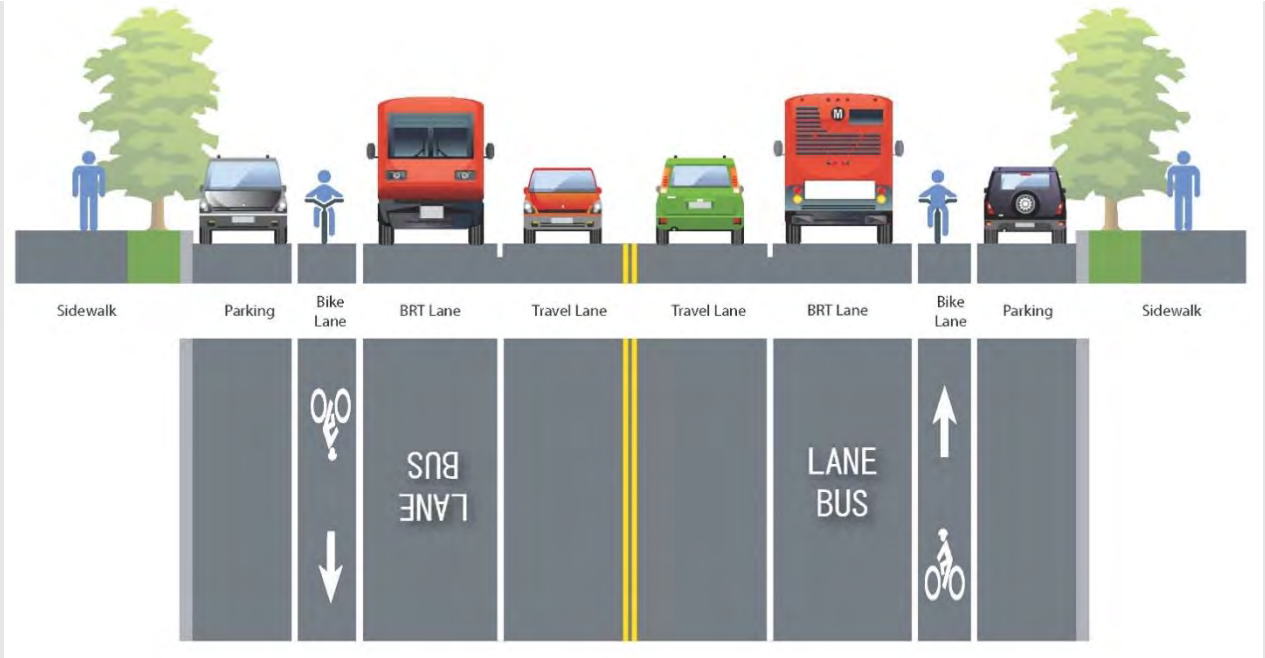
2.6 OPERATIONS

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 (see **Table 2-3**). The proposed service span is consistent with the Metro B Line (Red).

The BRT would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. **Table 2-4** shows the frequencies.

Figure 2-5 – Typical Side-Running Bus Lanes Configurations

Cross Section



Intersection Plan

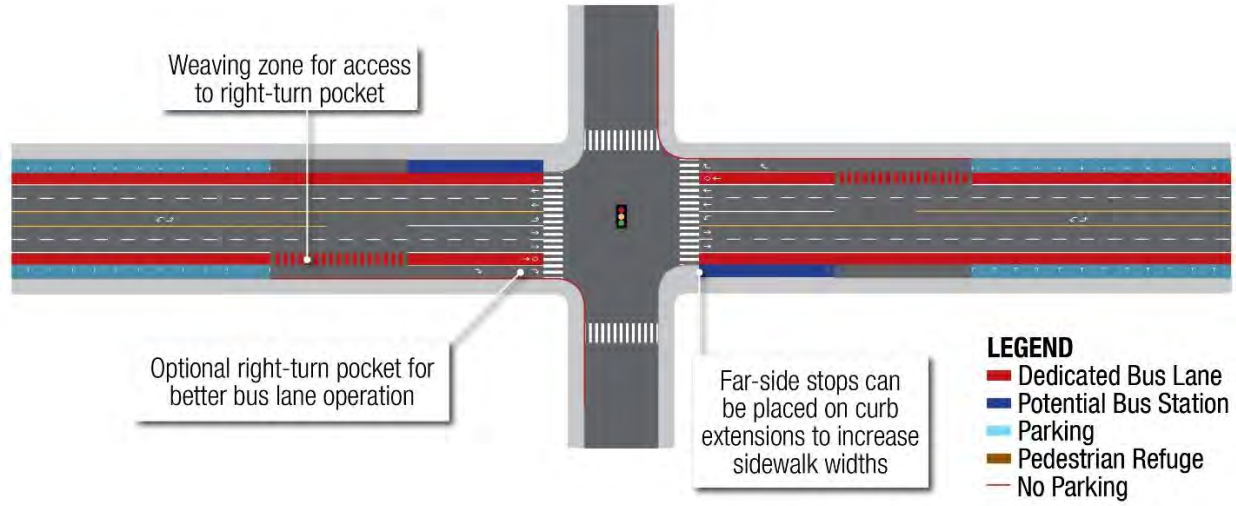
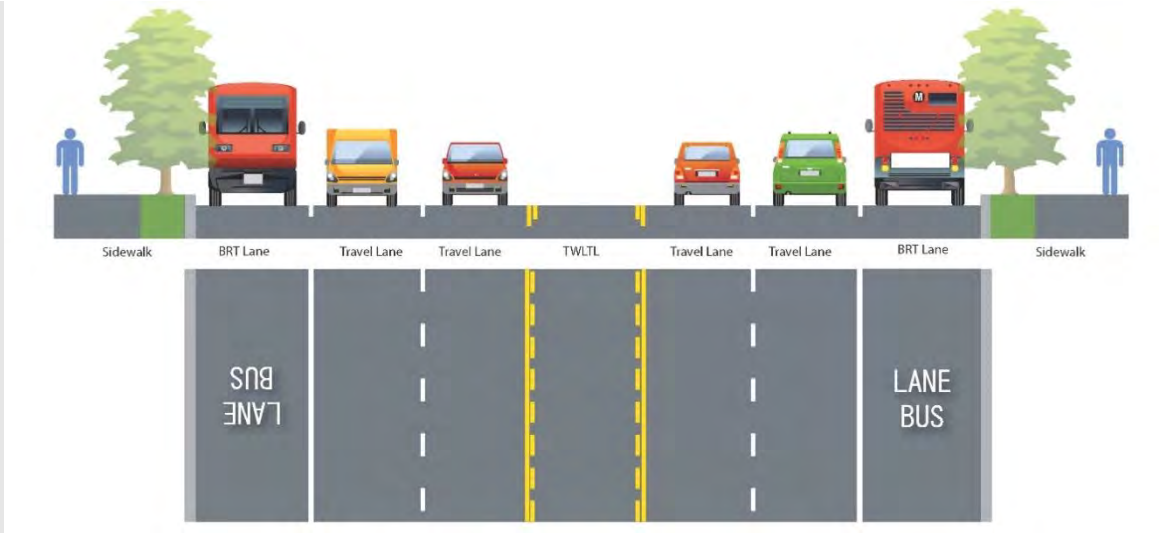


Figure 2-6 – Typical Curb-Running Bus Lanes Cross Section

Cross Section



Intersection Plan

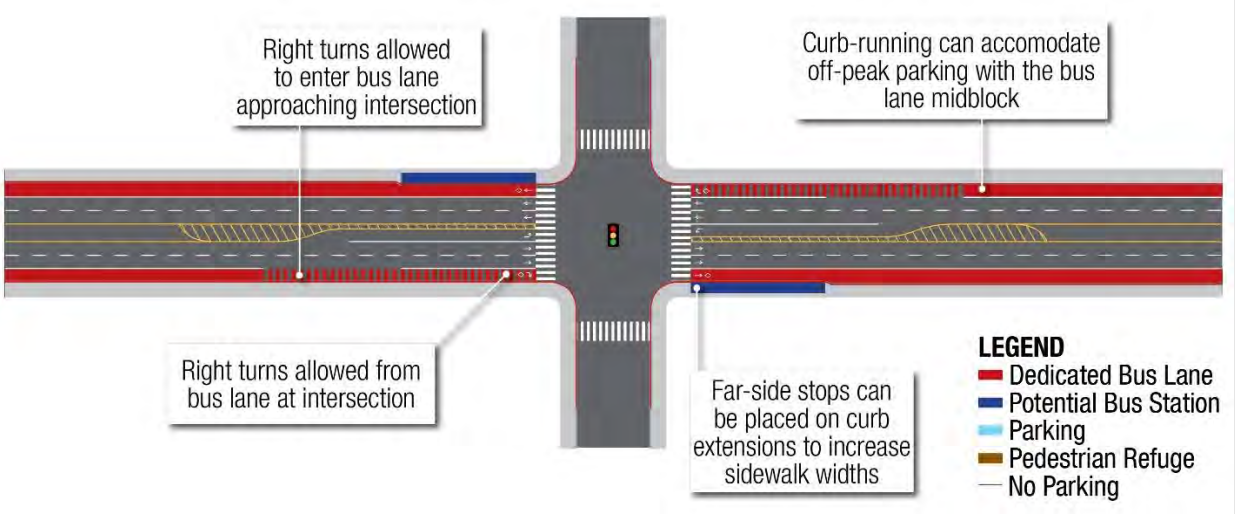
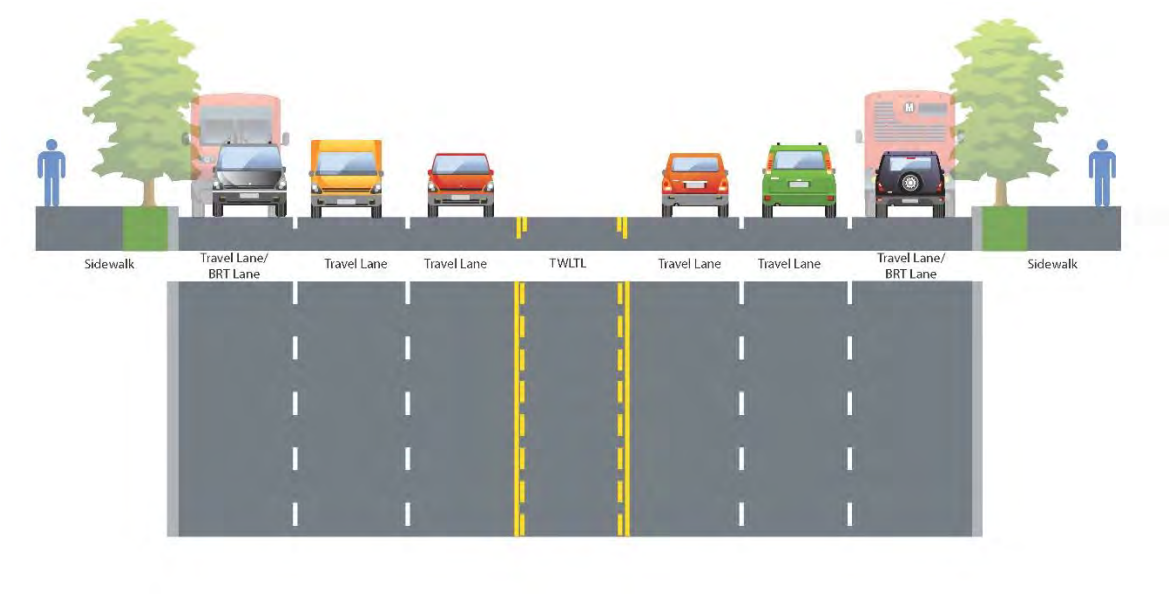


Figure 2-7 – Typical Mixed-Flow Operation Cross Section



2.7 VEHICLES

The BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers. A maximum of 16 buses are anticipated to be in service along the route during peak operations. A typical 40-foot bus seats approximately 40 passengers and can carry up to 35 additional standees in the aisle circulation space, although this maximum capacity lowers the passengers' comfort and perception of quality of service and is not recommended for standard operations. If warranted by high ridership, additional buses could be deployed to the high demand segments of the BRT route during peak periods and turned-back at an interim station along the route where the ridership decreases.

The BRT service's fleet of zero-emission electric buses would charge overnight at the maintenance and storage facility where the buses are parked. In addition, electric charging equipment would be provided the North Hollywood B/G Line (Red/Orange) and potentially at the PCC terminus, for the opportunity to boost the charge on the buses between runs.

When operations commence in 2024, it is possible that the fleet would initially operate compressed natural gas (CNG) buses in its service until ZEV buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions.

Table 2-3 – Proposed BRT Service Span

	Early	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
Monday – Thursday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 1:00 a.m.
Friday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 3:00 a.m.
Saturday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 3:00 a.m.
Sunday/Holiday	4:00 a.m. - 6:00 a.m.	6:00 a.m. - - 9:00 a.m.	9:00 a.m. - 3:00 p.m.	3:00 p.m. - 7:00 p.m.	7:00 p.m. - 9:00 p.m.	9:00 p.m. - 12:00 a.m.	12:00 a.m. - 1:00 a.m.

Table 2-4 – Proposed BRT Service Frequencies

	Early	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
Monday-Thursday	20 minutes	10 minutes	10 minutes	10 minutes	15 minutes	20 minutes	20 minutes
Friday	20 minutes	10 minutes	10 minutes	10 minutes	15 minutes	20 minutes	20 minutes
Saturday	30 minutes	15 minutes	15 minutes	15 minutes	15 minutes	30 minutes	30 minutes
Sunday/Holiday	30 minutes	15 minutes	15 minutes	15 minutes	15 minutes	30 minutes	30 minutes

2.8 MAINTENANCE AND STORAGE

Maintenance and storage facilities for Metro buses are located throughout the County. At each facility there is a parking lot for buses, repairs garage, bus wash, assignment desk for bus operators, lockers, and lunchroom. The buses for the BRT service would be stored at an existing Metro facility, potentially at the El Monte Division or another Metro division in closer proximity to the Project corridor. Metro has an existing program to transition its entire bus fleet to zero-emission buses by 2030. The transition to zero-emission buses requires infrastructure improvements at Metro's maintenance and storage facilities, including installing electric equipment for overnight charging. This infrastructure would support the entire Metro fleet and is independent of the Proposed Project. Implementation of the zero-emission charging infrastructure would be carried out under Metro's Zero Emission Fleet Program.

2.9 CONSTRUCTION

The Proposed Project would primarily be constructed and operate within existing street ROW although minor acquisitions, easements, or temporary construction easements may be necessary at select intersections or station locations. Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping and signage, curb-and-gutter/sidewalk reconstruction, ROW preparation, pavement improvements and/or markings, 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. Utility companies have not been contacted at this time in the planning process. During Advanced Conceptual Engineering, the Project team would coordinate with utility companies to request information. These companies would be contacted to ensure they are aware of the Proposed Project and provide mark-ups, as-builts or confirmation of owner exhibits. Utility coordination meetings would be set up with each utility company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to ensure all the utility companies are engaged early during Project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities. Utility agreements would be finalized to ensure the designs are prepared by third party utility owners.

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 duration 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 (WATCH). Published under the authority of the WATCH Committee of Public Works Standards, Inc., the Handbook 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. Temporary traffic signalization adjustments may be necessary when construction occurs at intersections. It is not anticipated that construction activities would routinely require closing roadways. If roadway closures are required, closure periods would be determined to minimize disruptions to traffic flow and impacts to businesses. Coordination with any adjacent construction work would take place to minimize disruption.

The need for construction staging areas or easements would be identified in the engineering phase. 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.

2.10 PROJECT COMMITMENTS

Metro makes the following Project Commitments (PC) related to development of the Proposed Project. Many of these PCs are required during project design and are not necessary to designate as mitigation measures. Other PCs were added at the request of local jurisdictions, although they are not needed as mitigation measures.

PC 1: Metro commits to coordinating with local jurisdictions to require as little roadway widening and associated right-of-way acquisition as possible. Metro also commits to meeting standards for minimum sidewalk widths within the constraints of the existing street right-of-way. Should final design unexpectedly require sidewalks to be narrowed, Metro will coordinate the design with the affected city. All modifications to sidewalks will incorporate ADA requirements.

PC 2: Along Project segments where curb-running bus lanes are proposed, Metro commits to coordinating with local jurisdictions during final design to determine if existing loading zones can be relocated along side streets or off-street on adjacent properties. If

necessary, consideration will be taken for accommodating existing loading zones in the curb bus lane.

PC 3: Metro commits to preserving as much on-street parking as possible along the route. Metro continues to study the effects of the Proposed Project on parking and will coordinate with local jurisdictions to alleviate effects during final design.

PC 4: Metro commits to exploring the installation of transit signal priority functions to expedite buses through signalized intersections and improve transit travel times.

PC 5: Metro commits to coordinating the use of dedicated bus lanes with local bus operators.

PC 6: Metro commits to coordinating with the local jurisdictions to determine appropriate signage and pavement marking treatments during subsequent design phases.

PC 7: Metro commits to coordinating with the local jurisdictions to develop joint maintenance agreements associated with the Proposed Project elements (e.g., concrete bus pads, stations, signage, striping).

PC 8: Metro commits to coordinating with local jurisdictions to implement the Traffic Management Plan identified in Mitigation Measures TRA-1 through TRA-4.

PC 9: Metro commits to coordinating with the local jurisdictions, including police services, to develop appropriate enforcement strategies for bus lane restrictions.

PC 10: Metro commits to evaluating options to facilitate fire department access and circulation during final design.

PC 11: Metro commits to coordinating with the local jurisdictions to explore options for barriers between dedicated bus lanes and mixed-flow travel lanes and/or bicycle lanes. Options may include signage and pavement markings, raised delineators, rumble strips, and raised curbs or medians.

PC 12: Metro commits to coordinating with the local jurisdictions during final design to analyze design options for intersections at minor roadways, including left-turn restrictions and/or traffic signal phasing and timing changes along with adding left-turn pockets at selected locations.

PC 13: Metro's standard contract language requires the construction contractor to coordinate with utility companies per Public Utilities Code 13242 and in accordance with Metro construction practices. A utility composite basemap would be developed to outline the utilities within the Project boundary. The basemap would be used to identify conflict locations with Proposed Project work and existing utility facilities. Each utility company would be contacted on a periodic basis to determine if there are any new plans for their facilities. The utility composite basemap would be updated as new information becomes available. Utility coordination meetings would be set up with each utility

company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to confirm the utility companies are engaged early during Project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities.

PC 14: Metro commits to coordinating with the City of Glendale during subsequent design phases to evaluate options to enhance the bicycle lanes along Glenoaks Boulevard in conjunction with refining the design of the Proposed Project.

PC 15: Metro commits to coordinating with the City of Pasadena during final design to provide BRT station bulb-outs to facilitate bus movements and provide additional station area.

PC 16: Metro commits to coordinating with the City of Pasadena during final design regarding the following considerations:

- Raymond Avenue/Holly Street Station – A unique sidewalk treatment currently exists on the west side of Raymond Avenue, and any new sidewalk would be required to match this sidewalk treatment.
- Colorado Boulevard/Lake Avenue Station – Coordination required with the current South Lake Avenue Pedestrian Enhancement Project currently in design.

PC 17: Metro commits to considering relocating mature Magnolia trees within the City of Los Angeles to the extent feasible. Relocation would be dependent on many variables including tree health and root systems.

2.11 PERMITS AND APPROVALS

This document is intended to environmentally clear future related discretionary actions under CEQA by Metro and other agencies. Discretionary actions include those approvals, entitlements or permits necessary in order to implement a project. Metro will prepare a stormwater pollution prevention plan (SWPPP) consistent with federal and County requirements for stormwater discharges associated with construction and industrial activities. Coordination and approvals from communications and utility purveyors would be needed for temporary or permanent utility relocation or service interruption. The Proposed Project would require approval and/or permits from departments associated with the Cities of Los Angeles, Burbank, Glendale, and Pasadena (e.g., fire departments and transportation departments). It is anticipated that permits and approvals include, but are not limited to, the following:

- **Metro Board of Directors:** Certification of the EIR, adoption of Findings of Fact, adoption of the Mitigation Monitoring and Reporting Program.
- **City of Los Angeles:** Approval of traffic signal/transit priority system improvements and street restriping plans; recommendation for approval by the City Council; approval of plans for fire life safety design requirements; and possible noise variance for nighttime construction activities.

- **City of Burbank:** Discretionary actions and permits would be required, including possible noise variance for nighttime construction activities.
- **City of Glendale:** Discretionary actions and permits would be required, including possible noise variance for nighttime construction activities.
- **City of Pasadena:** Discretionary actions and permits would be required, including possible noise variance for nighttime construction activities.

2.12 COST ESTIMATES

2.12.1 Capital Costs

~~Capital costs for the Proposed Project are presented in Appendix Y and were estimated based on the Concept Plans presented in Appendix Z.~~ 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 design 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.

The results of the conceptual capital cost estimates for the Proposed Project ~~and route options~~ indicate a range between $263 ~~$249~~ million and $386 ~~$367~~ million. 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 Proposed Project. The level of estimating detail would increase as the Project design and engineering advances. An update to Appendix Y (Conceptual Capital Cost Report) of the Draft EIR is included in Appendix B of this Final EIR.

2.12.2 Operations and Maintenance Costs

An Operations and Maintenance (O&M) cost model was developed to estimate the annual cost to operate, maintain and administer the Proposed Project. As discussed in Appendix X of the Draft EIR, 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.

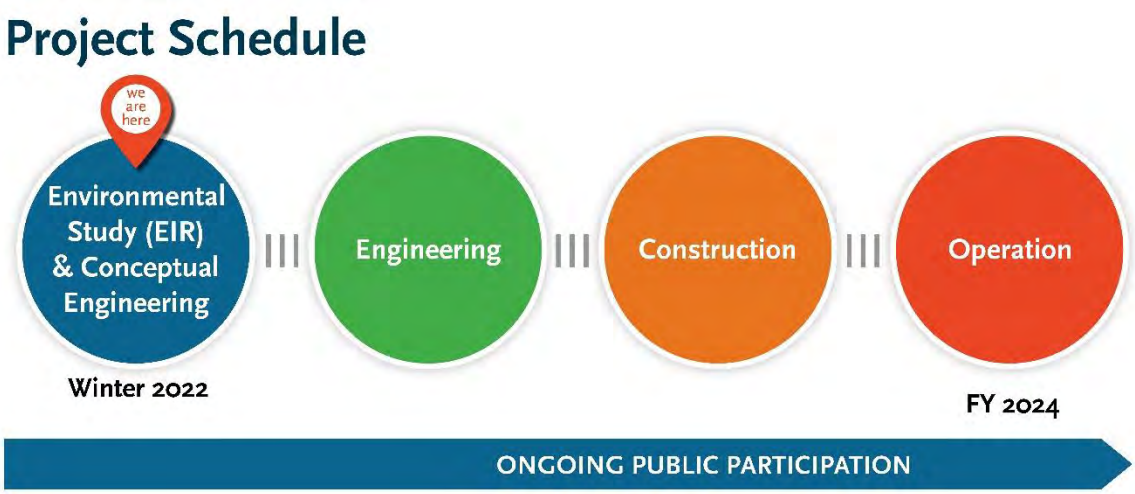
2.13 IMPLEMENTATION SCHEDULE

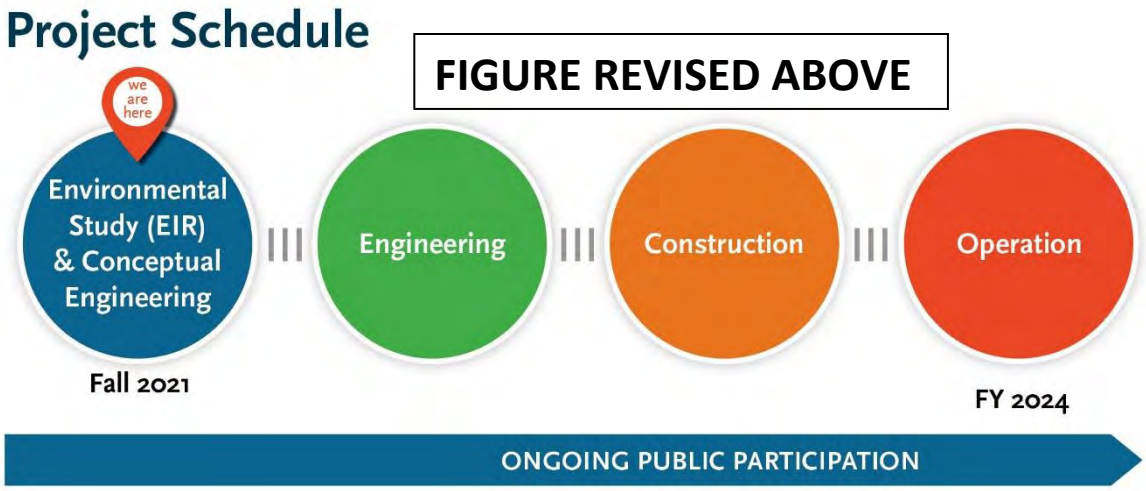
~~The Draft EIR will be available for public review and comment period from October 26, 2020 to December 10, 2020. After the completion of the public review period, Metro will prepare responses to comments received during the process. In Winter/Spring 2021, the Metro Board will select the Locally Preferred Alternative (LPA) for the Proposed Project.~~ The CEQA process will be completed in Spring 2022 ~~Spring/Summer 2021~~ through the preparation and certification of the Final EIR.





If the Metro Board certifies the Final EIR and approves the Proposed Project, the overall project schedule anticipates final design ~~constructing~~ commencing in 2022 followed by construction, ~~late 2021~~ with initiation of revenue service in 2024.




Project Schedule
FIGURE REVISED ABOVE
we are here
Environmental Study (EIR) & Conceptual Engineering
Engineering
Construction
Operation
Fall 2021
FY 2024
ONGOING PUBLIC PARTICIPATION

3. Corrections and Additions

As required by Section 15088(d) of the CEQA Guidelines, this chapter provides corrections or clarifications to the Draft EIR. None of the corrections and additions constitute significant new information or substantial project changes, as defined by Section 15088.5 of the CEQA Guidelines, and thus, recirculation of the Draft EIR is not required. The changes to text and graphics contained in the Draft EIR are indicated below under the corresponding Draft EIR section heading. Deletions are shown in strikeout text and additions in underlined text.

SECTION 3.1 - TRANSPORTATION

Page 3.1-2, last paragraph – Add the following information related to the Burbank General Plan:

Pertinent Mobility Element Policies include:

- Policy 1.2 Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.
- Policy 3.4 All street improvements should be implemented within the existing rights-of-way. Consider street widening and rights-of-way acquisition as methods of last resort.
- Policy 4.1 Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas.
- Policy 4.3 Improve and expand transit centers; create a new transit center in the Media District.
- Policy 4.8 Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.
- Policy 6.1 Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.
- Policy 9.2 Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects.

Page 3.1-4, first paragraph – Add the following information related to the Pasadena General Plan:

Mobility-related policies in the General Plan include:

- Policy 1.2 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- Policy 1.9 - Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.
- Policy 1.11 - Design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- Policy 1.24 - Ensure predictable transit travel times by providing traffic signal system priority measures.
- Policy 1.31 - Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.
- Policy 2.1 - Continue to support the construction of the Gold Line Foothill Extension transit service and the expansion and use of regional and local bus transit service.
- Policy 2.3 - Provide convenient, safe and accessible transit stops.
- Policy 2.4 - Facilitate coordination between transit providers to improve seamless transit service.

Page 3.1-7, last paragraph beginning with the last sentence – Revise as follows:

Freeway Network

Access ramps to/from SR-134 serving the Proposed Project ~~and route options~~ include the following:

- Lankershim Boulevard (eastbound on/westbound off)
- North Pass Avenue (eastbound off)
- West Alameda Avenue (westbound on)
- Colorado Boulevard in Eagle Rock (eastbound on/westbound off)
- ~~Brand Boulevard (westbound off/eastbound on)~~
- ~~Harvey Drive (eastbound off/westbound on, eastbound on/ westbound off)~~
- ~~Figueroa Street (eastbound off/westbound on)~~
- ~~San Rafael Avenue (eastbound on/westbound off)~~
- Fair Oaks Avenue (eastbound off/westbound on)
- ~~Colorado Avenue (eastbound off/westbound on)~~

Page 3.1-8, first sentence – Revise as follows:

The following lists the roadways and associated classifications affected by the Proposed Project ~~and Route Options~~ from west to east.

Page 3.1-8, under the City of Burbank heading – Add the following sentences:

> **North Buena Vista Street** – A secondary arterial with two lanes in each direction. On-street parking is permitted on both sides of the street.

Page 3.1-9 – Delete the following paragraphs under City of Glendale heading:

> ~~**Goode Avenue** – A two to three lane one-way westbound frontage roadway connecting between the split diamond SR-134 interchange ramps at Brand Boulevard and Central Avenue.~~
>
> ~~**Sanchez Drive** – A three lane one-way eastbound frontage roadway connecting between the split diamond SR-134 interchange ramps at Central Avenue and Brand Boulevard.~~
>
> ~~**Colorado Street** – A major arterial with three lanes in each direction. On-street parking is prohibited on both sides of the street and there are no bicycle lanes. East of Louise Street and west of Eagledale Avenue there are two lanes in each direction. On-street parking is permitted on both sides of the street and there are no bicycle lanes.~~
>
> ~~**Harvey Drive** – A four lane roadway connecting between Broadway and the SR-134 interchange north of Wilson Avenue.~~
>
> ~~**Wilson Avenue** – A four lane roadway with striped median connecting between Wilson Avenue and West Broadway in the City of Los Angles. Parking is allowed along the south curb.~~

Page 3.1-10 – Delete the following paragraph under City of Los Angeles (Eagle Rock) heading:

> ~~**Figueroa Street** – A two-lane arterial of variable width with supplemental lanes at principal intersections in the section where the project is routed.~~

Page 3.1-10 – Delete the following paragraph under City of Pasadena heading:

> ~~**Union Street –** A one-way City Connector with three westbound lanes. On-street parking is permitted on both sides of the street. There is a stretch between Arroyo Parkway and De Lacey Avenue where there are only two westbound lanes and on-street parking is only permitted on one side of the street.~~
>
> ~~**St. John Street** – A four-lane City Connector with parking allowed along one side.~~

Page 3.1-11 – Revise the sixth bullet as follows:

- Glenoaks Boulevard - Class II bicycle lanes are provided southeast of Alameda Avenue in Glendale ~~.In Glendale Class II bicycle lanes are~~ before transitioning to a Class III bicycle route at Pacific Avenue.

Page 3.1-12 – Delete the following bullet from the top of the page and associated footnote:

- ~~Union Street – There is an approved plan for a 2-way cycle track along the south curb between Arroyo Parkway and Hill Avenue.[2]~~

~~[2]City of Pasadena, *Pasadena Bicycle Action Plan*, 2015.~~

Page 3.1-13 – Revise the second paragraph as follows:

This analysis would estimate total boardings for the Proposed Project and net new boardings for the Metro system. ~~Also, changes to the 2042 Baseline Scenario transit network are identified for each route option.~~

Page 3.1-16 – Revise the third paragraph as follows:

Estimated ridership forecasts for 2042, including overall transit trips and boardings for the region and the Proposed Project, respectively, is presented in **Table 3.1-1**. The transit trips reflect how many travelers are choosing to ride transit from their origin to their destination. Boardings account for each time a traveler accesses a route, which includes transfers. The Proposed Project is forecast to increase the total new transit trips in the region by about 16,000 ~~16,149~~ and the total new Metro boardings by approximately 33,000~~33,141~~. In addition, the Proposed Project is forecasted to attract nearly 35,000 ~~34,950~~ boardings per day in 2042 ~~of which 1,809 boardings would be attracted to other Metro services~~. In summary, the operations of the Proposed Project would provide a benefit to transit in the corridor with increased service frequency and ridership. Therefore, the Proposed Project would result in a less-than-significant impact on transit operations.

Page 3.1-16 – Following Table 3.1-1, add the following information related to the Pasadena General Plan:

Within Pasadena, the Proposed Project would be consistent with the each of the following transit policies listed in the City's General Plan.

- Policy 1.2 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- Policy 1.9 - Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.
- Policy 1.11 - Design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- Policy 1.24 - Ensure predictable transit travel times by providing traffic signal system priority measures.
- Policy 1.31 - Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.

- Policy 2.1 - Continue to support the construction of the Gold Line Foothill Extension transit service and the expansion and use of regional and local bus transit service.
- Policy 2.3 - Provide convenient, safe and accessible transit stops.
- Policy 2.4 - Facilitate coordination between transit providers to improve seamless transit service.

Page 3.1-17 – Revise the first paragraph under the Operations heading as follows:

Less-Than-Significant Impact. Operation of the Proposed Project is not expected to result in substantial changes to vehicle circulation. It should also be noted that the Proposed Project would ~~will~~ result in reduced regional VMT, which in turn indicates a slight reduction in traffic densities regionally (refer to **Table 3.1-2**). In the event travel lanes are converted to bus-only lanes along Colorado Boulevard in Eagle Rock, traffic circulation would not significantly deteriorate. Traffic modeling indicates that a lane reduction would add seven minutes of delay in the AM peak hour and nine minutes of delay in the PM peak hour in operational year 2024. In addition, the Proposed Project would not generate significant cut-through traffic largely because of the lack of time-competitive parallel routes. Analysis performed with the travel demand model indicates that traffic which diverts from Colorado Boulevard would primarily switch to the freeway system rather than local streets. Traffic bound to-and-from local destinations may re-route to nearby intersections with median openings that provide opportunities for cross-traffic movements and left-turns.

Page 3.1-17 – Revise heading under Segment A – North Hollywood District of the City of Los Angeles as follows:

Chandler-Vineland-Lankershim – Segment A ~~Proposed Project –A1~~

Page 3.1-18 – Delete Route Option A2 discussion as follows:

~~***Route Option A2***~~
~~*Lankershim Boulevard:* This Route Option proposes to convert a vehicular travel lane to a dedicated bus lane in each direction between Chandler Boulevard and Camarillo Street, reducing Lankershim Boulevard from two vehicular travel lanes to one vehicular travel lane in each direction. Right-turning vehicles along Lankershim Boulevard would be allowed to enter the bus lanes to make right turns.~~

Page 3.1-18 – Revise heading under Segment B – North Hollywood to Burbank as follows:

SR-134 - Segment B ~~***Proposed Project –B***~~

Page 3.1-18 – Revise Olive Avenue and Glenoaks Boulevard discussions under Segments C and D – City of Burbank as follows:

Olive Avenue – Segment C ~~***Proposed Project - C***~~

Olive Avenue: The BRT route accesses Olive Avenue via the Pass Avenue exit from eastbound SR-134 and returns to SR-134 via Hollywood Way, with a pair of stations in the Riverside Drive/Hollywood Way/Olive Avenue triangle in the Media District. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street along Alameda Avenue in mixed-flow operations to access a station near Naomi Street. Dedicated bus lanes would be provided in the curb lane on Alameda Avenue in the block of the station. The route then returns to Olive Avenue via Buena Vista Street, with curb-running bus lanes on Buena Vista Street in the northbound direction approaching Olive Avenue and in the southbound direction approaching Alameda Avenue. Between Buena Vista Street and Downtown Burbank, Olive Avenue would be reconfigured to provide dedicated side-running bus lanes accomplished by conversion of the outside travel lane. Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge.

The reduction of travel lanes along Olive Avenue resulting from the side-running bus lanes configuration may potentially conflict with the City of Burbank's Street Classification section of the Mobility Element (Exhibit M-2 of the City's Mobility Element). However, rather than prescribing a definitive lane configuration, the City's Mobility Element Street Classifications are intended to identify the right-of-way widths for each street type while providing design guidance, priorities, and requirements. The Mobility Element's Major Arterial classification prioritizes person versus vehicle throughput (Page 4-11) and conversion of on-street parking to accommodate transit stops and turn lanes. The side-running bus lanes would generally maintain the existing street right-of-way width and provide a high degree of person throughput along Olive Avenue compared to the existing general purpose vehicle lanes along Olive Avenue. Therefore, the side-running bus lanes would not result in a significant impact regarding conflicts with the City of Burbank Mobility Element.

Glenoaks Boulevard - Segment D ~~***Proposed Project - D***~~

Glenoaks Boulevard: The Proposed Project would operate in mixed-flow between Olive Avenue and Providencia Avenue ~~a curb-running configuration~~ for a short segment before transitioning to a median-running configuration. The BRT would then operate median-running bus lanes between Providencia Avenue and Alameda Avenue. The Proposed Project would retain two vehicular travel lanes in each direction on Glenoaks Boulevard through the City of Burbank.

Page 3.1-18 – Revise heading under Segments D and E – City of Glendale as follows

Glenoaks Boulevard –Segment D ~~***Proposed Project - D***~~

Page 3.1-19 – Revise the following heading under Segments D and E – City of Glendale as follows:

Central Avenue-Broadway – Segment E ~~**Proposed Project E1**~~

Page 3.1-19 – Delete route option discussions as follows:

~~***Route Option E2***~~
~~Colorado Street: Route Option E2 would convert the outside vehicular travel lane in each direction to a dedicated bus lane.~~

~~***Route Option E3***~~
~~SR-134: Route Option E3 would operate along SR-134 in mixed-flow traffic and use the shoulder areas of ramps for loading zones at BRT stations.~~

Page 3.1-19 – Revise Colorado Boulevard discussion under Segment F – Eagle Rock Community of the City of Los Angeles as follows:

Colorado Boulevard – Segment F ~~***Route Option F1***~~

Colorado Boulevard: The BRT service is routed via Colorado Boulevard between Broadway and the SR-134 "slip ramps" near Linda Rosa Avenue. Curb- and side-running bus lanes would be provided between Broadway and Ellenwood Drive, transitioning via mixed-flow to center-running approaching El Rio Avenue. East of El Rio Avenue, the bus lanes will be variously provided in a center-running configuration between raised islands or in a median-running configuration with a raised center-median.

East of Eagle Rock Boulevard, center- and median-running bus lanes would be provided along Colorado Boulevard in one of two alternative design options: one design option would maintain two existing travel lanes in each direction; the other design option reduces the number of travel lanes to one in each direction, preserving more on-street parking and providing additional landscaped medians and raised islands.

In the event there is a reduction to a single general purpose through lane, traffic congestion levels will be higher, resulting in added vehicular delay; however, the Project accommodates local traffic circulation by maintaining most signalized turning movements. Left-turn pockets would also be added, or extended, as feasible, to accommodate left-turns more safely. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. In Eagle Rock, the results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets such as Hill Drive or Yosemite Drive. Hill Drive and Yosemite Drive are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard.

Page 3.1-19 – Revise the Fair Oaks Walnut-Raymond discussion under Segments G and H – City of Pasadena as follows:

> ***Fair Oaks-Walnut-Raymond – Segment G ~~Proposed Project - G1~~***
> The BRT service will utilize the Fair Oaks interchange to access Pasadena. The Proposed Project would operate in mixed-flow traffic along Fair Oaks Avenue, Walnut Street, and Raymond Avenue connecting to Colorado Boulevard with no change to the existing roadway ~~configuration~~ or operations.

Page 3.1-19 – Delete the Route Option G2 discussion as follows:

> ~~***Route Option G2***~~
> ~~Route Option G2 would operate in mixed-flow traffic along Colorado Boulevard with no change to the existing roadway configuration or operations.~~

Page 3.1-19 – Revise the third heading under Segments G and H – City of Pasadena as follows:

> ***Colorado Boulevard – Segment H ~~Proposed Project - H1~~***

Page 3.1-20 – Delete Route Option H2 discussion as follows:

> ~~***Route Option H2***~~
> ~~The Proposed Project would operate in mixed-flow traffic along Union Street and Green Street with no change to the existing roadway configuration or operations.~~

Page 3.1-21 – Revise the Chandler-Vineland-Lankershim discussion under Segment A – North Hollywood District of the City of Los Angeles as follows:

> ***Chandler-Vineland-Lankershim – Segment A ~~Proposed Project A1~~***
> *Lankershim Boulevard/Camarillo Street ~~(Proposed Project - A1 and Route Option A2)~~*: New crosswalk.

Page 3.1-21 – Delete the Route Option A2 discussion as follows:

> ~~***Route Option A2***~~
> ~~Lankershim Boulevard: The 15-foot sidewalk width along Lankershim Boulevard south of Camarillo Street would need to be reduced by up to two feet on each side of the street to fit the dedicated bus lanes.~~

Page 3.1-21 – Revise heading under Segment B – North Hollywood to Burbank as follows:

> ***SR-134 – Segment B ~~Proposed Project- B~~***

Page 3.1-21 – Revise Olive Avenue and Glenoaks Boulevard discussions under Segments C and D – City of Burbank as follows:

Olive Avenue – Segment C ~~Proposed Project - C~~

In general, implementation of the Project would not require modifications to sidewalks along the route in the Media District nor in Downtown Burbank. No sidewalk narrowing is proposed in Burbank. Curb extensions may be provided at sidewalk stations where feasible.

~~Olive Avenue/Burbank-Downtown Metrolink Station: A pair of station loading platforms would be located along the sidewalks on the bridge with a new signalized mid-block crosswalk connecting the station platforms with the existing elevator and pedestrian ramp structure, respectively. Curb extensions would be provided to accommodate station platforms and pedestrian circulation along the sidewalks.~~

~~Riverside Drive/Olive Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation at Riverside Drive/Olive Avenue.~~

~~Olive Avenue between Alameda Avenue and Niagara Street: The roadway would be widened from 68 feet to 72 feet by moving the curb out into the shoulder area. Blocks towards the Media District typically have fully paved 15 foot wide sidewalks; approaching downtown Burbank, there is a landscaped strip between the paved sidewalk and curb which would be reduced in width. The sidewalk would remain functional and Americans with Disabilities Act (ADA) compliant.~~

~~Olive Avenue between Fairview Street and Niagara Street: The segment of Olive Avenue between Fairview Street and Niagara Street has an existing landscape strip between the sidewalk and the curb which would be narrowed without affecting the sidewalk.~~

Glenoaks Boulevard – Segment D ~~Proposed Project - D~~

Glenoaks Boulevard between Olive Avenue and Providencia Avenue: ~~The existing sidewalk width of 15 feet would be reduced by up to two feet on each side of Glenoaks Boulevard between Olive Avenue and Providencia Avenue to accommodate the dedicated bus lanes. The sidewalk would remain functional and ADA compliant~~ No changes in pedestrian facilities.

Page 3.1-22 – Revise Glenoaks Boulevard and Central Avenue discussions under Segments D and E – City of Glendale as follows

Segments D and E – City of Glendale

Glenoaks Boulevard –Segment D

Glenoaks Boulevard: No changes in pedestrian facilities.

Central Avenue-Broadway – Segment E ~~Proposed Project – E1~~

Central Avenue/Lexington Drive ~~(Proposed Project - E1 and Route Option E2)~~: Curb extensions would be added to accommodate station platforms and pedestrian circulation.

Page 3.1-22 – Delete the Route Option discussions as follows:

~~***Route Option – E2***~~

~~*Colorado Street/Brand Boulevard*: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~*Colorado Street/Glendale Avenue*: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~*Colorado Street/Verdugo Road*: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~***Route Option – E3***~~

~~*Goode Avenue*: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

Page 3.1-22 – Delete Route Option F1, F2, and F3 discussions as follows:

~~Route Option F1 would convert the existing median area to center-running bus-only lanes and would maintain two vehicular travel lanes in each direction. Route Option F1 would maintain left-turn operations at major signalized intersections.~~

~~***Proposed Project - F2***~~
~~*Colorado Boulevard*: - The Proposed Project would convert the existing buffered bicycle lanes to shared bus-and-bicycle lanes. Two vehicular travel lanes would be maintained in each direction.~~

~~***Route Option F3***~~
~~SR *134*: Route Option F3 would operate in mixed-flow traffic on SR-134 with no change to the existing roadway configuration or operations.~~

Page 3.1-23 – Revise Colorado Boulevard discussion under Segment F – Eagle Rock Community of the City of Los Angeles heading as follows:

Colorado Boulevard – Segment F ~~***Route Option – F1***~~

Colorado Boulevard/Eagle Rock Plaza Station: A new crosswalk would be added on the east leg of the West Broadway/Colorado Boulevard intersection along with curb extensions to accommodate access to the station platforms and pedestrian circulation. ~~Implementation of the bus lanes will conflict with most of the ATP curb extensions currently under design by the City of Los Angeles. However, at most locations where crosswalks are present new medians proposed in conjunction with the bus lanes would provide refuge for pedestrians crossing Colorado Boulevard.~~

East of Eagle Rock Boulevard, center- and median-running bus lanes would be provided along Colorado Boulevard in one of two alternative design options: one design option would maintain two existing travel lanes in each direction; the other design option would

reduce the number of travel lanes to one in each direction. Either design option would require removal and/or modification of some of the Active Transportation Program (ATP) "Cycle 2" curb extension and median improvements being designed and implemented by the City of Los Angeles as part of a separate project. Maintaining two existing travel lanes would conflict with 6 proposed curb extensions, whereas reducing the number of travel lanes to one in each direction would conflict with 4 proposed curb extensions. In addition, fewer of the proposed curb extensions would need to be modified with the option that provides one travel lane in each direction. It is anticipated that 16 to 18 new and/or modified curb extensions would be provided in Eagle Rock, similar to the 18 curb extensions proposed by the City of Los Angeles. A new signal-protected school crosswalk would be installed at Dahlia Drive, the three existing Rectangular Rapid Flashing Beacons (RRFBs) would be upgraded to High-Intensity Activated CrossWalK (HAWK) pedestrian crossing signals or full traffic signals, and a new HAWK signal would be added at La Roda Avenue.

Page 3.1-23 – Delete Route Option F2 and F3 discussions under Colorado Boulevard – Segment F heading as follows:

~~***Proposed Project – F2***~~

~~Colorado Boulevard/Townsend Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~***Route Option – F3***~~

~~Figueroa Street/Colorado Boulevard (Route Option F3): Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

Page 3.1-23 – Revise the headings under Segments G and H – City of Pasadena heading as follows:

Raymond Avenue – Segment G ~~***Proposed Project – G1***~~

Colorado Boulevard-Hill Avenue – Segment H ~~***Proposed Project - H1***~~

Page 3.1-23 – Delete Route Option G2 discussion under Segments G and H – City of Pasadena heading as follows:

~~***Route Option G2***~~

~~Colorado Boulevard/Arroyo Parkway: Curb extensions would be added behind the Rose Bowl Parade "blue line" to accommodate station platforms and pedestrian circulation.~~

~~Green Street/Arroyo Parkway (Route Option G2 with Route Option H2): Curb extensions would be added to accommodate the station platform and pedestrian circulation.~~

~~Union Street/Arroyo Parkway (Route Option G2 with Route Option H2): Curb extensions would be added to accommodate the station platform and pedestrian circulation.~~

~~***Route Option H2***~~

~~Green Street/Lake Avenue: A curb extension would be added to accommodate a station platform and pedestrian circulation adjacent to commercial uses (bank building). The existing green zone and yellow loading zone along the curb would be relocated further to the east along Green Street.~~

~~Union Street/Lake Avenue: A pedestrian plaza would be developed adjacent to the station platform within the existing Union Street right-of-way on the east leg of the intersection, to reduce pedestrian crossing distances across Union Street.~~

~~Hill Avenue south of Colorado Boulevard: Similar to Route Option H1, the layover facility along the east curb of Hill Avenue would require relocating the sidewalk. The Proposed Project would extend the sidewalk five feet towards the Pasadena Community College parking lot on private property impacting the existing landscape.~~

~~Although in some instances, sidewalks may require a small reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes, sidewalk widths would be maintained in accordance to local ADA and other standards. The Proposed Project would enhance walkability in the station areas. Therefore, the Proposed Project would result in a less-than-significant impact related to pedestrian operations.~~

Page 3.1-24 – Revise the fifth paragraph under Bicycle Facilities Construction heading as follows:

Less-Than-Significant Impact with Mitigation. Construction of the Proposed Project may require roadway lane closures for temporary periods of time that may affect existing and planned bicycle facilities. Existing bicycle lanes (Class II) along Vineland Avenue between Chandler Boulevard and Lankershim Boulevard (~~Proposed Project –A1~~ Segment A), Glenoaks Boulevard between Alameda Avenue and Pacific Avenue (~~Proposed Project –~~Segment D), Central Avenue between Doran Street and Wilson Avenue (~~Proposed Project –~~Segment E~~1 and Route Option E2~~), and Colorado Boulevard between Eagledale Avenue and Figueroa Street (~~Route Option F1 and Proposed Project~~ Segment F~~2~~) may be affected during construction of the Proposed Project. Although temporary, the effect upon bicycle circulation may be disruptive. Without mitigation, the Proposed Project would result in a potentially significant impact to bicycle facilities related to construction activities.

Pages 3.1-24 and 3.1-25 – Revise the Bicycle Facilities Operations impacts discussion as follows:

Less-Than-Significant Impact with Mitigation. The Proposed Project would primarily enhance bicycle facilities by providing bypass lanes around BRT stations and by allowing bicycles to utilize dedicated bus lanes. ~~However, the existing 10-foot buffered~~

~~Class II bicycle lanes on Colorado Boulevard in Eagle Rock would be converted to a 12-foot shared bus/bicycle lane under the Proposed Project.~~ Any design changes to bicycle facilities would be coordinated with the Cities of Los Angeles, Burbank, Glendale, and Pasadena. The following is a summary of effects to bicycle facilities by project segment.

~~Potential project impacts were analyzed based on the following changes to the bicycle network contemplated by the Proposed Project:~~

~~In order to facilitate bicycle safety along~~ Along Broadway (~~Proposed Project -~~ Segment E~~1~~) in the City of Glendale, the current Class III bicycle route (sharrows) would be removed from the mixed-flow traffic lane. Bicyclists would share the bus lanes with a low volume of buses relative to traffic on the existing general purpose lanes which would improve bicycle safety. In addition, bicyclists can use the nearby parallel Class III bicycle route (sharrows) along Harvard Street.

To accommodate far-side platforms near Central Avenue/Lexington Drive (~~Proposed Project - E1 and Route Option E2~~ Segment E), the Class II bicycle lanes ~~Bike Lanes~~ would be rerouted behind the station platform area. The existing Class II bicycle lanes along Glenoaks Boulevard between Alameda Avenue and Pacific Avenue (Segment D) would be retained and potentially upgraded to buffered bike lanes.

~~The~~ Along Colorado Boulevard in Eagle Rock (Segment F), the Class II bicycle lanes would be shifted to the curb and a continuous bikeway for bicycles would be delineated with green pavement markings; on-street parking, where feasible, would be located between the bicycle lane and the adjacent mixed-flow travel lane or bus lane. The bike lanes would be routed behind the loading zones at the Eagle Rock Plaza Station and at local bus stops. The design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the current design is consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and motor vehicle) when designing a street that includes multiple modes.

~~For the Colorado Boulevard (Proposed Project - F2) in Eagle Rock (City of Los Angeles), the existing 10-foot buffered Class II bicycle lanes would be converted to a 12-foot shared bus/bicycle lane. Red-colored pavement would be implemented in the shared bus-and-bicycle lanes as a traffic control device. The Federal Highway Administration (FHWA) has issued an Interim Approval for the optional use of red-colored pavement to enhance the conspicuity of station stops, travel lanes, or other locations in the roadway that are reserved for (1) the exclusive use by public transit vehicles or (2) multi-modal facilities where public transit is the primary mode. Colorado Boulevard is identified on both the Mobility's Plan Transit Enhanced Network and the Bicycle Enhanced Network, which requires designs to include both dedicated transit facilities and protected bicycle~~

~~facilities, if feasible. However, the Mobility Plan realizes that future street improvements may not always fully realize the full design elements that have been conceived and/or articulated. Further, Policy 2.9 of the City of Los Angeles Mobility Plan 2035 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. While the configuration provides a designated multi-modal facility with design and operations considerations for bicycles and transit, the conversion of the existing (10-foot buffered[1]) Class II bicycle lanes to a multi-modal lane would be inconsistent with the Mobility Plan 2035 by degrading the travel experience for bicycle riders. Therefore, without mitigation, the Proposed Project would result in a significant impact related to consistency with plans and policies governing bicycle operations.~~

~~The conversion of the existing Class II bicycle lanes on Colorado Boulevard in Eagle Rock would degrade the travel experience and may not be consistent with Mobility Plan 2035. Therefore, without mitigation, the Proposed Project would result in a significant impact related to consistency with plans and policies governing bicycle operations. With implementation of Mitigation Measure TR-5, this impact would be reduced to less than significant.~~

~~It should be noted that t~~ The existing Class II bicycle lanes in Segment A along Vineland Avenue between Chandler Boulevard and Kling Street south of Camarillo Street would be upgraded to a two-way Class IV cycle-track along the west curb. Also, between Lankershim Boulevard and Chandler Boulevard, the bicycle facility would be improved with the addition of buffers. Also, the existing Class II bicycle lanes on Chandler Boulevard east of Lankershim Boulevard would be improved with the addition of buffers.

Page 3.1-27 – Revise Mitigation Measure **TR-5** as follows:

TRA-5: 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 County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.

In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

~~[1] It should be noted that buffers are omitted approaching all cross streets where right turns are allowed but where there is inadequate width to provide a marked right-turn pocket. At all of these locations, no delineation of a bicycle lane is provided and bicycles operate in mixed-flow similar to a Class III bicycle route.~~

Page 3.1-28 – Delete the last paragraph as follows:

~~Transportation modeling was completed for three scenarios (Proposed Project and two scenarios representative of the route options), which collectively incorporated all the various route options. The regional VMT for implementing the route options differed from the Proposed Project by only 0.003 percent and in all cases the VMT was lower than for the 2042 Baseline scenario. Therefore, like the Proposed Project, the route options would not result in a significant impact related to operational activities.~~

Page 3.1-29 – Under Impact 3.1-3 Operations heading, add the following paragraphs:

Regarding hazards related to residential and commercial access, dedicated bus lanes are not a restriction on access to any given property and it is common for dedicated bus lanes to be used for temporary loading/unloading activities. For example, this is a regular occurrence for the Grand Avenue & Olive Street Bus Priority Lanes in Downtown Los Angeles. Bus operators navigate around the temporary obstacles by traveling in mixed-flow traffic. This would also occur for the Proposed Project thereby allowing for loading/unloading activities. This would also be the case for businesses that result in cars queuing into bus lanes (e.g., fast food restaurants). Bus operators would avoid these queues by transitioning to adjacent travel lanes.

Curb-running bus lanes and the BRT stations along the sidewalks are not expected to create a hazardous geometric condition. Right turns are allowed to be made from dedicated bus lanes across many BRT systems, including along Wilshire Boulevard in the City of Los Angeles. The Proposed Project would limit left-turns across the bus lanes to signalized intersections and would be placed to accommodate access to businesses and local residences. Left turns would be made from designated left-turn lanes and left turns would operate under a protected signal phase separate from the center-running bus lanes. Left turns would no longer be allowed at intersections without dedicated left-turns lanes. Restricting left turns to intersections with dedicated left-turn lanes would improve safety by providing space for vehicles to decelerate and by providing storage for left-turning vehicles outside of the through travel lanes. In addition, the Proposed Project includes numerous features which are intended to improve traffic safety such as:

- Removing the striped two-way center left-turn lane between Sierra Villa Drive and Eagle Rock Boulevard and replacing it with medians and designated left-turn lanes.
- Removing the wide median with open breaks (lacking formal left-turn lanes) between Eagle Rock Boulevard and Townsend Avenue and replacing it with center-running bus lanes and medians, and either adding designated left-turn lanes or extending existing left-turn lanes.
- Replacing the flashing beacon at Hermosa Avenue with a traffic signal to increase the protection of the crosswalk.
- Providing additional signal-protected crosswalks including one at Dahlia Drive adjacent to Dahlia Heights Elementary School.

- Retaining the existing buffered bicycle lanes; moving the bicycle lane to a curb-adjacent location where it would be protected from the traffic lanes by on-street parking spaces.
- Reducing the number of mixed-flow traffic lanes from two to one in each direction between Eagle Rock Boulevard and the SR-134 slip ramps, which would reduce operating speeds under the one-lane of mixed-flow traffic design option.

Regarding compatible uses for the roadway network, BRT vehicles would be compatible with local streets. The BRT service would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. Based on the volume of buses associated with the Proposed Project's BRT service, substantial deterioration of the pavement is not anticipated because there would only be six buses per hour per direction. Concrete bus pads would be installed at the Proposed Project's BRT stations. A joint maintenance agreement for roadway elements will be developed during final design and prior to the opening of Project operations.

Page 3.1-30 – Following the third paragraph, under Impact 3.1-4 Operations heading, add the following paragraph:

In addition, Metro would consult the local emergency response departments to confirm emergency access is adequately maintained at locations with restricted left turns. For example, the Proposed Project would provide a westbound left-turn bay on Colorado Boulevard at Maywood Avenue immediately to the west of the Los Angeles Fire Department Station 42, which would facilitate response in either direction from the fire station driveway. Metro will evaluate options to facilitate fire department access and circulation during subsequent design phases. While center-running and median-running BRT configurations would result in some left-turn restrictions, left-turn opportunities throughout the Project Area would be provided at major signalized intersections. In addition, Proposed Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria.

SECTION 3.2 - AESTHETICS

Page 3.2-4, last paragraph – delete references to route options as follows:

To illustrate the existing visual setting, representative landscape units (LUs) were selected to provide a summarized description of the visual character and quality of the Project Area as well as an account of visual resources present. An LU is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. The LUs were selected based on geographic and jurisdictional divisions along the route ~~and route options~~ with a focus on the visual consistency among development patterns, visual resources, and overall character. Each LU is delineated on maps and numbered from LU-1 to LU-6. **Figure 3.2-1** provides an overview of the LUs

geographic extent within the Project Area. In addition, representative viewpoints (RVs) were selected for each LU to illustrate the typical viewshed in each LU and are numbered RV-1 to RV-7. Freeway portions of the Proposed Project ~~and route options~~ were not included in selected LUs as no physical changes to freeways would occur.

Page 3.2-10 – Revise the fourth paragraph as follows:

LU-6 is entirely within the City of Pasadena and consists of the Proposed Project route along Colorado Boulevard, Raymond Avenue, and Walnut Street ~~as well as the route option that utilizes Green Street and Union Street~~. A majority of the Proposed Project route through LU-6 utilizes Colorado Boulevard but a short stretch from between the SR-134 would follow Fair Oaks Avenue to Raymond Avenue via Walnut Street. Colorado Boulevard is two lanes in each direction with a center/left-turn lane throughout the LU. Both sides of the roadway also include the “blue stripe” which demarcates the boundary for the annual Rose Parade route through the City of Pasadena as well as on-street parking. Both Green Street and Union Street are one-way streets (Green Street is eastbound and Union Street is westbound) with lane configurations that range from two lanes to four lanes depending on the location. There are no bicycle lanes along either Green Street or Union Street.

Page 3.2-16 – Delete Route Option E2 and E3 discussions as follows:

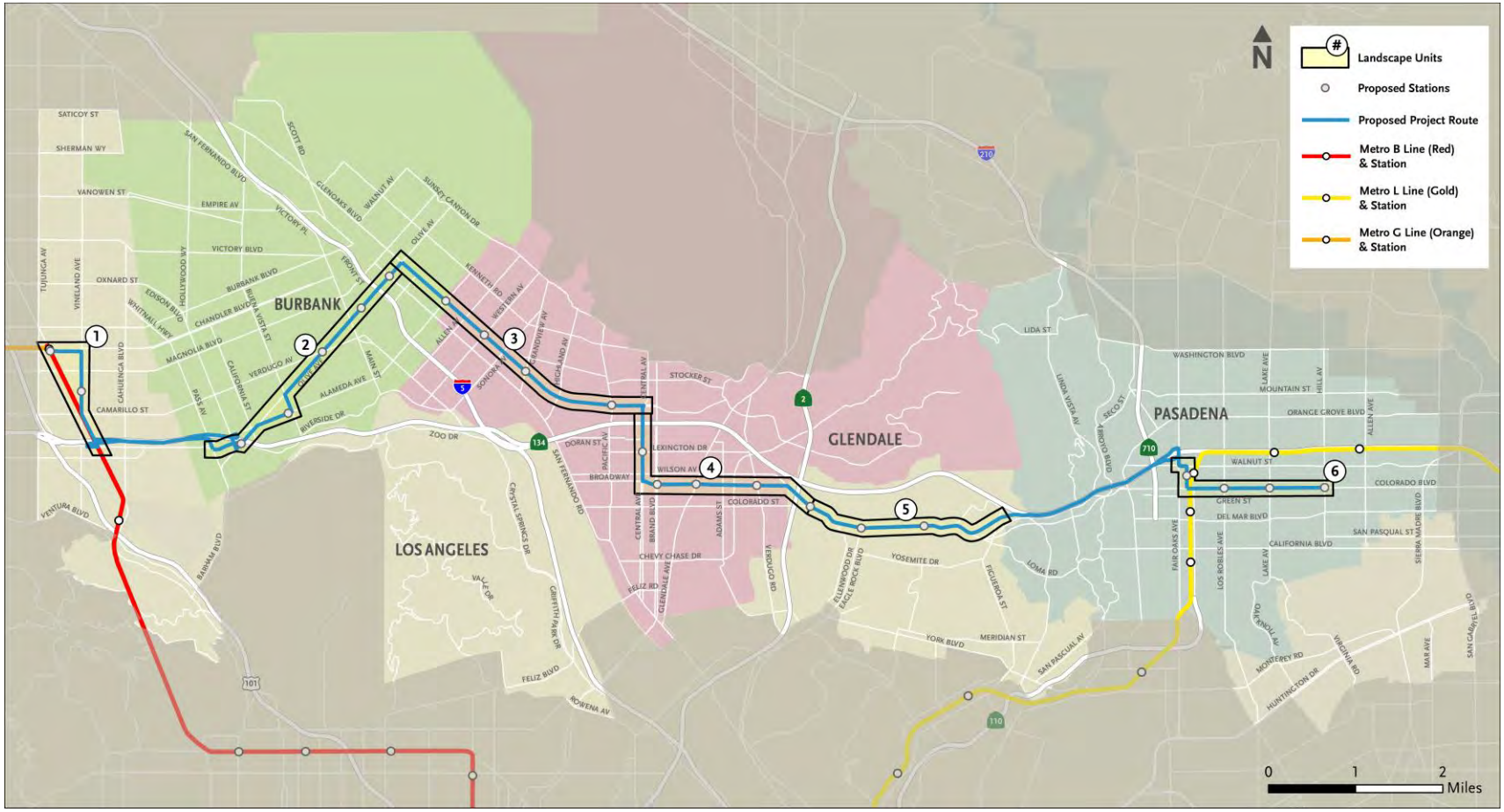
~~Colorado Street (Route Option E2)~~

~~The Colorado Street route option would avoid all impacts to the potentially historic streetlights on Broadway; however, the Central Avenue streetlights would still potentially be affected by the proposed station platform at Central Avenue and Lexington Drive. While fewer streetlights would be affected, without mitigation, the Proposed Project with the Colorado Street route option would result in a significant impact related to operational activities. Implementation of Mitigation Measure **CUL-1** would reduce this impact to less than significant.~~

~~SR-134 (Route Option E3)~~

~~The SR-134 route option would avoid all construction-related impacts to the Central Avenue and Broadway streetlights. Therefore, the Proposed Project with the SR-134 route option (Route Option E3) would result in no impact related to operational activities.~~

Page 3.2-5 – Revised Figure 3.2-1 Landscape Unit Overview as follows:



Page 3.2-16 – Revise last paragraph and associated heading regarding Colorado Boulevard discussion in Eagle Rock as follows:

~~Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1)~~

Within Eagle Rock, the Proposed Project would construct new or retain existing raised medians and/or side islands along Colorado Boulevard throughout Segment F. The existing street configuration does not include raised medians between West Broadway and Eagle Rock Boulevard; there is a painted two-way left-turn lane in this section. The Proposed Project would add approximately 700 feet of raised islands that are 8- to 10-feet wide and approximately 300 feet of raised side islands that are 20 feet wide along this segment of Colorado Boulevard. From east of Eagle Rock Boulevard extending to the SR-134 "slip ramps" at Linda Rosa Avenue, there is currently approximately 2,000 feet of 18-foot-wide landscaped medians. The extent of new or retained raised medians and side islands along this segment of Colorado Boulevard would depend upon the selected design option: with two travel lanes in each direction, the existing median would be removed and approximately 4,300 feet of new raised side islands would be built; with one travel lane in each direction, approximately 3,400 feet of "narrow" raised islands (6 to 12 feet in width) and about 2,300 feet of "wide" raised islands (13 to 18 feet in width) would be provided and/or retained. ~~The Colorado Boulevard Hybrid Side-and-Center Running Configuration Option in the Eagle Rock community would replace the existing median with the proposed center-running bus lanes and associated station platforms at Caspar Avenue and Townsend Avenue. While the existing median and associated landscaping would be removed as a result of the Configuration Option, new~~ New median center lane landscaping amenities would be installed throughout the LU for safety purposes, as part of the Project, but would also offset some of the loss in visual resources within LU-5. Given the Eagle Rock community's expressed sensitivity to the loss of the median and associated visual resources and the substantial degree to which visual resources in LU-5 would be affected, without mitigation, the Proposed Project ~~with the Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1)~~ would result in a potentially significant impact related to operational activities.

Page 3.2-17 – Revise Mitigation Measure **VIS-1** as follows:

VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:

- Street trees shall be replaced in accordance with the regulations established by ~~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.
- Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.

- 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.

Page 3.2-24– Replace Figure 3.2-11 - Illustrative View of LU-5 Post-Project with the following image:

Figure 3.2-11 - Illustrative View of LU-5 Post-Project <u>– Two-Lane Option</u>



Page 3.2-25 – Revise Figure 3.2-12 - Illustrative View of LU-5, Post-Project as follows:

Figure 3.2-12 – Illustrative View of LU-5, Post-Project– One - Lane Option ~~Center Running Configuration Option (F2)~~



SOURCE: Kilograph, ~~2020~~ 2021

SECTION 3.3 - AIR QUALITY

Page 3.3-9 – Revise the last sentence in the first paragraph as follows:

> Certain groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary

schools, and parks. The ~~18-mile~~ approximately 19-mile corridor includes many sensitive receptors.

Page 3.3-16 – Revise the second paragraph as follows:

The Proposed Project was compared against existing conditions, which "normally constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant," under Section 15125(a) of the CEQA Guidelines. As summarized in **Table 3.3-9**, there are over 428 million regional daily VMT for motor vehicles under existing conditions. ~~As the Proposed Project includes several route options, the alignment with the highest mixed-flow traffic VMT was evaluated and compared to the SCAQMD's thresholds. As a result, this route would result in the highest operational emissions; consequently, any other route would produce lesser operational emissions.~~ When compared to the Existing condition, the Existing plus Project condition would reduce VMT by 0.017 percent by replacing some auto use with bus transit trips. A similar reduction is demonstrated between the 2042 Baseline condition and the Proposed Project. Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis.

Page 3.3-16 – Revise the last paragraph as follows:

~~Transportation modeling was also completed for the Route Options. The regional VMT for implementing the design options differed marginally from the Proposed Project by approximately 0.003 percent. Therefore, it is reasonable to only quantify air pollutant emissions associated with the Proposed Project. In order to conservatively evaluate any potential BRT service route, the alignment with the highest mixed-flow traffic VMT was evaluated and compared to the SCAQMD's thresholds. As a result, this route would result in the highest operational emissions; consequently, any other route would produce lesser operational emissions.~~

Page 3.3-17 – Revise the third paragraph under 3.3.4 Impact Analysis heading as follows:

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). ~~The potential for the Proposed Project to result in an impact to energy resources is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 3.3-18 – Revise the third paragraph as follows:

Second, the 2016 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project

would construct an ~~18-mile~~ approximately 19-mile BRT route connecting North Hollywood to Pasadena. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the AQMP. The Proposed Project would expand the transit network within the County of Los Angeles and would encourage mode shift from single-passenger vehicles to transit. As a result, the Proposed Project is consistent with the 2016 AQMP as well as the goals set out in the Cities of Los Angeles, Burbank, Glendale, and Pasadena's General Plans. The Proposed Project is also consistent with the second criterion.

Page 3.3-19 – Revise the last sentence in the fourth paragraph as follows:

In addition, electric charging equipment would be provided at the North Hollywood terminus station and potentially at the terminus station ~~PCC~~ in Pasadena, for the opportunity to boost the charge on the buses between runs.

Page 3.3-22 – Delete the first paragraph as follows:

~~Transportation modeling was also completed for the route options. The regional VMT for implementing the design options differed from the Proposed Project by approximately 0.003 percent. Therefore, the implementation of any route options would still result in a reduction in criteria pollutant emissions that would not exceed SCAQMD's regional operational thresholds of significance and would be considered less than significant.~~

Page 3.3-24 – Revise the fourth paragraph as follows:

Toxic Air Contaminant Emissions. Operation of the proposed BRT service would utilize zero-emission buses that do not combust fuel that could create TAC emissions from diesel or other fuels. Further, the enhancement of public transit service over this ~~18-mile~~ approximately 19-mile corridor would generally reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities. The Proposed Project may require CNG buses during the opening years of BRT service; however, due to the decrease in VMT from the overall vehicle fleet, the Proposed Project would help reduce TAC emissions along the service corridor and impacts from TAC emissions would be considered less than significant. These reductions in localized emissions would also reduce the ambient levels of criteria pollutants and produce public health benefits. This includes reducing the incidence of heart and lung diseases associated with localized particulate emissions, heart disease associated with carbon monoxide, and chronic and acute health impacts associated with exposure to TACs.

Page 3.3-24 – After the fourth paragraph, add the following discussion:

The Proposed Project may reduce the number of travel lanes on Colorado Boulevard in Eagle Rock to one lane in each direction. The lane reduction would slow existing traffic speeds resulting in increased localized pollutant concentrations along this roadway segment. The South Coast Air Quality Management District CEQA Air Quality Analysis Handbook recommends the evaluation of potential carbon monoxide hot spots that may occur from traffic congestion resulting from implementation of projects with substantial trip generation or modifications to roadway networks. Local carbon monoxide concentrations are a function of (1) intersection traffic volumes, (2) peak-hour intersection LOS, (3) carbon monoxide emissions factors [idle and grams per mile], and (4) the ambient carbon monoxide background concentration. Therefore, it is possible to identify if any intersection locations or roadway segments have the potential to violate carbon monoxide standards. As stated in Section 3.3, Air Quality, of the Draft EIR, the maximum CO background concentrations in 2020 at Pasadena – South Wilson, Los Angeles – North Main Street, and Reseda are 0.9 parts per million (ppm), 1.3 ppm, and 1.4 ppm, respectively. These background concentrations are significantly lower than the 8-hour carbon monoxide ambient air standard of 9.0 ppm as well as the predicted 8-hour background concentration of 7.8 ppm used for the 2003 attainment demonstration analysis. In addition, maximum intersection approach volumes under the Proposed Project would be over 40 percent less than the maximum intersection approach volume used for the 2003 AQMP attainment demonstration.

In addition, according to the CARB EMFAC model, a passenger vehicle traveling at five miles per hour generates 1.85 grams of carbon monoxide per mile while a passenger vehicle traveling at 35 miles per hour generates 1.06 grams of carbon monoxide per mile. However, as discussed above, maximum volumes would be over 40 percent less than the maximum volume used for the 2003 AQMP attainment demonstration. Given the relatively low traffic volumes and the low emission rates associated with the existing vehicle fleet, there is no potential for the lane reduction to result in significant localized pollutant concentrations.

SECTION 3.4 - BIOLOGICAL RESOURCES

Page 3.4-4 – Revise first paragraph as follows:

The Biological Study Area (BSA) is approximately ~~18~~ 19 miles long and includes areas that would be directly or indirectly impacted by the Proposed Project, either temporarily or permanently, including an approximate 300-foot buffer to account for indirect impacts. The limits of the BSA were determined by reviewing project plans, aerial photography, and evaluating potential construction limits. See Section 4 of the Biological Resources Technical Report (Appendix G) for a complete discussion of the existing conditions within the BSA, including maps and figures of the BSA and biological resources.

Page 3.4-4 – Revise Table 3.4-1 - Vegetation Communities and Cover Classes as follows:

Vegetation Community / Cover Class	Description	Location
Coastal Sage Scrub	Coastal Sage Scrub communities are dominated or co-dominated by California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum),* and coyote bush (*Baccharis pilularis*).	North of the SR-134 ~~option~~ through Eagle Rock

Page 3.4-7 – Revise the third paragraph under 3.4.4 Impact Analysis heading as follows:

> The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). ~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a biological resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

SECTION 3.5 - CULTURAL RESOURCES

Page 3.5-5 – Revise the third paragraph as follows:

> Records searches in the California Historical Resources Information System (CHRIS) were conducted at the South Central Coastal Information Center (SCCIC) to obtain previously recorded resources and reports within the Project Area. The record search radius was 0.25-miles from the center of the BRT alignment (inclusive of the Proposed Project and Route Options studied in the Draft EIR). Various portions of the Project Area have been the subject of previous historic context statements and historic resources surveys. These were reviewed to identify previously evaluated historic resources and inform the historic context statement. A total of 309 previously recorded resources are located within the 0.25-mile record search radius and only one resource is prehistoric. Four of the previously recorded built environment resources overlap the alignments studied in the Draft EIR, and 68 are immediately adjacent to the alignments studied in the Draft EIR. **Table 3.5-1** shows all designated, previously surveyed, and potentially significant properties identified through Project reconnaissance within the Historical Resources Study Area for the Proposed Project. Refer to the Historic Resources Technical Report (Appendix K) for mapped locations of the resources, which are shown in a series of 19 maps. The maps were not included in the body of the Draft EIR to limit the length of the document.

Page 3.5-6 – Revise **Table 3.5-1** as follows:

Table 3.5-1 – Designated, Previously Surveyed, and Potential Historical Resources Identified Within the Historic Resources Study Area for the Proposed Project

Map Ref. No.[1]	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
1	11275 Chandler Blvd	Los Angeles/North Hollywood	c. 1895	Previously Surveyed (CHRIS #P-19-186585)
~~2~~	~~5025 Lankershim Blvd~~	~~Los Angeles/North Hollywood~~	~~1971~~	~~Previously Surveyed (SurveyLA)~~
~~3~~	~~3000 W. Alameda Ave~~	~~Burbank~~	~~1956~~	~~Identified through Project Survey~~
4	142 E. Olive Ave	Burbank	1974	Identified through Project Survey
5	175 E. Olive Ave	Burbank	1972	Identified through Project Survey
6	N. Central Ave Streetlights	Glendale	1924-1926	Identified through Project Survey
7	346 N. Central Ave	Glendale	1934	Previously Surveyed (Downtown Specific Plan)
8	336 N. Central Ave	Glendale	1960	Previously Surveyed (Downtown Specific Plan)
9	100 N. Brand Blvd	Glendale	1923	Designated (GR #16; Security Trust and Savings Bank)
10	E. Broadway Streetlights	Glendale	1921	Previously Surveyed (Downtown Specific Plan)
~~11~~	~~222 E. Harvard St~~	~~Glendale~~	~~1973~~	~~Previously Surveyed (Downtown Specific Plan)~~
12	613 E. Broadway	Glendale	1940	Designated (GR #31; Glendale City Hall)
13	633 E. Broadway	Glendale	1966	Previously Surveyed (Downtown Specific Plan)
14	600 E. Broadway	Glendale	1959	Previously Surveyed (Downtown Specific Plan)
15	701 E. Broadway	Glendale	1924	Designated (GR #17; Hotel Glendale)
16	101 N. Verdugo Rd	Glendale	ca.1973	Identified through Project Survey

Map Ref. No.[1]	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
17	1401 E. Broadway	Glendale	1949	Previously Surveyed (South Glendale)
~~18~~	~~1377 E. Colorado St~~	~~Glendale~~	~~1922~~	~~Previously Surveyed (South Glendale)~~
~~19~~	~~1538 E. Wilson Ave~~	~~Glendale~~	~~1936~~	~~Previously Surveyed (South Glendale)~~
~~20~~	~~1542 E. Wilson Ave~~	~~Glendale~~	~~1935~~	~~Previously Surveyed (South Glendale)~~
N/A	Eagle Rock Commercial Historic District	Los Angeles/Eagle Rock	1910-1927	Previously Surveyed (SurveyLA)
21	2711 Colorado Blvd	Los Angeles/Eagle Rock	1964	Previously Surveyed (SurveyLA)
22	2557 Colorado Blvd	Los Angeles/Eagle Rock	1951	Previously Surveyed (SurveyLA)
23	2225 Colorado Blvd	Los Angeles/Eagle Rock	1914/1927	Designated (HCM #292; Old Eagle Rock Branch Library)
24	2160 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1915	Previously Surveyed (SurveyLA)
25	2144 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1922	Previously Surveyed (SurveyLA)
26	2124 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1910	Previously Surveyed (SurveyLA)
27	2116 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1927	Previously Surveyed (SurveyLA)
28	2108 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
29	2106 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1925	Previously Surveyed (SurveyLA)
30	2102 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
31	2028 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1924	Previously Surveyed (SurveyLA)
32	1627 Colorado Blvd	Los Angeles/Eagle Rock	1931	Designated (HCM #692; Dahlia Motors Building)

Map Ref. No.[1]	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
33	1620 Colorado Blvd	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
34	1579 Colorado Blvd	Los Angeles/Eagle Rock	1923	Previously Surveyed (SurveyLA)
35	85 E. Holly St/ 195 N. Raymond Ave	Pasadena	1930	Designated (Memorial Park/Pasadena Civic Center National Register Historic District)
36	145 N. Raymond Ave	Pasadena	1932	Designated (Armory Building/Old Pasadena)
37	125 N. Raymond Ave	Pasadena	1921	Designated (Crown Theatre/Old Pasadena National Register Historic District)
38	95 N. Raymond Ave	Pasadena	1895	Designated (Adams & Taylor Funeral Home/Old Pasadena)
~~39~~	~~119 E. Union St~~	~~Pasadena~~	~~1915~~	~~Designated (Union Building/Old Pasadena)~~
~~40~~	~~35 N. Arroyo Parkway~~	~~Pasadena~~	~~1924~~	~~Designated (Broadway Building/Old Pasadena)~~
~~41~~	~~163 E. Union St~~	~~Pasadena~~	~~1905~~	~~Previously Surveyed (Historic Designed Gardens)~~
~~42~~	~~75 N. Marengo Ave~~	~~Pasadena~~	~~ca.1930~~	~~Designated (First Baptist Church/ Pasadena Civic Center)~~
~~43~~	~~177 E. Colorado Blvd~~	~~Pasadena~~	~~1970~~	~~Previously Surveyed (Historic Designed Gardens)~~
~~44~~	~~117 E. Colorado Blvd~~	~~Pasadena~~	~~1905~~	~~Designated (Chamber of Commerce/Old Pasadena)~~
~~45~~	~~45 S. Arroyo Pkwy~~	~~Pasadena~~	~~1916~~	~~Previously Surveyed (Pasadena Central District)~~
~~46~~	~~101 S. Marengo Ave~~	~~Pasadena~~	~~1974~~	~~Previously Surveyed (Recent Past, Historic Designed Gardens)~~

Map Ref. No.[1]	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
47	469 E. Colorado Blvd	Pasadena	1927	Designated (Thomas Warner Building/Pasadena Playhouse District)
48	464 E. Colorado Blvd	Pasadena	1930	Designated (Walter Gerlach Building/Pasadena Playhouse National Register Historic District)
~~49~~	~~500 E. Colorado Blvd~~	~~Pasadena~~	~~1925~~	~~Designated (First Methodist Church/Pasadena Playhouse District)~~
50	880 E. Colorado Blvd	Pasadena	1974	Identified through Project Survey
51	940 E. Colorado Blvd	Pasadena	1926	Designated (Pasadena Historic Landmark; Constance Hotel)
~~52~~	~~909 E. Green St~~	~~Pasadena~~	~~1952~~	~~Previously Surveyed (Pasadena Central District)~~
53	55 S. Hill Ave	Pasadena	1925	Designated (Pasadena Historic Landmark; Hill Avenue Library)
54	20 N. Raymond Ave	Pasadena	1901	Designated (Union Savings Bank Building/Old Pasadena)
55	80 E. Colorado Blvd	Pasadena	1886	Designated (Masonic Temple/Old Pasadena)
56	87 E. Colorado Blvd	Pasadena	1929	Designated ([No Name]/Old Pasadena)
57	96 E. Colorado Blvd	Pasadena	1896	Designated (Richardson Block/Old Pasadena)
58	97 E. Colorado Blvd	Pasadena	1902	Designated ([No Name]/Old Pasadena)
N/A	Various	Pasadena	1886-1936	Designated (Old Pasadena National Register Historic District)
N/A	Various	Pasadena	1910-1932	Designated (Civic Center National Register Historic District)

Map Ref. No.[1]	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
N/A	Various	Pasadena	1905-1928	Designated (Civic Center Financial National Register Historic District)
N/A	Various	Pasadena	1906-1940	Designated (Pasadena Playhouse National Register Historic District)
59*	Lake Street & Olive Avenue (Olive Avenue Power Plant)	Burbank	1959	Identified through Project Survey
60*	2701-2727 W Alameda Avenue	Burbank	1968	Identified through Project Survey

SOURCE: GPA Consulting, *Historic Resources Technical Report,* 2020.

[1] Map Reference Numbers are not sequential because resources not associated with the Proposed Project are not included in this table.

* Resource does not appear in *Historical Resources Technical Report* (2020) because it is associated with design refinements made as part of the Proposed Project selection.

Page 3.5-9 – Revise the first and second paragraphs as follows:

There was a total of ~~23~~ 19 designated properties (listed in the National, California, and/or local register), including ~~16~~ 11 contributors to designated historic districts, and ~~29~~ 20 properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local register), including ~~eight~~ six that are contributors to a potential historic district. An additional ~~six~~ seven potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project.

The potentially historic streetlights on East Broadway and North Central Avenue in the City of Glendale are of particular importance to the Proposed Project due to proposed sidewalk improvements. Along Central Avenue and Broadway, the Proposed Project would be side or curb-running and proposed station platform footprints may result in the removal or relocation of potentially historic streetlights currently within the existing sidewalk. Conceptual engineering plans ~~developed to support the Draft EIR~~ show proposed station platform footprints that appear to conflict with the placement of approximately three potentially historic streetlights on Central Avenue and approximately three on Broadway. These include two streetlights at the northeast corner and one streetlight at the southwest corner of Central Avenue at Lexington Drive, one streetlight at the northwest corner of Broadway at Glendale Avenue, and two at the southeast corner of Broadway at Brand Boulevard. **Figure 3.5-1** shows one of the potentially historic streetlights.

Page 3.5-15 – Delete discussion of Route Options E2 and E3 as follows:

~~Colorado Street (Route Option E2)~~

~~The Colorado Street route option would avoid all impacts to the potentially historic streetlights on Broadway; however, the Central Avenue streetlights would still potentially be affected by construction of the proposed station platform at Central Avenue and Lexington Drive. While fewer streetlights would be affected, without mitigation, the Proposed Project with the Colorado Street route option would result in a potentially significant impact related to construction activities. Implementation of Mitigation Measure CUL-1 would reduce this impact to a less than significant level by ensuring that rehabilitation adheres to the Secretary of the Interior's Standards for the Treatment of Historic Properties and by confirming that the Proposed Project will not cause a substantial adverse change in the significance of a historical resource.~~

~~SR-134 (Route Option E3)~~

~~The SR-134 route option would avoid all construction-related impacts to the Central Avenue and Broadway streetlights. Therefore, the Proposed Project with the SR-134 route option (Route Option E3) would result in no impact related to construction activities.~~

SECTION 3.6 - ENERGY RESOURCES

Page 3.6-15, last two paragraphs – Revise as follows:

Annual direct electricity demand was estimated using projected annual VRM of the ZEV buses as presented in the Operating Statistics and O&M Costs Report, which relied upon an estimated one-way trip distance along the BRT corridor of approximately 19 ~~18.1~~ miles.

Table 3.6-3 presents a summary of the daily and annual VRM for the Proposed Project. Operations would result in approximately 1,348,500 VRM annually. It was assumed that the buses would recharge at the El Monte Metro Division, the farthest Metro Division from the route likely to accommodate the Project's fleet, which would increase daily VMT by 36.6 miles of "deadhead" travel per bus. Charging at ~~PCC,~~ the North Hollywood transit station, in Pasadena, or another location on the route would result in less "deadhead" VMT. It was conservatively assumed that the fleet would use up to 20 individual buses per day for operations, and therefore total annual deadhead miles would be 267,180. When combined with VRM, the total annual BRT miles would be 1,615,680 for operations. The electricity consumption associated with ZEV bus propulsion was estimated using a fuel economy factor of 2.2 kWh per VMT (Metro 2019 Climate Action Adaptation Plan).

Page 3.6-17, third full paragraph – Revise as follows:

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). ~~The potential for the Proposed Project to result in an impact to energy resources is independent of the specific alignment and Proposed Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 3.6-19, last paragraph – Revise as follows:

Metro system operations consumed approximately 341,592 MWh of electricity in 2017. If operational in 2017, the Existing plus Proposed Project electric vehicles would result in a net consumption of 2,887.6 MWh after accounting for reduced Metro Line 180 service, representing a 0.8 percent systemwide increase in electricity use. Electricity to charge buses would potentially be provided by LADWP, SCE, or PWP. Although the Proposed Project would traverse local utility jurisdictions of Burbank Water and Power, Glendale Water and Power, and PWP, it is assumed that the ZEV buses would primarily utilize Metro facilities within the City of Los Angeles for recharging and maintenance. Additional charging may be supplemented at the terminus in Pasadena ~~at Pasadena City College~~, which would be provided by PWP, or at the El Monte Maintenance and Storage Facility, which would be provided by SCE. The amount of charging that may occur in Pasadena ~~at Pasadena City College~~ or El Monte Maintenance and Storage Facility is unknown at this time, and the proportion of electricity supplied by PWP or SCE would not change the

total expenditure of energy resources associated with Proposed Project operations. Energy consumption at station platforms would result in negligible increases to electricity service providers other than LADWP. Therefore, the discussion of local electricity resources focuses on LADWP and Metro resources, as well as regional transportation fuels consumption.

SECTION 3.7 - GEOLOGY AND SOILS

Page 3.7-7, fourth paragraph – Revise as follows:

The three active faults in the Project Area are the Verdugo Fault, the Raymond Fault, and the Hollywood Fault. The Verdugo Fault intersects and parallels the Proposed Project along the SR-134 from approximately State Route 2 in Glendale ~~mid of Route Options E3~~ to its transition into the Eagle Rock and San Rafael Faults. The Raymond Fault, along with the Hollywood Fault described next, lies within the Santa Monica-Hollywood-Raymond Fault system of oblique, reverse and left-lateral faults. The fault does not intersect the Proposed Project, running roughly parallel and approximately 1.4 to 1.7 miles to the south. The Hollywood Fault trends east-northeast for about 10.5 miles. The fault does not intersect the Proposed Project, running roughly parallel and approximately 1.8 to 3.5 miles to the south. Refer to the Geology and Soils Technical Report (Appendix H) for additional details and maps related to faults.

Page 3.7-8, fourth paragraph – Revise as follows:

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary but essentially total loss of shear strength under the reversing, cyclic shear stresses associated with earthquake shaking. Submerged cohesionless sands and silts of low relative density are the type of soils which usually are susceptible to liquefaction. Clays are generally not susceptible to liquefaction. According to the Van Nuys(a), Burbank(b), Pasadena(c), and Mount Wilson(d) 7.5-minute Quadrangle Seismic Hazard Zone maps (CGS, 2005a, 2006b, 2006c, and 2006d)~~, with the exception of Route Options E1, E2, H1, H2, and H3,~~ most of the Project corridor is located within or adjacent to liquefaction-prone designated areas with exceptions in Glendale and Pasadena.

Page 3.7-8 and 3.7-9, last paragraph – Revise as follows:

Slope failure can occur when the force of gravity overcomes the strength of the soil or rock within a hillside or built embankment. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, slope geometry (height and steepness), rainfall, and groundwater. Excavation or erosion of material at the toe of a slope can destabilize the slope above it. Slope failure can be initiated or exacerbated by seismic movements. Earthquake-induced ground-shaking can cause activation of new or previously existing landslides and other slope instabilities, especially during periods of high groundwater. According to the Van Nuys, Burbank, Pasadena, and Mount Wilson

7.5-minute Quadrangle Seismic Hazard Zone maps prepared by California Geological Survey (CGS), small areas of the Project corridor east of SR 2 are located within earthquake-induced landslide areas. Most specifically in Eagle Rock and west Pasadena ~~along Route Options F1/F2, F3, G1, and G2~~.

Page 3.7-9, first full paragraph – Revise as follows:

Groundwater depth in the Project Area varies between 10 and 30 feet below ground surface (bgs) in North Hollywood, Burbank, and along the western portion of Glenoaks Boulevard in Glendale ~~along Route Options A1, A2, B, C, and a portion of D~~; between 40 and 80 feet bgs in the remaining potions of Glendale ~~at the easternmost portion of and the eastern Route Option D and along Route Options E1, E2, and E3~~; about 20 feet bgs in Eagle Rock ~~along Route Options F1/F2 and F3~~; and about 100 feet bgs in Pasadena ~~along Route Options G1, G2, H1, H2, and H3~~. Groundwater is not expected within the upper 50 feet below ground surface in the Project Area, with localized exceptions within the Eagle Rock Valley in Eagle Rock ~~(i.e., intersection of Figueroa Street and SR-134) along Route Options F1, F2, and F3~~. There is potential for perched water to be encountered at discrete locations along the Project corridor. Also, groundwater depths may vary due to irrigation, season, and anthropogenic and natural influences.

Page 3.7-10, second paragraph – Revise as follows:

Shallow landslides are a common and widespread phenomenon during periods of intense winter rainfall in Southern California. Debris flows can occur as isolated flows, in small numbers or can number in the tens of thousands during a single rainfall event. Areas susceptible to shallow landslides and debris flows include the southern San Rafael Hills in Glendale, Eagle Rock, and Pasadena ~~Route Options E, F1, F2, G1, and G2~~.

Page 3.7-12, first paragraph – Revise as follows:

This section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation (if applicable). ~~The potential for the Proposed Project to result in an impact to Geology and Soils is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 3.7-12, second paragraph – Revise as follows:

No Impact. The impact analysis involves assessing if the location of the Proposed Project would result in impacts related to seismic activities, including landslides. Other than potential risks of landslides, the potential for an impact is not related to construction activities. The Proposed Project ~~with route options~~ crosses earthquake-induced landslide areas in Eagle Rock and western Pasadena. Construction activities, including staging, would not involve substantial earthmoving along slopes, such that existing landslide risks

would be worsened or exacerbated. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Page 3.7-13, second full paragraph – Revise as follows:

Less-Than-Significant Impact with Mitigation. Liquefaction is unlikely to happen in the Project Area due to the deep groundwater (50 feet bgs and deeper) and may only occur at isolated areas (i.e., within the Eagle Rock Valley~~, along the Project Route and route options~~). However, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to operational activities. Implementation of Mitigation Measure **GEO-1** would reduce this impact to less than significant by ensuring that seismic risk solutions shall 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. This measure would also ensure the Project is designed to satisfy the most recent latest federal, state, local and Metro seismic environmental requirements.

Page 3.7-13, third full paragraph – Revise as follows:

Less-Than-Significant Impact with Mitigation. The Proposed Project ~~with route options~~ crosses earthquake-induced landslide areas in Eagle Rock and western Pasadena. Slope failure could affect surface streets associated with the Proposed Project. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to operational activities. Implementation of Mitigation Measure **GEO-1** would reduce this impact to less than significant by requiring, during final design, stability analyses of slopes located within earthquake-induced landslides areas and requiring appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others) and ensuring the Project is designed to satisfy the most recent latest federal, state, local and Metro environmental requirements.

SECTION 3.8 - GREENHOUSE GAS EMISSIONS

Page 3.8-13, fifth paragraph – Revise as follows:

Regional VMT is shown in **Table 3.8-6**. The change in total daily VMT from the 2042 Baseline to Proposed Project is a reduction of 0.017 percent in regional VMT. ~~Transportation modeling was also completed for the Route Options.~~ Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis. ~~The regional VMT for implementing the design options differed marginally from the Proposed Project by approximately 0.003 percent. Therefore, it is reasonable to only quantify GHG emissions associated with the Proposed Project.~~

Page 3.8-15 – Revise **Table 3.8-7** as follows:

Table 3.8-7 – Annual GHG Emissions

Emissions Source	CO_2e (metric tons)
2042 BASELINE EMISSIONS	
Regional Traffic Emissions	54,268,110
2042 PROJECT ~~BASELINE~~ EMISSIONS	
Construction Activities (annual amortized)	30
ZEV Bus Operation on Route	1,126
ZEV Bus Operation to Metro Division (Non-Revenue)	223
Displaced Metro Line 180 Operations	-253
Regional Traffic Emissions	54,258,923
Total Proposed Project-Related Emissions	54,260,049
NET PROJECT EMISSIONS	
Net GHG Emissions	*-8,061*
Change Compared to 2042 Baseline	-0.015%

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Greenhouse Gas Emissions Technical Report*, 2020.

SECTION 3.9 - NOISE

Page 3.9-7, Revise second paragraph as follows:

> Ambient noise levels were predicted for sensitive receptor locations throughout the ~~18-mile~~ approximately 19-mile corridor. These locations were selected to represent average noise conditions in each jurisdiction representing a range of land uses that address FTA's three land use categories. **Table 3.9-3** show existing noise levels for Category 1 sensitive receptors. **Table 3.9-4** shows existing noise levels at Category 2 sensitive receptors and **Table 3.9-5** shows existing noise levels at Category 3 sensitive receptors.

Page 3.9-16, fourth full paragraph – Revise as follows:

> Within the City of Burbank, stations would be built curbside on sidewalks to accommodate curb/side-running operations on Olive Avenue, Riverside Drive, and Alameda Avenue within the Media District and at Verdugo Avenue, Lake Street, and San Fernando Road. Construction activities would likely exceed the significance threshold of 5 dBA (hourly L_{eq}). Toward the eastern end of Burbank, stations would be built in the median along Glenoaks Boulevard to serve median-running service. Construction of stations along median-running segments of Glenoaks Boulevard are approximately 45 feet further from sensitive receptors than stations constructed along the curb, given the very wide center medians.

Page 3.9-17, first paragraph – Revise as follows:

In the Eagle Rock area, ~~side~~ median-running service on Colorado Boulevard would require construction of ~~curbside~~ median stations ~~that are closer to existing receptors,~~ with the exception of two side-running stations in the vicinity of Eagle Rock Plaza. An increase of 15 dBA L_{eq} or more given the proximity of receptors along Colorado Boulevard would exceed the City of Los Angeles significance threshold of 5 dBA (hourly L_{eq}). The two additional station pairs would have island stations adjacent to center-running bus lanes near Caspar Avenue and Townsend Avenue.

Page 3.9-18, Delete as follows:

~~***Route Options***~~

~~This analysis evaluates the noise impacts of route options to the Proposed Project. The route options would have noise impacts similar to the Proposed Project, with slight variations due to the number of stations, location of the route segments, and location of the stations. Construction equipment used during construction of the route options would be similar to the Proposed Project. Differences in the route alignments and station locations for the route options are described below.~~

~~In North Hollywood, a route option would shift construction activities from Vineland Avenue to Lankershim Boulevard. This would generally increase construction noise exposure, as Lankershim service would be either side-running or curb-running. This would place construction closer to more receptors than the median-based construction that would occur on Vineland Avenue.~~

~~Through Glendale, construction noise impacts for any route options would be similar to those for the Proposed Project. For example, a route option through central Glendale that shifts station construction from East Broadway to Colorado Street two blocks to the south would have similar impacts, as both would have side-running service. A route option using Central Avenue, Goode Avenue, and Sanchez Drive would also require construction of curbside stations that support mixed-flow bus service.~~

~~Through Eagle Rock, a route option that would include some center-running service at the transition between Ellenwood Drive and El Rio Avenue would not alter the location of stations that service the largely side-running service on Colorado Boulevard.~~

~~Within the City of Pasadena, route options proposed on Figueroa Street, Colorado Boulevard, Union Street, and Green Street would not change the nature of construction noise impacts, as all service in the City would operate in mixed-flow lanes that require curbside construction.~~

~~This level of noise increase would likely exceed local significance thresholds within one or more jurisdictions along the BRT alignment. Therefore, without mitigation, the similar to the Proposed Project, the route options would result in a potentially significant impact related to construction activities. As with the Proposed Project, implementation of Mitigation Measure **NOI-1** would reduce this impact to less than significant.~~

Page 3.9-19, Second full paragraph – Revise as follows:

The operational noise analysis was revised to reflect refinements to the Proposed Project in Eagle Rock. **Table 3.9-9** summarizes the changes in traffic-related noise at Category 1 sensitive receptors along arterial segments. **Table 3.9-10** summarizes the changes in traffic-related noise at Category 2 residential receptors along arterial segments throughout the BRT corridor. These selected segments are consistent with FTA guidance on evaluating operational impacts of bus transit services and represent a cross-section of local jurisdictions, proximity to Category 2 land uses, and service to stations in both the medians and curbs along the alignment. **Table 3.9-11** illustrates changes at Category 3 institutional uses along these same segments. The tables show that the Proposed Project would not alter the findings presented in the Draft EIR. Reducing Colorado Boulevard in Eagle Rock to one lane in each direction would reduce traffic volumes thereby reducing related noise levels. In addition, the analysis of the dedicated BRT lane demonstrated a negligible change in noise levels based on modeling completed for existing and future traffic volumes.

Page 3.9-20 – Revise **Table 3.9-9** as follows:

Table 3.9-9 – Predicted Noise Levels for Proposed Project, Category 1 (High Sensitivity) Receivers

				FTA Impact Assessment				Local Jurisdiction Impact Assessment			
Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{eq})	Predicted Project Noise (dBA L_{eq})	FTA Moderate Impact Threshold (dBA L_{eq})	FTA Severe Impact Threshold (dBA L_{eq})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{eq})	Predicted Increase (dBA L_{eq})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
C ~~(Proposed Project)~~	Olive Ave. from California to ~~and~~ Alameda	Burbank	71	62	71	75	--	72	1	N/A	--
~~E1 (Proposed Project)~~	Broadway from Brand to Louise	Glendale	72	62	71	76	--	72	0	N/A	--
~~H1 (Proposed Project)~~	Colorado Blvd. from Michigan to Chester	Pasadena	73	64	71	76	--	73	1	N/A	--

NOTES: N/A: City does not have its own quantitative threshold.

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report,* 2020.

Page 3.9-21 – Revise **Table 3.9-10** as follows:

Table 3.9-10 – Predicted Noise Levels for Proposed Project, Category 2 (Residential) Receivers

				FTA Impact Assessment				Local Jurisdiction Impact Assessment			
Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{dn})	Predicted Project Noise (dBA L_{dn})	FTA Moderate Impact Threshold (dBA L_{dn})	FTA Severe Impact Threshold (dBA L_{dn})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{dn})	Predicted Increase (dBA L_{dn})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
~~A1~~ ~~(Proposed Project)~~	Chandler Blvd. from Lankershim to ~~and~~ Blakeslee	Los Angeles	66	57	62	67	--	66	1	5	--
C ~~(Proposed Project)~~	Olive Ave. from Myers to Keystone	Burbank	75	66	66	73	--	74	1	N/A	--
	Olive Ave. from California to Alameda Ave.	Burbank	72	64	66	72	--	73	1	N/A	--
	Olive Ave. from Buena Vista to Brighton	Burbank	72	64	66	71	--	73	1	N/A	--
	Olive Ave. from Sparks to Beachwood	Burbank	66	47	62	67	--	66	0	N/A	--
	Olive Ave. from San Fernando to 3rd	Burbank	68	59	63	68	--	68	1	N/A	--
D ~~(Proposed Project)~~	Glenoaks Blvd. from Alameda to Spazier	Glendale	70	60	63	68	--	70	1	N/A	--
	Glenoaks Blvd. from Willard to Grandview	Glendale	64	53	61	65	--	65	0	N/A	--

Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{dn})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L_{dn})	FTA Moderate Impact Threshold (dBA L_{dn})	FTA Severe Impact Threshold (dBA L_{dn})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{dn})	Predicted Increase (dBA L_{dn})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
~~E1 (Proposed Project)~~	Broadway from Brand to Louise	Glendale	76	66	66	74	--	76	0	N/A	--
~~F1,2 (Proposed Project)~~	Colorado Blvd. from Rockland to Eagle Rock	Los Angeles	61	60	59	64	--	64	2	5	--
~~H1 (Proposed Project)~~	Colorado Blvd. from Euclid to Los Robles	Pasadena	74	66	66	70	--	75	1	N/A	--
	Colorado Blvd. from Holliston to Hill	Pasadena	75	64	65	69	--	65	0	N/A	--

NOTE: There is a marginal difference between L_{dn} and CNEL (CNEL is typically 0.5 dBA higher than L_{dn}) and there would not be a difference in the impact determinations.

N/A: City does not have its own quantitative threshold.

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020

Page 3.9-23 – Revise **Table 3.9-11** as follows:

Table 3.9-11 – Predicted Noise Levels for Proposed Project, Category 3 (Institutional) Receivers

Key	Segment	Jurisdiction	Existing Noise Level (dBA L_{eq})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L_{eq})	FTA Moderate Impact Threshold (dBA L_{eq})	FTA Severe Impact Threshold (dBA L_{eq})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L_{eq})	Predicted Increase (dBA L_{eq})	Local Jurisdiction Impact Threshold (dBA CNEL	Local Jurisdiction Impact Before Mitigation
~~**A1 (Proposed Project)**~~	Chandler Blvd. from Blakeslee to Vineland	Los Angeles	70	59	70	74	--	71	0	3[1]	--
	Vineland Ave. from Weddington to Magnolia	Los Angeles	70	50	71	76	--	70	0	3[1]	--
D ~~**(Proposed Project)**~~	Glenoaks Blvd. from Olive to Angeleno	Glendale	69	59	69	74	--	70	0	N/A	--
	Glenoaks Blvd. from Justin to Ruberta	Glendale	60	48	63	68	--	60	0	N/A	--
~~**E1 (Proposed Project)**~~	Broadway between Chevy Chase <u>to</u> ~~and~~ Verdugo	Glendale	71	61	71	75	--	71	0	N/A	--
~~**F1,2 (Proposed Project)**~~	Colorado Blvd. from Rockland <u>to</u> ~~and~~ Eagle Rock	Los Angeles	61	53	63	68	--	61	2	5	--
	Colorado Blvd. from Townsend to Floristan	Los Angeles	67	53	68	72	--	67	0	5	--
~~**H1 (Proposed Project)**~~	Colorado Blvd. from Los Robles to Oakland	Pasadena	70	61	70	74	--	70	1	N/A	--
	Colorado Blvd. from Chester to Holliston	Pasadena	67	56	67	72	--	67	0	N/A	--

Page 3.9-25 – Delete **Table 3.9-12** as follows:

~~Table 3.9-12 – Predicted Noise Levels for Route Options~~

~~Key~~	~~Segment~~	~~Jurisdiction~~	~~Existing Noise Level (dBA Leq)~~	~~Predicted Project Noise (dBA Leq)~~	~~FTA Moderate Impact Threshold (dBA Leq)~~	~~FTA Severe Impact Threshold (dBA Leq)~~	~~FTA Level Impact Before Mitigation~~	~~Predicted Future Noise Level (dBA Leq)~~	~~Predicted Increase (dBA Leq)~~	~~Local Jurisdiction Impact Threshold (dBA Leq)~~	~~Local Jurisdiction Impact Before Mitigation~~
~~**A2 (Route Option)**~~	~~Lankershim Blvd. from Chandler Ave. to Weddington Ave.~~	~~Los Angeles~~	~~72~~	~~63~~	~~71~~	~~76~~	~~--~~	~~72~~	~~1~~	~~31~~	~~--~~
~~**E2 (Route Option)**~~	~~Colorado St. from Central Ave. to Brand Blvd.~~	~~Glendale~~	~~68~~	~~61~~	~~63~~	~~67~~	~~--~~	~~68~~	~~1~~	~~N/A~~	~~--~~

~~[1] This threshold would apply at residential uses and schools where the predicted future noise level is at least 70 dBA Ldn within the City of Los Angeles.~~

~~**SOURCE**: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020~~

Page 3.9-27, first paragraph – Revise Mitigation Measure **NOI-1** as follows:

> Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, the ~~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.

Page 3.9-29 and 3.9-30 – Revise as follows:

> **Less-Than-Significant Impact**. The Proposed Project would use rubber-tired buses to provide transportation options on local arterials and freeways. The FTA Transit Noise and Vibration Impact Assessment Manual states that projects that rely on rubber-tire vehicles do not require a detailed analysis if they meet certain conditions regarding roadway irregularity, operations close to vibration sensitive buildings, and vehicles operating within buildings. The Proposed Project does ~~and route options do~~ not include substantial infrastructure irregularities like expansion joints, speed bumps, or other design features that create unevenness in the road surface. Electric charging infrastructure would not generate perceptible vibration. As all the FTA conditions would be met, the Proposed Project does not require a detailed operational vibration analysis as impacts would be unlikely. The absence of internal combustion engines on the electric-powered coaches would further reduce any vibration from idling or moving buses. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Page 3.9-30, first full paragraph – Revise Mitigation Measure **NOI-2** as follows:

> 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 or where~~,~~ the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. 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:
>
> - The contractor shall minimize the use of tracked vehicles.
> - The contractor shall avoid vibratory compaction within 25 feet of buildings.

- The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

SECTION 3.10 – TRIBAL CULTURAL RESOURCES

Page 3.10-3, first paragraph – Revise as follows:

The Project Area consists of existing roadways and developed parcels. A windshield survey was completed in September 2019, consisting of driving the entire alignment ~~and options~~ and documenting current conditions. The windshield survey and a review of historic and current aerial photographs and maps has indicated that no exposed native ground surface is present. Because there are no areas of exposed native ground surface, a pedestrian survey was not warranted. No prehistoric or historic-age archaeological resources were observed during the survey.

Page 3.10-4, third paragraph – Revise as follows:

The analysis of archaeological resources was based on a cultural resource records search and literature review at the SCCIC, a SLF file search, windshield survey, and AB 52 consultation results. No archaeological resources were identified within the alignment ~~and options~~ as a result of those efforts. It is possible that buried archaeological resources exist within native, undisturbed sediments, if any are present in the alignment. Therefore, this analysis examines the possibility of encountering unrecorded Tribal Cultural Resources during construction.

Page 3.10-4, last paragraph – Revise as follows:

This section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation (if applicable). ~~The potential for the Proposed Project to result in an impact to Tribal Cultural Resources is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations. This is because the precise location of tribal cultural resources is unknown and could occur along any portion of the alignment and options.~~

Page 3.10-5, first paragraph – Delete as follows:

~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a Tribal Cultural Resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

Page 3.10-6, third paragraph – Delete the following paragraph:

~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a Tribal Cultural Resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

CHAPTER 4.0 – OTHER ENVIRONMENTAL CONSIDERATIONS

Page 4-1, third paragraph – Delete as follows:

~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for the above resources to be impacted on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

Page 4-3, last paragraph – Delete as follows:

~~The potential for the Proposed Project to result in an impact to hazardous and hazardous materials is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-5, last paragraph – Revise as follows:

Less-Than-Significant Impact. Potentially hazardous surface and subsurface materials, including ACM, lead based paint, and aerial deposited lead, could be released during project construction resulting in a health or safety hazard to students or school employees. There are many schools located within one-quarter mile of the ~~18-miles~~ approximately 19-mile alignment. Construction activities would involve minimal ground disturbance and excavation. Construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. Therefore, it is not reasonably anticipated that the Proposed Project would emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance within one-quarter mile of a school. As such, the Proposed Project would result in a less-than-significant impact related to construction activities.

Page 4-13, last paragraph – Revise as follows:

The following analysis is included in the Land Use and Planning Technical Report (Appendix L). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to land use and planning is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-16, second paragraph – Revise as follows:

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. The Proposed Project could indirectly affect development in the Project Area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. Importantly, the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy already identifies the majority of the Project corridor as a High Quality Transit Area (HQTA) including the entirety of Colorado Boulevard in Eagle Rock. Senate Bill 375 provides CEQA streamlining benefits to transit priority projects. Transit priority projects meet the following four criteria:

- Consistency with land use designation, density, building intensity, and applicable policies specified in the Sustainable Communities Strategy;
- Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- Provides a minimum net density of at least 20 units per acre; and
- Located within an HQTA.

Page 4-16, fifth paragraph – Revise as follows:

The following analysis is included in the Mineral Resources Technical Report (Appendix M). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to mineral resources is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-18, first paragraph – Revise as follows:

The following analysis is included in the Population and Housing Technical Report (Appendix Q). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to~~

~~population and housing is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-18, fourth paragraph – Revise as follows:

No Impact. The Proposed Project would be constructed within the curb lanes of an existing roadway and would not result in the displacement of any people or businesses. The Proposed Project would not require any right-of-way acquisitions ~~for the proposed routes or stations/platforms~~ that would necessitate construction of replacement housing or relocation of existing businesses. Therefore, no impact would occur related to construction activities.

Page 4-19, second paragraph – Revise as follows:

The following analysis is included in the Public Services Technical Report (Appendix R). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to public services is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-20, second paragraph – Revise as follows:

The Proposed Project would not require the physical acquisition, displacement, or relocation of fire protection facilities; therefore, there would be no need to replace or physically alter existing fire protection facilities. Conversion of existing mixed-flow lanes to dedicated BRT lanes could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion could reduce access for emergency vehicle response. However, with enhanced transit services, the Proposed Project would ~~Curb-Running BRT Alternative may~~ result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. In addition, emergency vehicles would be allowed to utilize the dedicated bus lanes to respond to emergencies. Additionally, Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria. Accordingly, the Proposed Project is likely to improve emergency vehicle access. Therefore, no impact would occur related to operational activities.

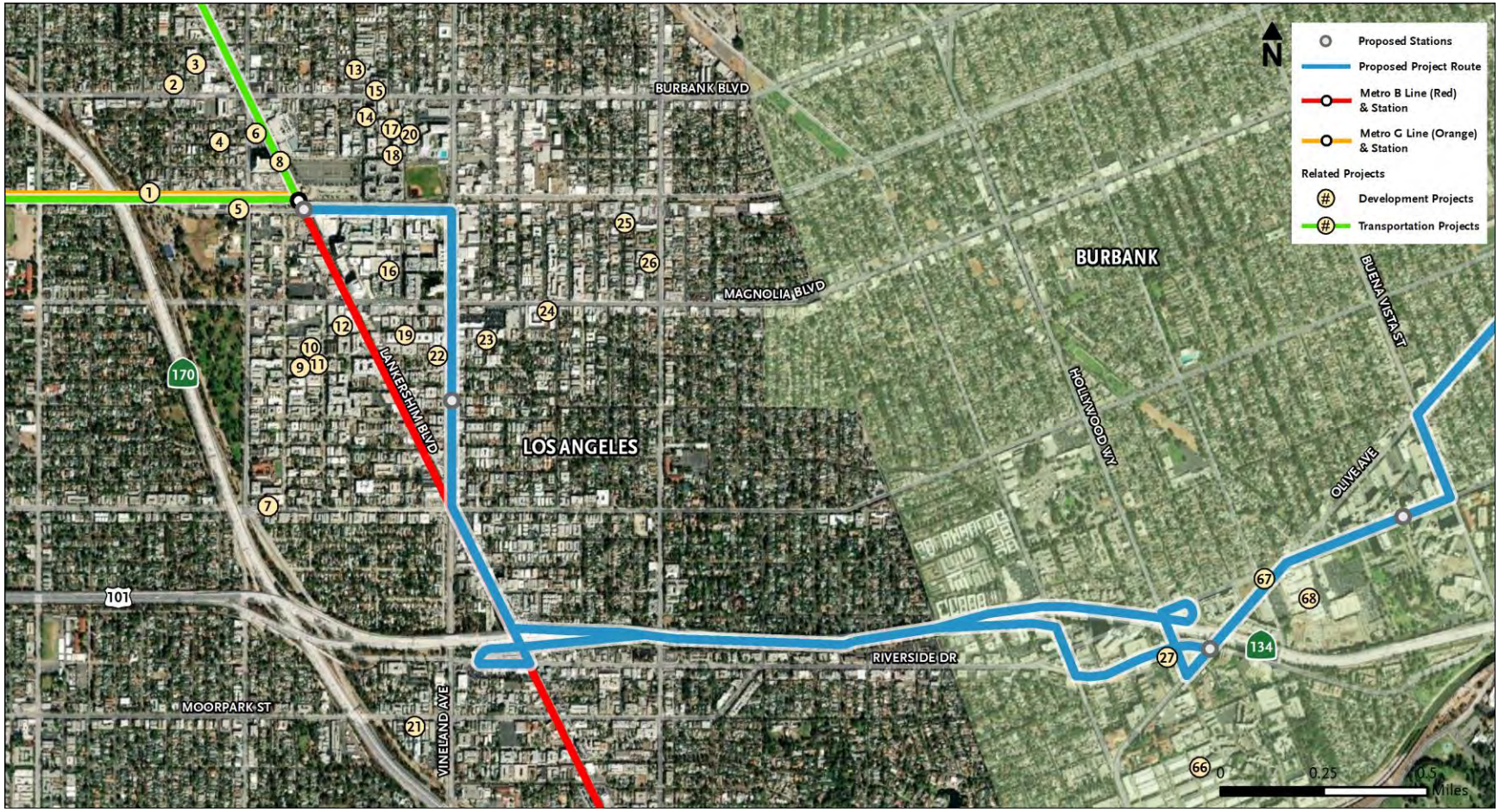
Page 4-22, first full paragraph – Revise as follows:

The Proposed Project would not require the physical acquisition, displacement, or relocation of school facilities; therefore, there would be no need to replace or physically alter existing school facilities. The Project does not include residential or commercial uses that would result in an increase in demand for need for new school facilities. Metro

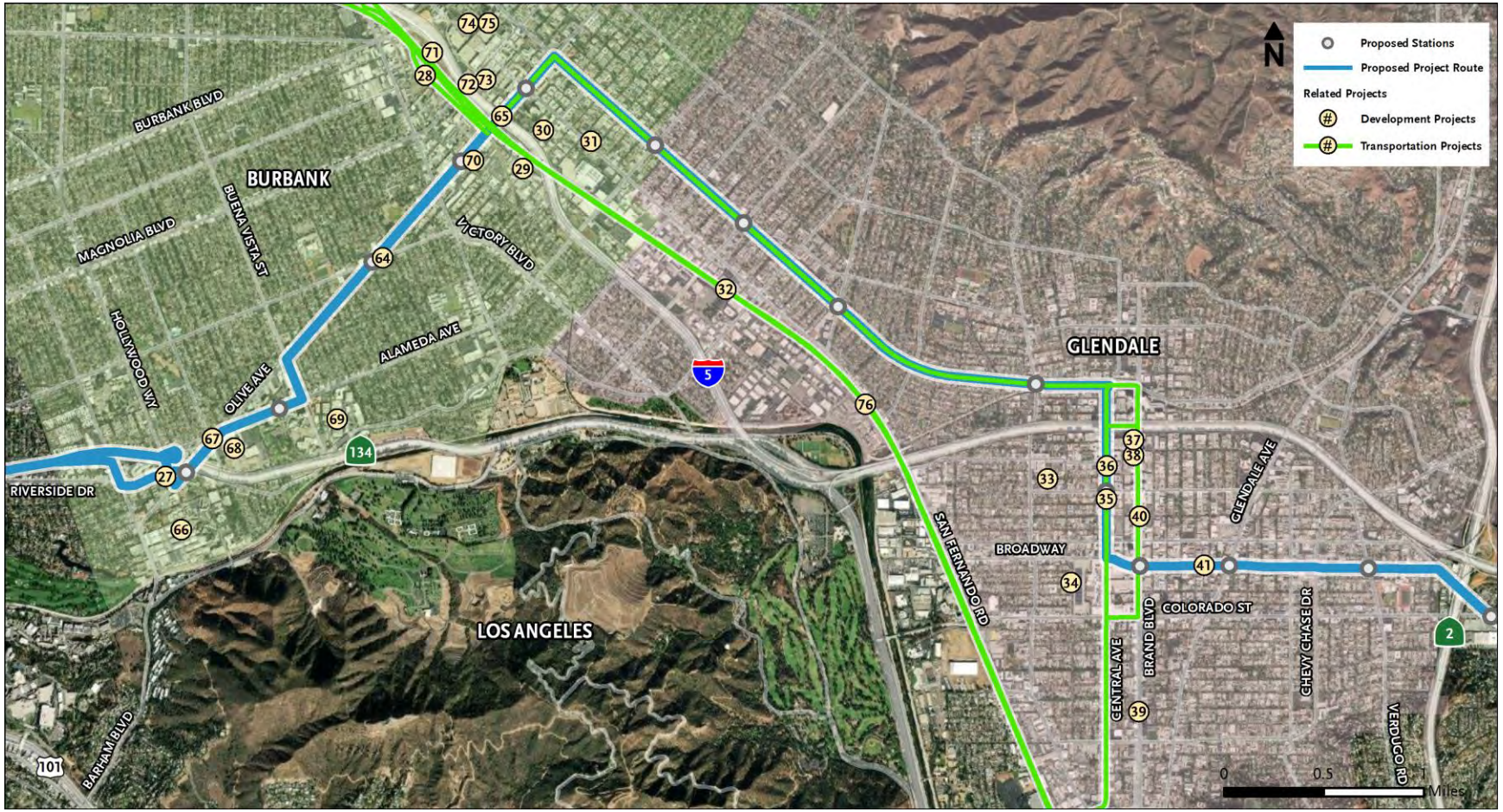
and Pasadena City College are discussing a bus terminal ~~on campus along~~ with electric charging infrastructure. The current design for the Proposed Project has the bus layover and charging station located on Hill Street, although a charging box may be located on campus property. This would require coordination with Pasadena City College and possibly a property easement or acquisition. Pasadena City College is in the process of updating the Facilities Master Plan, which considers the potential for a bus terminal. Project-related improvements would be coordinated with Pasadena City College to avoid unplanned educational displacement. ~~If the bus terminal on Pasadena City College's campus is constructed as part of the Proposed Project, it is not anticipated that Project facilities would displace or relocate classroom facilities.~~ While the Project would not lead to increased demand for primary school facilities, the new transit service would improve access to Pasadena City College. The anticipated increase in demand for City College facilities is not anticipated to be substantial as the Proposed Project is unlikely to result in a substantial number of new students to the college, but rather an alternative transportation mode for commuting students. Therefore, no impact would occur related to operational activities.

CHAPTER 5.0 – CUMULATIVE IMPACTS

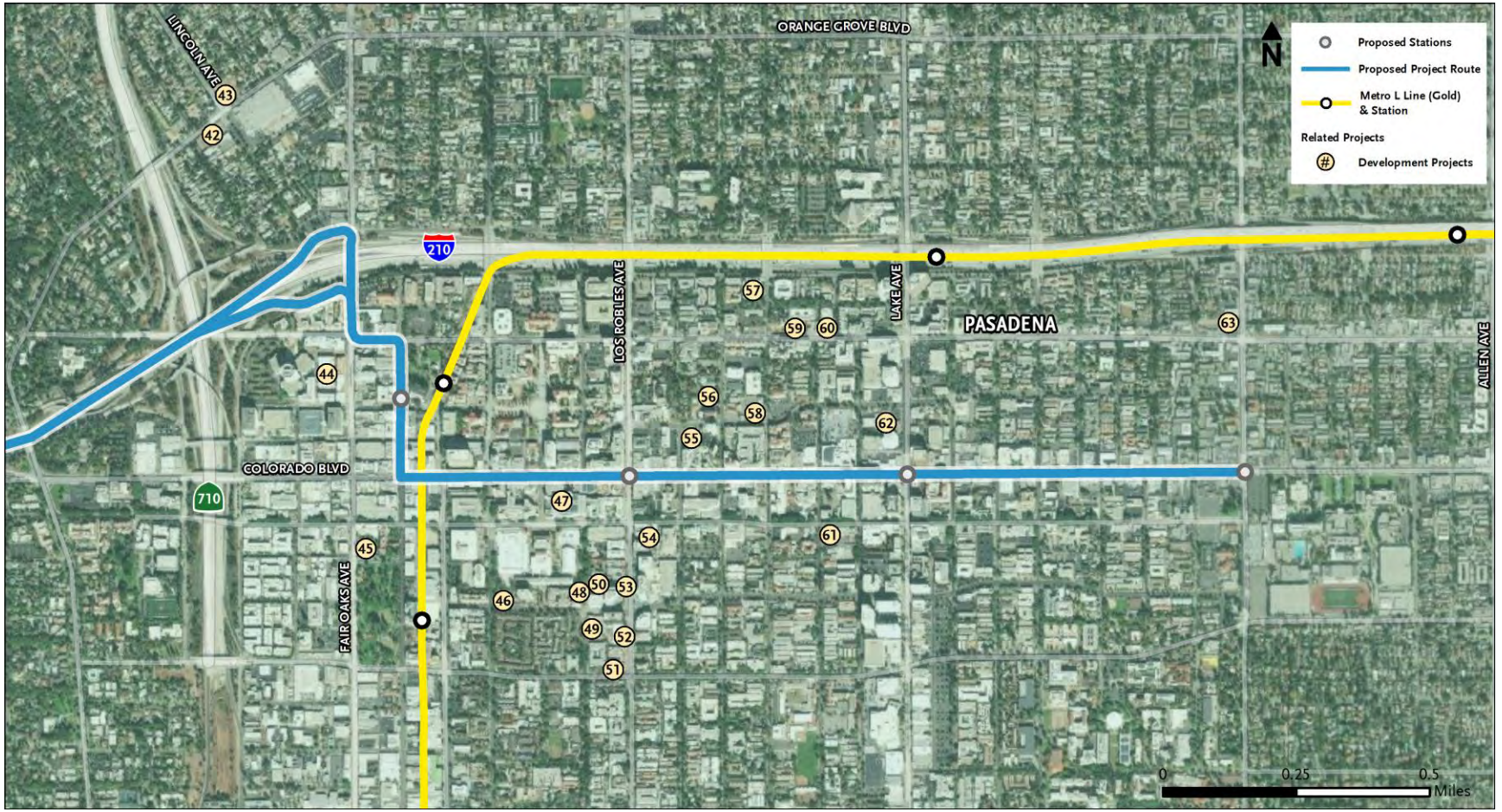
Page 5-4 – Revised Figure 5-1a – Related Projects as follows:



Page 5-5 – Revised Figure 5-1b – Related Projects as follows:



Page 5-6 – Revised Figure 5-1c – Related Projects as follows:



Page 5-7 – Add the following projects to **Table 5-2**:

Map ID	Project Name	Location	Description	Status
BURBANK				
N/A	Antelope Valley Line Capacity and Service Improvements Program	Los Angeles Union Station to Lancaster	The Antelope Valley Line Capacity and Service Improvements Program will construct three capital improvements to add rail capacity enabling 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita and 60-minute bi-directional service between Santa Clarita and Lancaster.	Planning
66	The Warner Brothers Studio Master Plan	4000 Warner Boulevard	Update of the Warner Brothers Studio Master Plan: Main Campus, Ranch	Active Project Submission
67	Mixed-Use Development	3201 W Olive Ave	Bob Hope Center entitlement expansion	Active Project Submission
68	The Burbank Studios Master Plan	3000 W Alameda Ave	Update of the Burbank Studios Master Plan: Second Century Project, Main Studio Lot Remaining Entitlement	Active Building Permit; Active Project Submission
69	The Disney Studios Master Plan	500 S. Buena Vista St	Update of the Disney Studios Master Plan, Remaining Entitlement	Active Project Submission
70	Mixed-Use Development	160 W Olive Ave	327-unit mixed-use development with 9,485 sq ft office space, 22,478 sq ft. commercial.	Active Project Submission
71	Mixed-Use Development	777 N Front St	573-unit mixed-use development with 307-room hotel, 2,867 sq. ft. ground floor commercial.	Active Building Permit
72	Commercial Development	10 W Magnolia Blvd	99,000 sq ft. commercial.	Active Project Submission
73	Mixed-Use Development	315 N First Street	261-unit mixed-use building with 9,265 sq. ft. restaurant and 12,000 sq. ft. commercial.	Active Building Permit
74	Mixed-Use Development	600 N San Fernando Blvd.	1,165-unit mixed use development with a 200-room hotel, 120,000 sq ft. office space, 738,126 sq ft. commercial.	Planning
75	Commercial Development	550 N. Third St	196-room hotel.	Active Project Submission
76	California High Speed Rail	San Francisco to San Diego	The project's Phase 1 will connect San Francisco to the Los Angeles basin via the Central Valley. HSR service will connect Union Station to the Burbank Airport station and then to the Antelope Valley community of Palmdale.	Phase 1 planned completion 2033

Page 5-13, second full paragraph – Revise as follows:

> **Historic Resources**. There is an existing cumulative impact in the Project Area related to historic resources. The cumulative setting is the public right-of-way for the length of the entire alignment, except at possible station platform locations, where the survey area was increased to include properties abutting the right-of-way within approximately 100 feet of the proposed station platform footprint. There was a total of 12 ~~23~~ designated properties (listed in the National, California, and/or local register), including six ~~16~~ contributors to historic districts, and 15 ~~29~~ properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local Register), including six ~~eight~~ that are contributors to a potential historic district. An additional seven ~~six~~ potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project.

Page 5-16, third paragraph – Revise as follows:

> Per guidance from the SCAQMD, construction amortized annually and operational emissions are considered together over a 30-year period. The Proposed Project would reduce VMT and associated transportation GHG emissions in the Project Area. CO_2e emissions would be reduced by approximately 54 million metric tons per year. Automobile trips would be replaced with zero-emissions, electric buses. The Proposed Project ~~and Route design options~~ would be consistent with the goals and policies of applicable GHG reduction plans in the Plan Area including SCAG's RTP/SCS, CARB's 2017 Scoping Plan, Metro Climate Action and Adaptation Plan 2019, Los Angeles Green New Deal, City of Burbank GGRP, Greener Glendale Plan, and the City of Pasadena CAP. Each of these plans is, in and of itself, a GHG reduction plan aimed to reduce cumulative GHG emissions at the local level and beyond. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the existing cumulative impact.

Page 5-17, fourth paragraph – Revise as follows:

> The Proposed Project would not physically divide an established community. In addition, the Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. Land uses surrounding the Proposed Project stations may intensify due to TOD pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change

and availability of services and infrastructure to meet future demand. Importantly, the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy already identifies the majority of the Project corridor as a High Quality Transit Area (HQTA), including the entirety of Colorado Boulevard in Eagle Rock. Senate Bill 375 provides CEQA streamlining benefits to transit priority projects. Transit priority projects meet the following four criteria:

- Consistency with land use designation, density, building intensity, and applicable policies specified in the Sustainable Communities Strategy;
- Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- Provides a minimum net density of at least 20 units per acre; and
- Located within an HQTA.

Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. Therefore, the Proposed Project would not have no potential to create or contribute to a cumulative impact related to land use and planning.

Page 5-18, fifth paragraph – Revise as follows:

There is an existing cumulative impact in the Project Area related to transportation. The cumulative setting is the regional and local roadway network in addition to the transit network. Future growth and development in the region would generate additional traffic on roadways along the primary alignment, which would adversely affect traffic flow and bus transit service operating in mixed-flow travel lanes. The additional traffic on roadways generated by cumulative projects would increase the temporary construction impacts on circulation. Other projects such as the North Hollywood Station Joint Development (Project I.D. No. 6) could be constructed concurrently with the Proposed Project and impact traffic flow and bus transit. Two projects in the City of Burbank, the Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements (Project I.D. 64) and the Olive Avenue Overpass Rehabilitation (Project I.D. 65) propose roadway improvements along the BRT route on Olive Avenue. It is anticipated that the Proposed Project would be integrated with additional improvements being considered by the City of Burbank. Regarding the Olive Avenue Overpass Rehabilitation, ~~the Proposed Project would designate the outside lane in each direction for bus-only operation at this location and would add a stop with a signalized crosswalk providing access to the existing Burbank Metrolink station~~ no Project improvements to the Olive Avenue Overpass are proposed. ~~It is anticipated that the proposed bus lanes and station would be retained should the bridge be improved or replaced as part of the Olive Avenue Overpass Rehabilitation.~~ The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

CHAPTER 6.0 – ALTERNATIVES

Page 6-2, last paragraph – Revise as follows:

> Regarding bicycle facilities, the Proposed Project would generally enhance bicycle facilities while also incorporating BRT facilities in the street ROW. However, the potential exists for conflicts between bicycles and automobiles. ~~At certain locations existing bicycle lanes would be removed (i.e., Broadway in Glendale), rerouted behind BRT station areas to avoid conflicts (i.e., Colorado Boulevard in Eagle Rock), or converted into shared bus/bicycle lanes (i.e., Colorado Boulevard in Eagle Rock). Generally, bicycles would be allowed to utilize dedicated bus lanes resulting in overall safety improvements for bicyclists travelling as there are lower volumes of buses in dedicated bus lanes as there are vehicles in general purpose lanes thus reducing potential bicycle/vehicle conflicts. However, the conversion of the existing Class II bicycle lanes on Colorado Boulevard in Eagle Rock would degrade the travel experience and may not be consistent with the City of Los Angeles Mobility Plan 2035.~~ Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Examples of specific design provisions include: (1) maintaining minimum standard sizing of traffic handling features, (2) configuring transition zones to provide adequate length for maneuvering and maintaining adequate sight distance at conflict points, (3) routing of bicycles behind sidewalk station loading zones where applicable, (4) use of colored pavement markings to minimize intrusion into the bus and bicycle lanes where applicable, and (5) provision of appropriate warning and regulatory signage.

Page 6-3, first and second paragraphs – Revise as follows:

> **Operations**. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. Landscaped medians along Vineland Avenue, Glenoaks Boulevard in Glendale and Colorado Boulevard in Eagle Rock would undergo modifications as a result of the Proposed Project. Portions of the median along Glenoaks Boulevard would be removed to allow for station platforms and transition lanes for BRT station approaches as well as left-turn pockets. Some trees within the landscaped median as well as existing landscaping would be removed as a result; however, the majority of the median and associated landscaping would remain unaffected by the Project. In addition, the Proposed Project would install additional landscaping and median extension/jersey barriers at left-turn approaches to ensure safety but also to compensate for the loss of portions of the median. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification. Mitigation Measure **CUL-1** would reduce potential visual impacts related to the removal or relocation of the potentially historic Central Avenue and Broadway streetlights by ensuring that the Proposed Project design would be consistent with Rehabilitation Standards for historic resources damaged or relocated within the Project Area.

~~The Colorado Boulevard Hybrid Side-and-Center Running Configuration Option in the Eagle Rock community would replace the existing median with the proposed center-running bus lanes and associated station platforms at Caspar Avenue and Townsend Avenue. While the existing median and associated landscaping would be removed as a result of the Configuration Option, new median and center lane landscaping amenities would be installed for safety purposes but would also offset some of the loss in visual resources. Given the Eagle Rock community's expressed sensitivity to the loss of the median and associated visual resources and the substantial degree to which visual resources in would be affected, without mitigation, the Proposed Project with the Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1) would result in a significant impact related to operational activities. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification.~~

Page 6-5, first paragraph – Revise the paragraphs as follows:

Operations. The Proposed Project is located in a geologically active region prone to earthquakes, liquefaction, seismically-induced slope failure, and landslides. Liquefaction is unlikely to happen in the Project Area due to the deep groundwater (50 feet bgs and deeper) and may only occur at isolated areas (i.e., within the Eagle Rock Valley, along the Project Route ~~and route options~~). However, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. The Proposed Project ~~with route options~~ crosses earthquake-induced landslide hazard areas in Eagle Rock and western Pasadena. Slope failure could affect surface streets associated with the Proposed Project. Therefore, without mitigation, the Proposed Project would result in a significant impact related to operational activities. Mitigation Measure **GEO-1** would ensure that the Proposed Project is designed to limit potential impacts related to ground shaking, liquefaction, lateral spreading, and seismically-induced slope failure.

Page 6-7, second full paragraph – Delete as follows:

~~The Proposed Project includes options for the BRT route. This was necessary due to public feedback during the completion of the Alternatives Analysis and 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 stakeholders and decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes. Therefore, what would traditionally be assessed as new routes in this Alternatives chapter are included as part of the analysis of the Proposed Project. For a comparison of the Proposed Project and the route options, please refer to Executive Summary, Section ES.14, and Executive Summary, Table ES-5. The following analysis includes two alternatives, neither of which involves alternative routes. The two alternatives are a No Project and an Improved Bus Service Alternative.~~

Page 6-9, second paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect aesthetics and views. This alternative would not result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. The No Project Alternative would not affect potential historic streetlights on Central Avenue and Broadway. In addition, this alternative would not introduce features that would obstruct or damage scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway. The No Project Alternative would not include development that would impact scenic vistas and would not include a significant new source of substantial light or glare which would adversely affect daytime or nighttime views. The No Project Alternative would not result in a significant impact related to aesthetics. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation measures.

Page 6-10, second full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect biological resources. This alternative would not result in the removal of trees from sidewalks or medians along the Proposed Project route ~~or route options~~. The No Project Alternative would not impact terrestrial habitat, riparian habitat, or wetlands. This alternative would not impact candidate, sensitive, or special status species or impede the movement of wildlife. There would be no potential to conflict with policies or ordinances protecting biological resources or conflict with conservation plans. The No Project Alternative would not result in a significant impact related to biological resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

Page 6-10, third full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect cultural resources. This alternative would not result in ground disturbance, acquisition, and/or modification of cultural resources along the Proposed Project route ~~and route options~~. There would be no potential for construction or operational activities to disturb historic or archaeological resources. The No Project Alternative would not result in a significant impact related to cultural resources. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with mitigation.

Page 6-11, first full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect geology and soils. This alternative would not result in ground disturbance, acquisition, and/or modification of geology and soils from construction or operations of the Proposed Project. There would be no potential for

construction or operational activities to result in in impacts from seismic events, landslides, erosion, lateral spreading, subsidence, liquefaction, collapse, alternative wastewater systems, or paleontological resources. The No Project Alternative would not result in a significant impact related to geology and soils. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant for construction activities and less-than-significant with mitigation for operational activities.

Page 6-11, last paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect hazards and hazardous materials. This alternative would not result in impacts to hazardous materials, airports, emergency response plans, or wildland fires. The No Project Alternative would not result in a significant impact related to hazards and hazardous materials. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with implementation of mitigation measures. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant.

Page 6-12, first full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect land use and planning. There would be no potential for construction activities to physically divide an established community or conflict with land use plans, policies, or regulations. Regarding long-term planning and land use, the No Build Alternative would not physically divide an established community. This alternative would not interfere with regional and local plans (e.g., SCAG 2020-2045 RTP/SCS), policies, or regulations of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region, but as a consequence, would also do nothing to further those goals. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant.

Page 6-12, second full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect noise and vibration. There would be no construction activities and no new noise or vibration exposure associated with heavy-duty equipment or construction trucks. There would be no potential to increase ambient noise levels, generate excessive vibration, or expose people to excessive aircraft noise. Impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

Page 6-12, fourth full paragraph – Revise as follows:

> The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect the transportation system. There would be no construction activities and associated lane closures and/or traffic hazards. There would be no potential to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses or inadequate emergency access. The No Project Alternative would not result in a significant impact related to construction activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

Page 6-13, first full paragraph – Revise as follows:

> The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect tribal cultural resources. There would be no potential for construction or operational activities to disturb tribal cultural resources. The No Project Alternative would not result in a significant impact related to tribal cultural resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

Page 6-17, second full paragraph – Revise as follows:

> 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 route options~~ is shown Table 6-1.

Page 6-17, last paragraph – Revise as follows:

> 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.

Page 6-18– Revise **Table 6-1** as follows:

Table 6-1 – Comparison of Alternatives to the Proposed Project ~~and Route Options~~

Proposed Project/Alternative			Environmental Resource									
	District	Segment ~~Options~~	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project ~~and Route Options~~	North Hollywood	A~~1~~ ~~(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	E~~1~~ ~~(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	Segment ~~Options~~	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project ~~and Route Options~~	Eagle Rock	F~~1~~ (One Travel Lane)	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**
		F (Two Travel Lanes)	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	G~~1~~ ~~(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									
	District	Segment ~~Options~~	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project and Route Options	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	NI
Alternative 2			NI	LTS	LTS	LTS	LTS	NI	NI	LTS	LTS	NI

Note: NI= No Impact, LTS = Less Than Significant, LTSM = Less Than Significant with Mitigation
SOURCE: Terry A. Hayes Associates Inc., 2020.

4. Responses to Comments

4.1 INTRODUCTION

Section 15088(a) of the CEQA Guidelines states that the "lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The Lead Agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments." This section of the Final EIR provides a list of persons, organizations, and public agencies that commented on the Draft EIR, along with the responses of the Lead Agency to significant environmental points raised in the review and consultation process.

The Draft EIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for public review from October 26, 2020 to December 28, 2020. Approximately 445 comments were received via mail, email, and public hearing.

4.2 RESPONSES TO COMMENTS

In accordance with Section 15088(c) of CEQA, reasoned, factual responses have been provided to all comments received during the public review period, with a particular emphasis on significant environmental issues. The comments and responses are organized as follows: agencies and organizations, individuals, comments received at the Draft EIR public hearing, and comments received via social media. All comments and responses to comments are included in this Final EIR and will be considered by the Metro Board prior to certification of this EIR and in any approval of the proposed project.

Each comment letter, email, voicemail, and hearing testimony have been assigned a number. The body of each comment letter, email, social media comment or hearing testimony has been separated into individual comments, which also have been numbered. This results in a tiered numbering system, whereby the first comment in Comment Letter No. 1 is depicted as Comment No. 1-1 and so on. Copies of each comment letter, email, voicemail and public hearing testimony are provided in Appendix C. All of the comments received are listed in Table 3.1. In response to some of the comments received, the text of the EIR chapters has been revised. Refer to Chapter 2, Project Description, for Project revisions and Chapter 3, Corrections and Additions, for specific corrections to the Final EIR.

Table 4-1 - List of Commenters on the Draft EIR

No.	Name	Organization/Address	Date of Letter
AGENCIES			
1.	Miya Edmonson IGR/CEQA Branch Chief	California Department of Transportation District 7- Office of Regional Planning 100 S. Main St., Suite 100 Los Angeles, CA 90012	December 7, 2020
2.	L. Narvaez, SSM III Commander	California Highway Patrol Special Projects Section	December 7, 2020
3.	Sharon Springer Mayor Bob Frutos Vice Mayor Jess A. Talamantes Council Member Emily Gabel-Luddy Council Member Timothy M. Murphy Council Member	City of Burbank 275 E. Olive Ave. Burbank, CA 91510	December 20, 2020
4.	Erik Krause Deputy Director of Community Development	City of Glendale Community Development Department 633 E. Broadway, Suite 103 Glendale, CA 91206	December 28, 2020
5.	Edward Guerrero Jr. Senior Transportation Engineer	City of Los Angeles Department of Transportation 100 S. Main St., 10th Fl. Los Angeles, CA 90012	December 28, 2020
6.	Kevin De León Council Member	City of Los Angeles Los Angeles City Council 14th District	December 28, 2020
7.	Terry Tornek Mayor	City of Pasadena Office of the Mayor 100 N. Garfield Ave. Pasadena, CA 91109	December 3, 2020
8.	Jackie Goldberg Board District 5	Los Angeles Unified School District Board of Education 333 S. Beaudry Ave., 24th Fl. Los Angeles, CA 90017	December 26, 2020
9.	Todd McIntyre Chief Strategy	Metrolink Southern California Regional Rail Authority 900 Wilshire Blvd., Suite 1500 Los Angeles, CA 90017	December 10, 2020
10.	Alex Boekelheide Special Assistant to the Superintendent/President	Pasadena City College 1570 E. Colorado Blvd. Pasadena, CA 91106	November 13, 2020
GROUPS/ORGANIZATIONS			
11.	Desiree Gates Valdivieso President	Dahlia Heights Elementary Parent Teacher Association	

No.	Name	Organization/Address	Date of Letter
12.	Emily Carlin President	Eagle Rock Elementary Parent Teacher Association 2057 Fair Park Ave. Eagle Rock, CA 90041	December 27, 2020
13.	David Diaz Executive Director	ActiveSGV	December 27, 2020
	Laura Raymond Director	Alliance for Community Transit - Los Angeles
	Eric Mann Director	Bus Riders Union / Labor Community Strategy Center
	Jennifer Gill Chair, Engineering Subcommittee	City of Los Angeles Bicycle Advisory Committee
	Kent Strumpell Chair, Planning Subcommittee	City of Los Angeles Bicycle Advisory Committee
	Deborah Murphy Chair	City of Los Angeles Pedestrian Advisory Committee
	Jonathan Parfrey Executive Director	Climate Resolve
	Christy Zamani Executive Director	Day One
	Bryn Lindblad Steering Committee Member	EnviroMetro
	Felicia Garcia Steering Committee Chair	Equitable Eagle Rock
	Hilary Norton Executive Director	FAST: Fixing Angelenos Stuck in Traffic FAST Link DTLA
	Elise Kalfayan Steering Committee Member	Glendale Environmental Coalition
	Timothy Hayes Organizer	Ground Game LA
	Jessica Meaney Executive Director	Investing in Place
	David Levitus Executive Director	LA Forward
	Crissi Avila and Mona Field Co-Presidents	League of Women Voters of Los Angeles
	Eli Akira Kaufman Executive Director	Los Angeles County Bicycle Coalition
	Christine Louise Mills Director	Los Angeles River Communities for Environmental Equity
	John Yi Executive Director	Los Angeles Walks
	Alfonso Directo Jr. Vice-Chair	Metro Westside/Central Service Council
	Denny Zane Executive Director	Move LA
	Carter Rubin Mobility and Climate Advocate	Natural Resources Defence Council
	Scott Gamzon Founder	Neighborhoods United for Safe Streets

No.	Name	Organization/Address	Date of Letter
	Emily Kate Spokes Co-Founder Colin Bogart Steering Committee Member Allen Compton Co-Founder President, Darrell Clarke Conservation Chair Mark Strickert President Michael Schneider Founder	NELA Climate Collective Pasadena Complete Streets Coalition Take Back the Boulevard SALT Landscape Architects Sierra Club Angeles Chapter Southern California Transit Advocates Streets For All Los Angeles Hub Sunrise Movement Los Angeles Steering Committee Walk Bike Glendale	
14.	Jared Berenholz Michael Blanchard Claire Bowin Lenore Carlson Annie Choi, Business Owner, Found Coffee Stephen Collins Angelyn de la Garza, Business Owner, Kumquat Natalie Freidberg Felicia Garcia Jessie George Laura Gonzalez David Greene Herb Gualpa, Eagle Rock Business Owner, Pub 1954 Luis Lopez Michael MacDonald Maggie Mackay, Eagle Rock Non-Profit Director, Vidiots Foundation Birgitta Martinez Robert Martinez Augustine Mukul Pat Niessen Cyndi Otteson Javier Pardini, Eagle Rock Business Owner, Malbec Market Eli Presser Monica Sigsby, Business Owner, The Fable Thom Sigsby, Business Owner, The Fable Darren Hall Eileen Hatrick Wade Harpootlian Andrew Jacobs Hans Johnson	Eagle Rock Resident	December 28, 2020

No.	Name	Organization/Address	Date of Letter
	Jeff Johnson, Business Owner, Walt's Ryan Johnson Lisa Kable-Blanchard John Kerr Stephen Kia, Business Owner, ROCK Coffee House Bryn Lindblad Michael Sweeney Erin Tanaka, Eagle Rock Business Owner, Acorn Adalia Vidarte Jonathan CK Williams Corey Wilton, Business Owner: Four Cafe, Penny Oven, Good Fire & Holi Michelle Wilton, Business Owner: Four Cafe, Penny Oven, Good Fire & Holi Chloé Renée Ziegler, Business Owner, globe gardens		
15.	Christine Louise Mills Chair Hans Johnson President	East Area Progressive Democrats Transit Committee	December 28, 2020
16.	Monica Campagna David Eisenberg Elise Kalfayan Kathy Kottaras Nick Martins Jennifer Pinkerton Jane Potelle Paul Rabinov Kate Unger	Glendale Environmental Coalition	December 22, 2020
17.	Javier Pardini Lucero Medrano Deybi Munez Josue Mancia Guadalupe Sigula Daniel Venencia Laura La Rosa Camila Pardini Alicia Eiben Laura Pandius-Verecio	Malbec Market Eagle Rock Employee Petition	December 28, 2020
18.	Paul Little	Pasadena Chamber of Commerce	December 10, 2020
19.	Greg Merideth President	TERA The Eagle Rock Association PO Box 41453 Eagle Rock, CA 90041	December 28, 2020
INDIVIDUALS			
20.	Aaron Dehn		December 27, 2020
21.	Adam Linder		November 8, 2020
22.	Adam Modiano		December 27, 2020

No.	Name	Organization/Address	Date of Letter
23.	Aisha Dixon-Peters		December 26, 2020
24.	Akiva Gottlieb		November 12, 2020
25.	Aleem Hossain		December 24, 2020
26.	Alek Bartrosouf		December 17, 2020
27.	Aleksandra Sherman		December 23, 2020
28.	Alex de Cordoba		November 12, 2020
29.	Alexander Halaby		November 11, 2020
30.	Alexander Shirley		December 28, 2020
31.	Alissa Walker		November 12, 2020
32.	Allen Hubsch		October 26, 2020
33.	Allen Natian		November 18, 2020
34.	Amanda Dobbins		November 18, 2020
35.	Amber Sealey		December 27, 2020
36.	Ana K. Davis		December 28, 2020
37.	Anastasia McGee		December 1, 2020
38.	Andrew Thomas		November 30, 2020
39.	Andy P.		December 27, 2020
40.	Annette Hill		December 27, 2020
41.	Annie Molina		December 13, 2020
42.	Anonymous		November 17, 2020
43.	Anonymous		November 21, 2020
44.	Arjun Kolachalam		November 6, 2020
45.	Barbara Kremins		December 25, 2020
46.	Barrett Cooke		December 16, 2020
47.	Ben Creed		November 7, 2020
48.	Ben Tomimatsu		December 1, 2020
49.	Bethsaida A. Castillo		December 15, 2020
50.	Betsy Medvedovsky		November 13, 2020
51.	Beverly Ashley		December 27, 2020
52.	Bhavin Shah		November 7, 2020
53.	Bin Lee		November 6, 2020
54.	Bob De Wees		October 29, 2020
55.	Bobby Babajian		December 28, 2020
56.	Brandon Yung		December 27, 2020
57.	Brendan Quinn		December 28, 2020
58.	Brian		December 18, 2020

No.	Name	Organization/Address	Date of Letter
59.	Brian Bruegge		November 16, 2020
60.	Brian McDaniel		December 27, 2020
61.	Byron de Arakal		December 28, 2020
62.	Byron de Arakal		December 7, 2020
63.	Cal Billy		October 31, 2020
64.	Calvin Chin		October 31, 2020
65.	Cardie Molina		December 27, 2020
66.	Carey Bennett		November 6, 2020
67.	Carl and Pamela Allender		November 2, 2020
68.	Carl Matthes		December 27, 2020
69.	Carmel Levitan		December 23, 2020
70.	Carol Allen		December 27, 2020
71.	Carter Rubin		November 25, 2020
72.	Casey Law		November 10, 2020
73.	Catherine Cameron		November 1, 2020
74.	Cherryl Weaver		December 27, 2020
75.	Chris Newman		October 29, 2020
76.	Chris Stratton		December 28, 2020
77.	Christopher Shelton		December 27, 2020
78.	Christopher Shelton		December 23, 2020
79.	Claire Bowin		November 1, 2020
80.	Coco Bunny		December 10, 2020
81.	Corey Barnes		December 8, 2020
82.	Cyndi Otteson		November 12, 2020
83.	Dan Bednarski		December 28, 2020
84.	Dan Fineman		December 27, 2020
85.	Dan Huynh		December 28, 2020
86.	Daniel and Richard Walker		November 17, 2020
87.	Daniel Goldwasser		December 16, 2020
88.	Daniel Hawkins		November 10, 2020
89.	Darlene Gonzalez-Szabo		December 28, 2020
90.	Darren Hall		December 25, 2020
91.	David Dellinger		December 28, 2020
92.	David Dellinger		December 2, 2020
93.	David Freeland		December 17, 2020
94.	David Greene		December 28, 2020

No.	Name	Organization/Address	Date of Letter
95.	David Ingber		November 15, 2020
96.	David Levine		December 20, 2020
97.	David Levine		December 20, 2020
98.	David Matsu		November 12, 2020
99.	David Moran		November 14, 2020
100.	David Newman		November 6, 2020
101.	David Newman		November 18, 2020
102.	Dawn Kukla (Dorinda)		November 1, 2020
103.	Debra Gerod		December 5, 2020
104.	Desiree Portillo Rabinov		December 20, 2020
105.	Dessa Kaye		November 17, 2020
106.	Dexter Chan		December 27, 2020
107.	Diane Louise		December 1, 2020
108.	Donald Sweetnam		November 12, 2020
109.	Donovan Daughtry		November 12, 2020
110.	Duncan Sinclair		December 26, 2020
111.	Dustin Perkins		December 28, 2020
112.	Edward Frontenac		December 28, 2020
113.	Elise Kalfayan		December 24, 2020
114.	Elizabeth Vitanza		December 20, 2020
115.	Ellen Stern		December 27, 2020
116.	Elliot M. Smith		November 12, 2020
117.	Emma Huang		December 2, 2020
118.	Erika Foy		November 5, 2020
119.	Esther Soliman		December 28, 2020
120.	Evan Smyth		December 20, 2020
121.	Family Naness		December 20, 2020
122.	Felicia Garcia		November 11, 2020
123.	Felicia Garcia		December 28, 2020
124.	Felipe Rojas		November 12, 2020
125.	Foster Wilson		December 23, 2020
126.	Fran Blayney		December 28, 2020
127.	Frank (Pancho) Jones		November 13, 2020
128.	Frank F. Medina		December 18, 2020
129.	Franky Lamouche		December 27, 2020
130.	Gemma Marquez		December 27, 2020

No.	Name	Organization/Address	Date of Letter
131.	Gene Mazzanti		December 27, 2020
132.	George Jamgochian		December 12, 2020
133.	Glenn Dresch		December 27, 2020
134.	Glenn Dresch		November 17, 2020
135.	Glenn Laird		November 16, 2020
136.	Grace Peng		December 8, 2020
137.	Grace Ramirez		October 27, 2020
138.	Hannah Gibson		November 12, 2020
139.	Hannah Globus		November 6, 2020
140.	Henry Fung		December 28, 2020
141.	Howard Naness		December 20, 2020
142.	Ignacio Piña		December 28, 2020
143.	Ikuko Remmenga		December 18, 2020
144.	Israel Jacquez		December 28, 2020
145.	J. Donnelly		November 6, 2020
146.	Jake Harrison		November 6, 2020
147.	James Henschell		December 28, 2020
148.	James Ortiz		November 20, 2020
149.	James Panozzo		December 28, 2020
150.	Jane Demian		December 28, 2020
151.	Jane Demian		December 27, 2020
152.	Jane Tsong		December 28, 2020
153.	Janet Cappellanti-Adams		November 30, 2020
154.	Janet Cappellanti-Adams		December 13, 2020
155.	Janet Cappellanti-Adams		December 27, 2020
156.	Janet Diel		December 27, 2020
157.	Janet Waldron		December 28, 2020
158.	Janette Gembitz		December 28, 2020
159.	Jean Leland		December 28, 2020
160.	Jean-Marie Martz		December 27, 2020
161.	Jeff Cannon		December 24, 2020
162.	Jeff Pott		December 10, 2020
163.	Jennifer Nelson		December 18, 2020
164.	Jenny Morataya		December 26, 2020
165.	Jesse Silva		December 28, 2020
166.	Joe Masiero		November 10, 2020

No.	Name	Organization/Address	Date of Letter
167.	Joey Hernandez		December 27, 2020
168.	John Colter		December 28, 2020
169.	John Kerr		December 28, 2020
170.	John Perry		November 11, 2020
171.	John Schulhof		December 21, 2020
172.	John Squire		
173.	Jon Ingalls		December 28, 2020
174.	Jon Natchez		November 6, 2020
175.	Jonah Paten		December 28, 2020
176.	Jonathan Raspa		December 28, 2020
177.	Josh Fruhlinger		November 25, 2020
178.	Josh Saunders		December 10, 2020
179.	Jovita D. Molina		December 9, 2020
180.	Juanita Davis		November 11, 2020
181.	Julian Hanes		December 28, 2020
182.	Justin Bensan		December 28, 2020
183.	K Fanslow		December 27, 2020
184.	Karen Jaques		December 15, 2020
185.	Karen Suarez		December 27, 2020
186.	Kate Eberle		December 20, 2020
187.	Kate Grodd		December 28, 2020
188.	Kathleen Aberman		December 1, 2020
189.	Kathleen Dunleavy		November 19, 2020
190.	Keegan Hartman		December 28, 2020
191.	Kelly Thompson		November 12, 2020
192.	Ken Levy		December 10, 2020
193.	Ken Perry		December 28, 2020
194.	Kerrin Tso		December 28, 2020
195.	Kevin		December 29, 2020
196.	Kevin Burton		December 24, 2020
197.	Kevin Castaing		December 28, 2020
198.	Kim and Donna Turner		November 10, 2020
199.	Kim and Warren Giancaterino		November 14, 2020
200.	Kim Martellino		November 11, 2020
201.	Kim Martellino		November 11, 2020
202.	Kim Sheehan		November 13, 2020

No.	Name	Organization/Address	Date of Letter
203.	Kobra Schabanpour		December 25, 2020
204.	Kris Kouri		November 20, 2020
205.	Kristen Gassner		November 14, 2020
206.	Kristina and Mark McConville		November 17, 2020
207.	Kristina McConville		November 11, 2020
208.	Kyle Remmenga		December 8, 2020
209.	Kyle Remmenga		December 18, 2020
210.	Leon Liang		November 18, 2020
211.	Leslie Lemmon		December 27, 2020
212.	Lisa Karahalios		December 25, 2020
213.	Lois Kalinsky		December 27, 2020
214.	Lorena Alamillo		December 28, 2020
215.	lwilson2100		December 28, 2020
216.	Lydia Storie		December 28, 2020
217.	Malia Schilling		November 12, 2020
218.	Manijeh Carmichael		December 27, 2020
219.	Marc Lowenthal		December 20, 2020
220.	Mark A Rhein		December 28, 2020
221.	Mark Whitney		November 30, 2020
222.	Martha A Orozco		December 28, 2020
223.	Martha Kowal		November 21, 2020
224.	Martin LeFever		December 10, 2020
225.	Martin Rusch		December 25, 2020
226.	Mary Castaneda		December 1, 2020
227.	Mary Morano		December 28, 2020
228.	Matt Harrington		November 16, 2020
229.	Matt Harrington		December 19, 2020
230.	Matthew Robertson		December 28, 2020
231.	Maureen Perkins		December 27, 2020
232.	Melanie and Ernie Pava		December 27, 2020
233.	Michael Amoruso		December 26, 2020
234.	Michael Blanchard		December 28, 2020
235.	Michael Fishman		November 6, 2020
236.	Michael Guitar		December 1, 2020
237.	Michael Kowal Jr.		December 27, 2020
238.	Michael MacDonald		December 28, 2020

No.	Name	Organization/Address	Date of Letter
239.	Michael Schneider		December 28, 2020
240.	Michael Siegel		November 9, 2020
241.	Michael Tuggle		December 28, 2020
242.	Michele McKinley		December 29, 2020
243.	Michelle McKinley		December 29, 2020
244.	Miguel Nunez		November 12, 2020
245.	Mina Fried (Mona Field)		November 19, 2020
246.	Miri Hindes		December 1, 2020
247.	Morgan Night		December 10, 2020
248.	Myanna Dellinger		December 1, 2020
249.	Nadine Levyfield		November 3, 2020
250.	Nathanael Cho		December 5, 2020
251.	Nathanael Tronerud		December 1, 2020
252.	Neale Stokes		October 26, 2020
253.	Nick Richert		November 15, 2020
254.	Nilza Serrano		November 30, 2020
255.	Noah Cox		December 16, 2020
256.	Olga Lexell		November 6, 2020
257.	Olga Lexell		December 28, 2020
258.	Oscar Peña		November 12, 2020
259.	Owen Thurston		December 28, 2020
260.	Padric Gleason Gonzales		November 30, 2020
261.	Patricia Pérez		December 11, 2020
262.	Paul Rabinov		December 20, 2020
263.	Paula Grepo - Fuentes		December 27, 2020
264.	Peter Cistulli		November 13, 2020
265.	Peter Liepmann		December 27, 2020
266.	Peter Liepmann		November 11, 2020
267.	Pilar Reynaldo		December 28, 2020
268.	Pinguino Kolb		December 2, 2020
269.	Priscila Kasha		December 14, 2020
270.	Q. Sarah Ostendorf		December 23, 2020
271.	Rachel Hastings Saunders		December 28, 2020
272.	Raymond Palagano		October 28, 2020
273.	Rebecca Kalauskas		December 28, 2020
274.	Reg Willson		November 12, 2020

No.	Name	Organization/Address	Date of Letter
275.	Reiner Kolodinski		December 5, 2020
276.	Reiner Kolodinski		October 26, 2020
277.	Rene		December 28, 2020
278.	Rex Mayreis		November 10, 2020
279.	Richard Luczyski		December 27, 2020
280.	Richard Margulieux		December 5, 2020
281.	Richard Mcfarlane		December 27, 2020
282.	Rick Marquez		December 27, 2020
283.	Riker Haddon		November 6, 2020
284.	Robert A Stoughton		December 27, 2020
285.	Robert Barbosa		December 28, 2020
286.	Robert DeVelasco		December 10, 2020
287.	Robert Frampton		December 28, 2020
288.	Robert Frampton		October 29, 2020
289.	Robert Huddy		December 28, 2020
290.	Robert Inman		December 28, 2020
291.	Robert Velazquez		December 10, 2020
292.	Roberta Medford		November 4, 2020
293.	Rody Stephenson		November 7, 2020
294.	Roger Carnow		December 28, 2020
295.	Roger Carnow		November 4, 2020
296.	Ron Bergeron		November 13, 2020
297.	Ron McGill		December 23, 2020
298.	Ronda Jovanelly		December 27, 2020
299.	Ross Selvidge		December 30, 2020
300.	Roy Orecchio		November 5, 2020
301.	Ryan Gallagher		December 2, 2020
302.	Ryan Johnson		December 29, 2020
303.	Ryko Kohne		December 18, 2020
304.	Sam Erman		December 18, 2020
305.	Saman Bravo-Karimi		December 17, 2020
306.	Samuel Siegel		December 28, 2020
307.	Sandra Kay Beckley		December 27, 2020
308.	Sara Antebi		November 15, 2020
309.	Sarah Dean-Gooderham		November 20, 2020
310.	Scott Keiner		November 6, 2020

No.	Name	Organization/Address	Date of Letter
311.	Scott and Christina Newland		November 9, 2020
312.	Sean Shen		November 17, 2020
313.	Sergio Hernandez		November 14, 2020
314.	Sergio Padilla		November 22, 2020
315.	Severin Martinez		December 28, 2020
316.	Shannon Goss Schwartz		December 26, 2020
317.	Shant Jaltorossian		December 27, 2020
318.	Shelagh McFadden		November 30, 2020
319.	Simon Byrne		December 28, 2020
320.	Siobhán Burke		November 30, 2020
321.	Stan Yu		December 8, 2020
322.	Stephen Berens		November 20, 2020
323.	Steve Messer		December 21, 2020
324.	Susan Buchanan		December 28, 2020
325.	Susan Bull		December 25, 2020
326.	Suzanne Smith		December 28, 2020
327.	T Y		November 30, 2020
328.	Terenig Topjian		November 25, 2020
329.	Theodore Stern		December 27, 2020
330.	Thurmon Green		December 28, 2020
331.	Thurmon Green		December 27, 2020
332.	Thurmon Green		November 19, 2020
333.	Thurmon Green		November 12, 2020
334.	Tim Leetrakul		December 1, 2020
335.	Tim Mellin		November 30, 2020
336.	Tim Mellin		November 9, 2020
337.	Timothy Eckert		October 26, 2020
338.	Tom Krumal		December 27, 2020
339.	Tony Butka		December 27, 2020
340.	Tyler Bonstead		November 15, 2020
341.	Vdkbod (Null)		December 26, 2020
342.	Vdkbod (Null)		December 26, 2020
343.	Wajinc (Null)		November 5, 2020
344.	Walt Kasha		December 15, 2020
345.	Warren Brodine		December 27, 2020
346.	Will Proctor		November 16, 2020

No.	Name	Organization/Address	Date of Letter
347.	William Walker		November 13, 2020
348.	WM Johnson		December 10, 2020
349.	yourwhathurtsu		December 28, 2020
350.	Zachary Rynew		December 24, 2020
PUBLIC HEARING NO. 1 ON NOVEMBER 12, 2020			
PH1-1	Alex Boekelheide		
PH1-2	Oscar Pena		
PH1-3	Mona Field		
PH1-4	Mehmet Berker		
PH1-5	Lisa Payne		
PH1-6	Israel		
PH1-7	Michael McDonald		
PH1-8	Darren Hall		
PH1-9	David Newman		
PH1-10	Sebastian Reyes		
PH1-11	Cherryl Weaver		
PH1-12	Ed Stevens		
PH1-13	Anonymous		
PH1-14	Sean Nasseri		
PH1-15	Natalie Freidberg		
PH1-16	Andrew Jacobs		
PH1-17	John Kerr		
PH1-18	Fred Dresch		
PH1-19	Chloe Renée Ziegler		
PH1-20	Alejandro Pardo		
PH1-21	Kim		
PH1-22	Ben Foushee		
PH1-23	Pat Niessen		
PH1-24	Zachary Rynew		
PH1-25	Joyce		
PH1-26	Felicia Garcia		
PH1-27	Marc Caraan		
PH1-28	Severin Martinez		
PH1-29	Ava V.		
PH1-30	Elliot The Colorist		
PH1-31	Michael Sweeney		

No.	Name	Organization/Address	Date of Letter
PH1-32	Fred Dresch		
PH1-33	Joyce		
PH1-34	Barbara Kremins		
PH1-35	Natalie Freidberg		
PH1-36	Cherryl Weaver		
PH1-37	Pat Niessen		
PUBLIC HEARING NO. 2 ON NOVEMBER 14, 2020			
PH2-1	Marcel W.		
PH2-2	Sam Lerman-Hahn		
PH2-3	Paul Dyson		
PH2-4	Sergio Hernandez		
PH2-5	Birgitta Martinez		
PH2-6	Joanne Knokomodo		
PH2-7	Niall Huffman		
PH2-8	Tim		
PH2-9	John Vu		
PH2-10	Kim		
PH2-11	Cyndi Otterson		
PH2-12	Jared Berenholz		
PH2-13	Laura Gonzalez		
PH2-14	Brandon Yung		
PH2-15	Tamala Takahashi		
PH2-16	John Gordon		
PH2-17	Jonathan Matz		
PH2-18	Aaron Stein-Chester		
PH2-19	Marcel W.		
PH2-20	Christopher Cotton		
PH2-21	Amanda Colligan		
PH2-22	Ashley Atkinsin		
PH2-23	Natalie Freidberg		
PH2-24	Felicia Garcia		
PH2-25	Ben Foushee		
PH2-26	Geoffry Nutting		
PH2-27	Don		
PH2-28	Christopher Cotton		
PH2-29	Natalie Freidberg		

No.	Name	Organization/Address	Date of Letter
PH2-30	Benjamin Phelps		
PUBLIC HEARING NO. 1 – QUESTIONS AND ANSWERS			
	Anonymous		
	Ben Foushee		
	Bill Lam		
	Chloe Renée Ziegler		
	Clyde B. Brown		
	Dex		
	Ellen Goldberg		
	Manuel Eduardo Hernández		
	Mona Field		
	Pat Niessen		
	Patricia Yossen		
	Sean Nasseri		
	Tim Lindholm		
PUBLIC HEARING NO. 2 – QUESTIONS AND ANSWERS			
	Adrian		
	Adriana Quinn		
	Allen Carter		
	Anonymous		
	Ben Foushee		
	Diane Trout		
	Lynne Nishihara		
	Natalie Freidberg		
	Paul Dyson		
	Robin Gemmill		
	The Big Dog		
	Teresa G.		
	Tony		

4.3 MASTER RESPONSES

Master Response No. 1 – Design Changes in Eagle Rock

A large number of comments received during public review of the Draft EIR focus on the portion of the Proposed Project within the Eagle Rock community of the City of Los Angeles.

The Draft EIR evaluated three route options in the Eagle Rock Community of the City of Los Angeles (identified as "Section F" of the Proposed Project in the Draft EIR). Route Option F1 provided a hybrid side-and-center running configuration option along Colorado Boulevard from Broadway to Linda Rosa Avenue (SR-134 Interchange). Under this option, the existing median would be converted to center-running, bus-only lanes and would maintain two vehicular lanes in each direction. Route Option F2 proposed side-running bus lanes along this same segment of Colorado Boulevard and would convert the existing buffered bicycle lanes to shared bus-and-bicycle lanes; two travel lanes would be maintained in each direction. Route Option F3 provided a mixed-flow operation, routed via SR-134, Figueroa Street and Colorado Boulevard; no changes to the existing roadway configuration would be required under this option. These three options were included in the Draft EIR based on feedback received during the completion of the Alternatives Analysis and the Draft EIR's scoping process and to allow for continued consideration of the best route solution for Eagle Rock.

Generally, comments on the Eagle Rock segment of the Proposed Project consisted of opinions in support of or in opposition to one or several of the route options in Eagle Rock. Other comments expressed a general opposition to use of Colorado Boulevard. A handful of comments raised issue with the Proposed Project removing a travel lane along Colorado Boulevard, though none of the route options included in the Draft EIR proposed removal of a travel lane. A large segment of comments recommended implementing a community developed route option, referred to as the Beautiful Boulevard, which addresses the BRT route along Colorado Boulevard, between Eagle Rock Boulevard and Linda Rosa Avenue (SR-134 Interchange).

The Beautiful Boulevard design concept generally proposes to a create new landscaped median (and retain the existing median) along Colorado Boulevard and to provide dedicated median-running bus lanes along the segment of the BRT route from Eagle Rock Boulevard to the SR-134 slip ramps near Linda Rosa Avenue. From Eagle Rock Boulevard to Mt. Helena Avenue, the Beautiful Boulevard design concept would reduce travel lanes on Colorado Boulevard to one lane in each direction; the remainder of the route would maintain two lanes in both directions. The Beautiful Boulevard design concept also proposes upgrades to existing pedestrian facilities, preservation of most on-street parking as well as upgrades to existing bicycle facilities in some areas. The Beautiful Boulevard design concept is described in Comment 13-4.

In response to public feedback received, including careful consideration of the community-developed Beautiful Boulevard design concept, and in coordination with local government and stakeholder groups, Metro has further refined the project segment through Eagle Rock, as discussed in Chapter 2, Project Description. More specifically, the Proposed Project now includes two options for the route along Colorado Boulevard, east of Eagle Rock Boulevard to

the SR-134 slip ramps near Linda Rosa Avenue. One option would maintain the two existing travel lanes on Colorado Boulevard in each direction by converting portions of the existing landscaped median and street parking to accommodate the Proposed Project's dedicated bus lanes; the other option would accommodate the Proposed Project's dedicated bus lanes by reducing the number of travel lanes on Colorado Boulevard to one lane in each direction, thereby allowing the Proposed Project to preserve more on-street parking and landscaped median/island space than the two lane option. Under the two lane option, BRT service would operate in dedicated median/center-running bus lanes from El Rio Avenue to the SR-134 slip ramps, which would be intermittently separated from vehicle lanes by raised islands. Under the one travel lane option, BRT service would also operate in dedicated median/center-running bus lanes from El Rio Avenue to the SR-134 slip ramps, intermittently separated from vehicle lanes by raised islands. As indicated, for the center-running bus lane portion of the one travel lane option, a greater length of the bus lanes would be separated from travel lanes by raised islands than under the two travel lane option. The one travel lane option would also preserve more existing parking spaces than the two travel lane option.

On May 27, 2021, the Metro Board approved moving forward with the staff recommended refined Project route and eliminated Route Options F2 and F3 from further consideration in the Final EIR. The refined Proposed Project, including the remaining options, was presented to the Eagle Rock community and stakeholders through a series of public meetings conducted between May 2021 and October 2021.

The Final EIR includes description of the two design options through Eagle Rock as well as updated impact analyses, which has not identified any new or substantially more severe significant impacts. As discussed in Chapter 3, Corrections and Additions, while the one lane option would reduce the number of travel lanes in Eagle Rock resulting in some anticipated congestion relative to existing conditions, the improvement in transit service and associated reduction in VMT would result in a less-than-significant impact on transportation. In addition, noise analyses have shown that change in configurations would not result in louder noise levels than predicted in the Draft EIR.

Both the two travel lane and one travel lane option incorporate specific concepts recommended by the Beautiful Boulevard design concept. Both options provide a new protected (continuously buffered) bicycle facility, consistent with the Beautiful Boulevard design concept's recommendation to buffer bicycle lanes by "flipping" existing parking and bicycle lanes. In contrast, Route Option F1 of the Draft EIR simply provided a new Class II bicycle lane in a similar configuration to existing conditions. Both the two travel lane and one travel lane option also incorporate the Beautiful Boulevard design concept's recommendation to include green pavement markings for the proposed buffered bicycle lane and to, maintain a similar number of the Active Transportation Plan (ATP) curb extensions than proposed under Route Option F1. Further, both route options would enhance pedestrian facilities by providing crosswalks at 20 intersections (compared to 16 intersections under existing conditions). Both options would also provide a new signal-protected school crosswalk at Dahlia Drive, upgrade the existing Rectangular Rapid Flashing Beacons to High-Intensity Activated Crosswalk (HAWK) pedestrian crossing signals or full traffic signals, and add a new HAWK signal at La Roda Avenue.

Metro reviewed the Beautiful Boulevard design concepts developed by the community and noted that dimensions were not provided for the various elements (e.g., sidewalks, travel lanes, bicycle lanes, etc.). The Beautiful Boulevard design concepts were presented for mid-block locations and did not address requirements at intersections and locations with BRT stations. Technical deficiencies noted with the Beautiful Boulevard design concepts include not demonstrating how left-turn pockets could be provided at intersections, not demonstrating how BRT stations could be accommodated, not providing a buffer between the bicycle lane and the adjacent travel lane between Broadway and Eagle Rock Boulevard, and medians/islands are not wide enough to accommodate the type of trees that are illustrated. Since the Beautiful Boulevard design concepts were determined to not be technically feasible for the reasons listed above, two design options were subsequently developed for Colorado Boulevard in Eagle Rock incorporating elements from the Beautiful Boulevard design concepts while addressing geometric requirements (e.g. minimum lane widths) and local circulation and access needs (e.g., provides regularly-spaced median breaks to accommodate left turns and cross-street traffic).

A center median/median-running bus lane configuration along Colorado Boulevard from Eagle Rock Boulevard to the SR-134 slip ramps near Linda Rosa Avenue, as proposed by the Beautiful Boulevard design concept, is not necessary to reduce any significant environmental impacts of the Proposed Project. Similar to Route Option F1 described in the Draft EIR, the two travel lane option would require the existing median and associated landscaping to be removed. However, new islands and center lane landscaping amenities would be installed for safety purposes as part of the Proposed Project, which would also offset some of the loss of visual resources. Moreover, the Proposed Project would implement Mitigation Measures **VIS-1** and **VIS-2**, which would reduce potential visual impacts on Colorado Boulevard east of Eagle Rock Boulevard by requiring landscaping and streetscape beautification. The one travel lane option would even further reduce potential visual impacts by preserving a greater degree of the existing landscaped median than Route Option F1 and by providing raised islands with landscaping. Implementation of the mitigation measures recommended in the Draft EIR would also ensure that impacts related to transportation, biological resources, cultural resources, geology and soils and noise are reduced to less-than-significant levels.

Regarding consistency with the City of Los Angeles Mobility Plan 2035, both the two lane and one lane option would provide improvements to the bicycle network by providing a parking-protected bicycle facility consistent with Mobility Plan Policy 2.6. Similarly, the proposed bicycle improvements along with proposed improvements to the transit network associated with the Proposed Project would be consistent with Mobility Plan Policy 2.9 which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network.

Regarding comments opposed to any use of Colorado Boulevard, Metro has considered these comments, but has determined that routing the Proposed Project on SR-134 and bypassing Eagle Rock would deprive the community of an important transit improvement that would benefit residents and businesses in Eagle Rock. Through an extensive outreach effort, Metro

determined that the refined Proposed Project and associated options in Eagle Rock would provide a benefit to transit users while also addressing much of the local community's concerns.

The purpose of the EIR is to present detailed information regarding the Proposed Project's potential environmental impacts, mitigation measures, and alternatives. Many comments related to the route options through Eagle Rock raise issues that are important to the decision-making process but are not required to be addressed as part of the CEQA process, as they do not raise significant environmental issues. The purpose of allowing the public and agencies to comment on a Draft EIR is to allow environmental issues to be raised and for the lead agency to provide responses to those issues in the Draft EIR. Opinions concerning non-environmental issues, including general expressions of opposition or support for a project, are made a part of the administrative record and are forwarded to the decision-makers for their consideration in taking action on the Proposed Project, but they are not directly responded to in this CEQA document. Prior to certification of the EIR and deciding on the Proposed Project, the Final EIR and the full record of comments received will be presented to the Metro Board for consideration. In addition to the prospective decision on whether to approve the Proposed Project, the Metro Board will also select one of the two options through Eagle Rock under consideration.

Master Response No. 2 – Economic Impacts

Many comments assert that the Proposed Project will cause already struggling businesses to go out of business due to the removal of on-street parking spaces, restrictions on curbside loading, and general disruptions to business from construction. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project.

Regarding loading/unloading zones, dedicated bus lanes are not a restriction on access to any given property and it is common for dedicated bus lanes to be used for temporary loading/unloading activities. For example, this is a regular occurrence for the Grand Avenue & Olive Street Bus Priority Lanes in Downtown Los Angeles. Bus operators navigate around the temporary obstacles by traveling in mixed-flow traffic. Chapter 2, Project Description, of this Final EIR includes a commitment from Metro to coordinate with local jurisdictions during final design of curb-running bus lanes to determine if existing loading zones can be relocated along side streets or off-street on adjacent properties. If necessary, consideration would be taken for accommodating existing loading zones in the curb bus lane. It is therefore not anticipated that bus loading/unloading would result in adverse economic effects that could lead to physical

changes to the environment, such as long-term vacancies that lead to deterioration of buildings and encourage graffiti or other unsightly conditions.

Regarding the loss of parking, the Proposed Project would result in the removal of on-street parking throughout the Project route depending on the configuration of proposed bus lanes, stations, and associated street markings. Chapter 2, Project Description, of this Final EIR describes the anticipated parking loss for each segment of the Proposed Project. Metro will work with local jurisdictions to quantify potential parking impacts of the final design. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route as per the Project Commitments identified in the Chapter 2, Project Description, of this Final EIR. Metro understands that many businesses along the corridor require available parking for their customers; it is not anticipated, however, that the number of spaces displaced by the Proposed Project would burden any one business or set of businesses along the Project route to the extent that indirect environmental effects would result. Access to all businesses along the Project Route would be maintained and the Proposed Project's mobility benefits are anticipated to improve or at least greatly offset any effects on business resulting from the loss of parking associated with the Proposed Project.

Accordingly, the Proposed Project is not likely to result in business closures, and even in the unlikely event that it did, the closure of a small number of businesses would not cause "urban decay"— e.g., the physical deterioration of properties or structures that is so prevalent, substantial, and lasting a significant period of time that it impairs the proper utilization of the properties and structures, and the health, safety, and welfare of the surrounding community.

4.4 RESPONSES TO PUBLIC AGENCIES

Letter No. 1

Miya Edmonson
State of California
Department of Transportation
District 7 - Office of Regional Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012

1-1. The comment summarizes the Proposed Project. Further response is not required.

1-2. The comment expresses support for the primary alignment defined as the Proposed Project.

1-3. The comment expresses support for maintaining the existing Class 2 bicycle lanes on Colorado Boulevard in Eagle Rock. The Proposed Project no longer incudes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation

of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Eagle Rock stations would utilize curb extensions to accommodate station elements, and curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would generally be retained with minor modifications.

1-4. The comment states encouragement for high quality transportation alternatives and summarizes State goals related to sustainable transportation. Further response is not required.

1-5. The comment states that coordination with Caltrans will be needed for any changes to Caltrans right-of-way or SR-134 ramps. Metro will obtain approvals from Caltrans for ramp modifications as applicable and will obtain all required permits including for oversized vehicles, if used for construction. Metro will consider limiting oversized construction trucks to off-peak hours.

1-6. The comment expresses a desire to continue coordination related to the Proposed Project. Metro will coordinate with Caltrans as the Proposed Project advances into design and engineering.

Letter No. 2

L. Narvaez
State of California
Department of California Highway Patrol
Special Projects Section

2-1. The Department of California Highway Patrol acknowledges receiving the Notice of Completion from the State Clearinghouse. The comment references an attached checklist for assessing the potential impact to local operations and public safety. It further states that comments must be provided to Metro by December 10, 2020 if input is advisable. This is clearly an internal comment that was not meant to be submitted to Metro. No comments were provided related to the contents of the Draft EIR.

Letter No. 3

Sharon Springer, Mayor
Bob Frutos, Vice Mayor
Jess A. Talamantes, Council Member
Emily Gabel-Luddy, Council Member
Timothy M. Murphy, Council Member
City of Burbank
275 East Olive Avenue
Pasadena, CA 91510

3-1. The comment introduces the letter. Further response is not required.

3-2. The comment mischaracterizes the definition of project alternatives. While the comment characterizes the Proposed Project as implementing dedicated BRT lanes along "virtually the entire corridor," the Proposed Project has been planned and designed with the local context in mind. There are multiple instances along the proposed route where the Project has foregone proposing dedicated bus lanes and other BRT features based on local considerations and contexts. For example, the Proposed Project would operate in mixed-flow traffic for a portion of the route on Central Avenue between Glenoaks Boulevard and Doran Street and for the entirety of the route in Pasadena. The Alternatives Analysis prepared as a predecessor to the Draft EIR evaluated multiple route alignments and street configurations, and the Proposed Project is the outcome of a multi-year planning process taking into account local considerations and contexts.

The alternatives to the Proposed Project are the No Project Alternative (Alternative 1) and the Improved Existing Bus Service Alternative (Alternative 2). The comment asserts that the Draft EIR must include an alternative that includes targeted BRT elements to satisfy legal requirements for a reasonable range of alternatives. As stated on page 6-8 of Chapter 6, Alternatives to the Project, Alternative 2 would be a local express service with some BRT characteristics. The service may be as frequent as that proposed for BRT with buses that would operate in mixed-flow traffic with transit signal priority systems (i.e., queue jumps as mentioned in the comment). 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 median-running, center-running, or side-running configuration. Alternative 2 includes the targeted BRT elements requested in the comment. In accordance with Section 15126 of the CEQA Guidelines, Consideration and Discussion of Alternatives to the Proposed Project, an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. This requirement has been satisfied in the Draft EIR.

3-3. The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process, although it may be considered by the Board of Directors during the decision-making process. Traffic analysis information has been provided to the City of Burbank outside of the CEQA process. Based upon the traffic analysis, signalized intersections along Olive Avenue are projected to operate at LOS D or better with the exception of the intersections at Buena Vista Street, Verdugo Avenue/Sparks Street, and Victory Boulevard, which are forecast to operate at LOS E or F in 2042 for No Project and/or Proposed Project Scenarios. Signalized intersections along Glenoaks Boulevard are projected to operate at LOS D or better under the No Build and With Project Scenarios. These results are generally consistent between the No Project and Proposed Project Scenarios.

3-4. The comment identifies several concerns regarding the Olive Avenue bridge including pedestrian safety, structural integrity, and geometric concerns with a suggestion to study widening the bridge to accommodate bus lanes and a station with a connection to Metrolink station below. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge and is no longer considering implementing dedicated bus lanes in this location. The location of the station has instead been shifted to Olive Avenue at Lake Street. The shifted station location would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the Proposed Project or result in any new significant environmental impact.

3-5. The comment misinterprets the purpose of identifying the environmentally superior alternative in a Draft EIR. The comment suggests that the Proposed Project could be the environmentally superior alternative, which is not accurate. As stated on page 6-17 of Chapter 6, Alternatives to the Project, CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be identified among the alternatives that are evaluated in the Draft EIR to foster informed decision-making. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts when compared to the Proposed Project while attaining most of the basic objectives of the Project. For the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, 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. If the No Project Alternative is identified as the environmentally superior alternative, CEQA requires identification 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 among the remaining alternatives because, as compared to the Proposed Project, 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. CEQA does not require that the alternatives analysis in the EIR address how the

Project or its alternatives meet the stated Project Objectives, simply that a reasonable range of alternatives to the project, or the location of the project, be identified for decision-making purposes. The comment does not take issue with the ability of either the Proposed Project or Alternative 2 to meet the Project Objectives. CEQA does not require the feasibility determination (including discussion of the degree to which the alternatives meet the objectives) to be included in the EIR (Flanders Foundation v. City of Carmel-by-the-Sea (2012) 202 Cal.App.4th 603.). The decision to the approve the Project will require a finding on the feasibility of the alternatives to the project weighing the desirability of the project "based on a reasonable balancing of the relevant economic, environmental, social, and technological factors against the benefits of the Environmentally Superior Alternative. This decision is left to the Metro Board of Directors as the decision-making body for the Proposed Project.

3-6. The comment introduces what the City views as inconsistencies between the Proposed Project and the Burbank Mobility Element. Specific inconsistencies are addressed in the following comments.

3-7. The comment incorrectly states that the Draft EIR must disclose and mitigate significant congestion impacts related to reducing travel lanes on Olive Avenue. The 2020 CEQA Guidelines do not require traffic congestion analyses. Metro is not required to consider traffic congestion in the CEQA process, although it may be considered by the Board of Directors during the decision-making process.

Regarding the reduction of travel lanes on the Olive Avenue bridge and conflicts with the Mobility Element, Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge and is no longer considering implementing dedicated bus lanes in this location thereby maintaining the existing lane configuration through the Olive Avenue Bridge. The side-running bus lanes configuration would result in a reduction of travel lanes on Olive Avenue between Buena Vista Street and Lake Street. Review of the City's Mobility Element and street classification system did not identify a requirement for Major Arterials to provide and maintain two travel lanes in each direction but rather a requirement for Major Arterials to maintain a 76-foot Traveled Way and a 100-foot Right of Way (Mobility Element on page 4-11). Regardless of the lane configuration of Olive Avenue, the existing width of right-of-way would by maintained by the Project. Further, the City's Mobility Element street classification system identifies several priorities and requirements for Major Arterials. In order, the priorities are (1) Where transit conflicts with cars, design streets to maximize person versus vehicle throughput, (2) On-street parking may be removed to accommodate transit stops or turn lanes. Maximize traffic signal coordination; consider transit signal priority, and (3) Property dedication may be required to maximize sidewalk widths or to provide intersection capacity enhancements. To the extent that the Project presents a conflict between transit and cars due to the conversion of a travel lane to a side-running bus lane, the Project

maximizes person versus vehicle throughput by providing a premium transit service along Olive Avenue, consistent with the street classification list of priorities.

3-8. The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk).

3-9. The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk). The Proposed Project has been designed to avoid widening and acquisitions as feasible. This is consistent with Policy 3.4 which states, “Consider street widening and right-of-way acquisitions as methods of last resort.” Details of the size and location of any potential acquisitions have not been identified at this stage in the design process.

3-10. Where proposed, the curb-running bus lanes configuration is not anticipated to result in spillover traffic into residential neighborhoods, since the curb-running bus lanes configuration maintains the existing number of travel lanes throughout most of Burbank. The side-running bus lanes configuration, which reduces the number of travel lanes on Olive Avenue between Buena Vista Street and Lake Street, is expected to result in a shift of traffic to parallel streets including Alameda Avenue and Burbank Boulevard. Not much traffic is expected to divert to local residential roadways, since out-of-direction travel would be required resulting in longer travel distances and longer travel times, especially considering the speed impediments along the local residential roadways (e.g., stops signs, speed bumps).

Although level of service impacts are not impacts required to be analyzed in an environmental document prepared under CEQA, Metro will work with the City of Burbank during the Project’s engineering phase to install transit signal priority functions to expedite buses through signalized intersections and improve transit travel times.

3-11. The Proposed Project follows the Alameda Avenue and Buena Vista Street alignment suggested in the comment and includes a station in proximity to the Alameda Avenue and Naomi Street intersection.

3-12. The Proposed Project would not acquire land in Burbank that would potentially be used for a transit center in the Media District. The Proposed Project would improve, and not interfere, with the City’s ability to create a new transit center in the Media District, as set forth in Policy 4-3 of the Burbank2035 General Plan Mobility Element.

3-13. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. The location of the station has been shifted to Olive Avenue at Lake Street.

3-14. The alignment of the Proposed Project overlaps with the BurbankBus Pink Route between Hollywood Way/Riverside Drive/Olive Avenue in the Media District and the Downtown Burbank Metrolink Station. The Proposed Project's limited-stop service will complement the local service provided by the BurbankBus Pink Route. In addition, the BurbankBus Pink Route will obtain travel time and reliability benefits from the dedicated bus lanes implemented for the Proposed Project.

3-15. The comment mischaracterizes the Proposed Project. The Proposed Project does not include street widening (i.e., narrowing of the sidewalk).

3-16. The Proposed Project would operate in mixed-flow traffic on Glenoaks Boulevard between Olive Avenue and Providencia Avenue; thus the Project would not impact the City of Burbank's ability to address a gap in the bicycle network on Glenoaks Boulevard between Verdugo Avenue and Providencia Avenue.

3-17. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge.

3-18. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge.

3-19. The Proposed Project will operate in mixed-flow traffic on Glenoaks Boulevard on the approach to Olive Avenue; thus, the proposed BRT will execute a left-turn to westbound Olive Avenue from the left-turn lane shared with automobile traffic.

3-20. The Proposed Project would be designed in the engineering phase to confirm that left-turn movements can be executed in a safe manner at the Glenoaks Boulevard intersections with Providencia Avenue and Alameda Avenue. The eastbound-westbound left turns would operate under a protected signal phase. If geometric analysis demonstrates a conflict between the routing of the eastbound and westbound left turns if they operate concurrently, lead-lag signal phasing can be implemented so the eastbound and westbound left turns occur during separate protected signal phases.

3-21. The curb-running bus lanes configuration along Olive Avenue and the BRT stations along the sidewalks are not expected to create a hazardous geometric condition. Likewise, the side-running bus lanes configuration along Olive Avenue with the BRT stations provided along curb extensions are not expected to create a hazardous geometric condition. Right turns are allowed to be made from dedicated bus lanes across many BRT systems, including along Wilshire Boulevard locally. Metro will work with the City of Burbank during the Project's engineering phase to confirm that the Proposed Project does not create hazardous geometric conditions.

3-22. The Proposed Project's BRT will abide by traffic regulations when operating in the street right-of-way. Lane widths and traffic control measures will meet the applicable design standards. Therefore, the Proposed Project is not expected to create hazardous geometric design features.

3-23. The comment states that the cumulative project list is missing several projects within the City of Burbank that should be included in the Cumulative Impact Analysis. Please see Chapter 3, Corrections and Additions, of the Final EIR for the updated cumulative projects list based on information provided by the City of Burbank on May 3, 2021. The updated cumulative projects list clarifies and amplifies the information provided in the Draft EIR. No new or substantially more severe cumulative impacts have been identified based on the updated list. The additions to the cumulative list do not directly or indirectly affect the environmental resource analyses included in Chapter 5, Cumulative Impacts, of the Draft EIR. Therefore, no revisions to the cumulative impact analysis are necessary.

3-24. Both the Burbank Media District and the Burbank Center Specific Plans were included in the analysis of population and housing and land use impacts, as discussed in Appendices Q and L, respectively. Conflicts and compliance with these planning documents were assessed individually in these technical analyses rather than cumulatively. The Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Land uses surrounding the Proposed Project stations may intensify due to transit oriented development (TOD) pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand. Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. As described in Chapter 4, Other Environmental Considerations, of the Draft EIR, no significant impacts related to land use or population and housing were identified.

3-25. The comment states that the EIR omitted analysis of Metro's Antelope Valley Line (AVL) Capacity and Service Improvements Project in the cumulative projects list and therefore omits necessary analysis of the need for the Project to have additional improvements to the Burbank Metrolink station connection. The AVL Capacity and Service Improvements Project has been added to the analysis in the EIR. Please see Chapter 3, Corrections and Additions, of the Final EIR. Adding AVL to the cumulative list does not directly or indirectly affect the environmental resource analyses included

in Chapter 5, Cumulative Impacts, of the Draft EIR. The AVL Capacity and Service Improvements Project does not propose any improvements to the Burbank Metrolink station or tracks in the vicinity of the Proposed Project and simply proposes increased frequency of service to the station. The Proposed Project no longer proposes any improvements to the Olive Avenue bridge where the Burbank Metrolink Station is located. Thus, there is no potential conflict between the Proposed Project, the existing Burbank Metrolink Station, or existing and future Metrolink service.

3-26. The Draft EIR acknowledged proposed spot widening to add a curb-running bus lane through the Olive Avenue/Sparks Street/Verdugo Avenue intersection and potential overlap of the two projects' construction activities. The Project now includes a side-running bus lane instead of a curb-running bus lane and Metro no longer proposes widening at this location. Metro is committed to working with the City of Burbank during engineering to confirm that improvements are not in conflict with the City's planned improvements at the Olive/Verdugo/Sparks intersection. It should be noted that at the time of this Final EIR, the City of Burbank has not prepared publicly-available design plans for the improvements nor programmed funds for the improvements.

3-27. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge as well as dedicated bus lanes across the bridge.

3-28. At this stage of the Conceptual Design, it is anticipated that a majority of the street trees along Olive Avenue would remain unaffected by the Project and further design refinement would be needed to identify the precise number and location of affected trees. Side-running bus lane configurations of the Proposed Project are anticipated to have fewer impacts on trees than the no longer considered curb-running configuration. The removal of street trees was not considered a significant impact alone unless those street trees have been identified by stakeholders as important aesthetic resources through scoping comments or in a planning document. In absence of a clear identification of a given resource's importance, impacts to aesthetic resources were assessed based on the context to the aesthetic environment and input from stakeholders, local jurisdictions, and the public. The Draft EIR acknowledges that tree removals could occur at various locations but notes that further design refinement during the Preliminary Engineering phase would avoid most conflicts with existing street trees located within sidewalks. Further, Mitigation Measure **VIS-1** would reduce any impacts to streetscape vegetation to a less-than-significant level by requiring replacement landscaping in accordance with local streetscape requirements and design criteria.

3-29. Contrary to the comment's assertion, the Draft EIR does not state that the Project would have no effect on police service calls or service ratios, but rather states that no police facilities would be affected and no changes in population would result requiring new or expanded police service or facilities. As stated in the Draft EIR, police response may improve as the dedicated bus lanes would be available to emergency vehicles in the event of an emergency, avoiding typical roadway congestion. Metro acknowledges

that its transit policing strategy generally only applies to Metro facilities such as stations and that some local police service would be required to respond to service calls along the Project corridor; however, there are existing Metro bus services and facilities within the City of Burbank and it is anticipated that no significant change in the frequency, nature, or magnitude of police service requirements would be posed by the Project. As described in the Draft EIR, new BRT stations would be designed using Metro's Design Criteria which maximize lighting, visibility, and overall user safety which may improve safety along the Project route. Regarding enforcement of bus lane restrictions, Metro would coordinate with the City and local police service agencies to develop appropriate enforcement strategies. Per newly enacted legislation under Assembly Bill (AB) 917, operations of the Proposed Project may incorporate camera enforcement on the buses.

3-30. As discussed in Chapter 4, Other Environmental Considerations, of the Draft EIR there is no plan to locate electric bus charging infrastructure in the City of Burbank and the infrastructure required to charge vehicles for the Proposed Project and the Metro fleet generally would be located where adequate capacity is available. The Draft EIR does identify the North Hollywood Metro B/G (Red/Orange) Line Station as a likely location for charging infrastructure and another location at Pasadena City College is under consideration. Currently and for the purposes of the EIR, it has been assumed that overnight electric charging infrastructure for the Proposed Project would be located at one of Metro's existing bus depots. No aspect of the planning or design for the Proposed Project has considered electric vehicle charging infrastructure within the City of Burbank.

3-31. The comment identifies a recycled water interconnect with the City of Glendale located within the Glenoaks Boulevard median south of Alameda Avenue and states that the Proposed Project would result in impacts to the interconnect. Potential impacts to the referenced interconnect have not been identified during the Project's early phase of conceptual design. If impacts to the interconnect are identified in the Proposed Project's engineering and design phase, the design and engineering process will confirm the functionality of the interconnect.

3-32. The comment states that the Draft EIR does not adequately address potential utility impacts related to proposed street widening. As discussed in Chapter 4, Other Environmental Considerations, of the Draft EIR, construction of the Proposed Project is not anticipated to require or result in the construction or relocation of utilities which could cause a significant environmental impact because utility relocations would be coordinated with utility providers.

At this stage in the conceptual design, utility facilities have not been identified as designs are not advanced enough to determine potential conflicts. As discussed in Appendix S Utilities and Service Systems of the Draft EIR a utility composite base map would be developed to outline the utilities within the Project boundary. The base map would be used to identify conflict locations with Proposed Project work and existing

utility facilities. Each utility company would need to be contacted on a periodic basis to determine if there are any new plans for their facilities. The utility composite base map would be updated as new information becomes available. Utility coordination meetings would be set up with each utility company with potentially affected facilities to help determine if relocation would be required or the facility could be protected-in-place. The utility coordination meetings would help to confirm the utility companies are engaged early during project development. Preliminary relocation concepts would be developed and presented to each utility owner with affected facilities. In addition, the resource analyses factored in utility relocations, as necessary. For example, the air quality analysis is premised on a regional analysis that accounts for a conservative projection of the maximum daily equipment and vehicle activity that could be occurring along the entire Project corridor in a given day. Analyzing such a worst-case scenario ensures that all other construction activities would not produce air quality impacts that exceed those analyzed in this document.

3-33. The comment states that the Draft EIR fails to address long-term effects of frequent bus travel on City pavement requiring increased maintenance cost and activities. As discussed in Chapter 2, Project Description, the Proposed Project's BRT service would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. Substantial deterioration of the pavement is not anticipated because the Proposed Project's BRT service would provide only six buses per hour per direction (or approximately 200 buses per day) and would operate in travel lanes on Olive Avenue that already accommodate between approximately 22,000 and 28,000 vehicles per day, including automobiles, trucks, and buses. In addition, concrete bus pads would be installed at the Proposed Project's BRT stations. A joint maintenance agreement for Project elements will be developed during final design and prior to the opening of Project operations.

3-34. Metro acknowledges that parking is a concern for the affected community and associated businesses; however, as the commenter states, parking loss and economic or social effects are not considered environmental effects for the purposes of CEQA. The side-running bus lanes configuration retains most of the existing on-street parking.

3-35. The Proposed Project's BRT system is not anticipated to induce parking demand, as the BRT stations are spaced more frequently (i.e., closer together) than light rail transit stations. In general, BRT stations are spaced at one-mile intervals, resulting in no greater than a 10-minute walk to access a station.

3-36. The comment concludes the letter with contact information for City staff. Metro acknowledges the preceding comments and looks forward to continued coordination with the City of Burbank. No further response is required.

3-37 The comment introduces the Memorandum. Further response is not required.

3-38. Any impacts to the pavement on these segments of Olive Avenue would have to be repaired per the City of Burbank Standards. Metro acknowledges the comment and will include related language in the construction specifications.

3-39. The Proposed Project's BRT stations would include concrete bus pads, as is the standard practice for Metro.

3-40. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. In addition, two travel lanes would be maintained in each direction across the Olive Avenue bridge, as the BRT will operate in mixed-flow traffic across the bridge.

3-41. The comment provides contact information for Anthony Roman, Civil Engineer Associate, for additional information or questions.

3-42. The Proposed Project's BRT stations will include trash receptacles, as is the standard practice for Metro.

3-43. Metro acknowledges that altering storm drain infrastructure requires approval and permits from the City of Burbank and/or the County of Los Angeles.

3-44. The Water Resources and Hydrology Technical Report (Appendix T) acknowledges that the Cities of Los Angeles, Burbank, Glendale, and Pasadena are all co-permittees to the Los Angeles County MS4 Permit (NPDES No. CAS004001, Board Order No. 01-182), and they each have incorporated requirements of the County of Los Angeles LID Guidelines into their City Codes. Refer to page 20 of the Technical Report.

3-45. Metro acknowledges the Best Management Practices in Burbank Municipal Code Section 9-3-407. The Code states:

Best Management Practices shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy. The Best Management Practices selected for each development construction project, not otherwise designated as a project subject to the General Construction Permit, or an Exempt Project, shall be as set forth in the City's Municipal Storm Water and Urban Runoff Discharges Manual.

Construction Priority Project Stormwater Pollution Prevention Plan and Wet Weather Erosion Control Plan shall include, at a minimum, the following BMPs:

A. Sediment Control:
   1. At site perimeters,
   2. Below significant slopes (1 vertical to 5 horizontal or greater)
   3. At interior storm drain inlets

B. Erosion Control (soil stabilization) on completed disturbed surfaces

C. General Site Management, and Materials and Waste Management BMPs for all applicable specific construction operations

3-46. No construction or re-construction has been identified on private property in Burbank at this stage in the Conceptual Engineering. If construction on private property is necessary, Metro will comply with applicable BMPs.

3-47. The City's Green Street Policy, referenced in the comment, "is intended to demonstrate compliance with the National Pollutant Discharge Elimination System (NPDES) Municipal Storm Sewer Separate System (MS4) permit for the Los Angeles Region (Order No. R4-2012-0175)." Metro projects comply with NPDES regulations. As stated in the LAMC, all development and redevelopment projects within the City must "comply with the Land Development requirements of the MS4 permit though integrating LID practices and standards for stormwater pollution mitigation" (Section 64.72).

3-48. The comment provides contact information for Eden Lopez for additional information or questions.

3-49. The side-running bus lanes configuration would reduce Olive Avenue to one travel lane per direction between Buena Vista Street and Lake Street. Based upon traffic analysis, signalized intersections along Olive Avenue are projected to operate at LOS D or better with the side-running bus lanes configuration with the exception of the intersections at Buena Vista Street and Verdugo Avenue/Sparks Street, which are forecasted to operate at LOS E or F in 2042. Please note that these same intersections are forecasted to operate at LOS E or F in 2042 for the No-Build Scenario. If the side-running bus lanes configuration is advanced for the Project, Metro will work with the City of Burbank during the Project's engineering phase to implement adjustments to traffic signal timing considering traffic flow implications.

3-50. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. In addition, four travel lanes will be maintained across the bridge and the BRT will operate in mixed-flow traffic across the bridge.

3-51. Refer to Response 3-49.

3-52. Refer to Response 3-32 regarding utility impacts and 3-28 regarding tree removal. The side-running bus lanes configuration does not require street widening along Olive Avenue.

3-53. Metro has revised the design of the Proposed Project to eliminate the proposed station on the Olive Avenue bridge. In addition, four travel lanes would be maintained across the bridge and the BRT would operate in mixed-flow traffic across the bridge.

3-54. At the location (eastbound direction turning from Riverside Drive to Olive Avenue) where the Proposed Project's BRT buses would make a non-standard traffic

movement (e.g., left turn from the far most right lane), the bus movement would be controlled by transit signal (vertical white bar) and would operate in an exclusive queue jump phase.

3-55. The curb running bus lanes proposed along Olive Avenue and the BRT stations along the sidewalks are not expected to create a hazardous geometric condition. Likewise, the side-running bus lanes configuration along Olive Avenue with the BRT stations provided along curb extensions are not expected to create a hazardous geometric condition. Right turns are allowed to be made from dedicated bus lanes across many BRT systems, including along Wilshire Boulevard locally Metro would work with the City of Burbank during the Project's engineering phase to confirm that the Proposed Project does not create hazardous geometric conditions.

3-56. The preliminary design concepts for the Project do not anticipate narrowing lane widths at the station locations.

3-57. The comment provides contact information for Vikki Davtian, Principal Engineer - Traffic, for additional information or questions.

3-58. See Response 3-30.

3-59. The Proposed Project does not include roadway widening in Burbank. Therefore, impacts to the City's storm drainage facilities are not anticipated. Minor drainage/storm water improvements may be necessary at the Project's proposed BRT stations which, if necessary, would be addressed in the Project's engineering/design phase.

3-60. As discussed in Chapter 2, Project Description, the Proposed Project's BRT service would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. Substantial deterioration of the pavement is not anticipated because the Proposed Project's BRT service would provide only six buses per hour per direction (or approximately 200 buses per day) and would operate in travel lanes on Olive Avenue that already accommodate between approximately 22,000 and 28,000 vehicles per day, including automobiles, trucks, and buses. In addition, concrete bus pads would be installed at the Proposed Project's BRT stations. A joint maintenance agreement for Project elements would be developed during final design and prior to the opening of Project operations.

A need for land acquisition in Burbank has not been identified for BRT stations or roadway widening. The need for easements within the City's right-of-way during construction would be identified in the engineering phase.

3-61. The comment refers to an attached letter related to Transportation Impacts. No additional letter has been provided to Metro.

3-62. The comment provides contact information for the Public Works Field Services for additional information or questions.

Letter No. 4

Erik Krause
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4-1 The comment provides an introduction to the letter. Further response is not required.

4-2 This comment notes that the following comments are related to loss of travel lanes and median modifications on Glenoaks Boulevard, which are identified in the Draft EIR as Areas of Controversy and Issues to be Resolved. Specific comments related to loss of travel lanes and median modifications are addressed in the following responses.

4-3 The City requests that the Grandview Station, which is noted as an optional station in the Draft EIR, be included as part of the Proposed Project. The Grandview Station is part of the Proposed Project assessed in the Final EIR.

4-4 The City requests protected bicycle lanes on Glenoaks Boulevard. The Proposed Project maintains the existing Class II bicycle facilities on Glenoaks Boulevard. Metro will work with the City of Glendale during subsequent design phases to evaluate options to enhance the bicycle lanes along Glenoaks Boulevard in conjunction with refining the design of the Proposed Project.

4-5 Comment noted.

4-6 Metro notes that the curb adjacent or parking protected bike lane option may be considered during the Project's design phase. Metro expresses concern regarding safety associated with the median adjacent or center-running bike lane concept because there is a possibility that cyclists could cut across the bus and vehicular traffic lanes to enter or leave the bike lanes, unless physical barriers are constructed to control access into and out of the bike lanes. The median adjacent or center-running bike lanes also may be considered during the Project's design phase. Metro acknowledges that implementation of protected bike lanes would not conflict with the dedicated bus lanes included in the Proposed Project.

4-7 The comment requests that Metro include protected intersection bike lane options at major intersections, including where BRT stations are planned at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue. Regarding pedestrian timing issues, the City requests that Metro maintain two-stage crossing and pedestrian push buttons in the median. The Concept Plans in Appendix Z of the Draft EIR indicate that a station or median would be included at each major intersection and will continue

to provide a pedestrian-refuge to allow for the two-stage crossing movement. Protected intersections for bike facilities were not included in the Draft EIR Concept Plans; however, as the design of the Proposed Project is advanced, Metro will work with the City of Glendale to delineate bus lane improvements which do not preclude the City from providing a protected bicycle facility.

Regarding left-turn phasing issues, the City requests that Metro confirm operations of left-turn phasing to address potential conflicting eastbound/westbound left-turn movements on Glenoaks Boulevard. Metro notes that lead-lag left-turn phasing could address the left-turn interlock concern noted by the City, at locations where there are conflicts between eastbound/westbound left-turn movements.

4-8 Metro intends to maintain existing pedestrian crossings. Metro will work with the City of Glendale during subsequent design phases to accommodate new or modified pedestrian-only crossings identified by the City.

4-9 The comment provides a conclusion to the prior comments. Metro will continue to consider the City's recommended design concepts in subsequent phases and no potentially significant impacts associated with VMT reduction or geometric safety concerns have been identified for the Proposed Project. Further response is not required.

4-10 The comment notes that the Proposed Project would not conflict with the proposed Glendale Streetcar project. However, further study and coordination would be needed if the BRT was to operate on Colorado Street (Route Option E2) rather than on Broadway (Route Option E1). The comment is no longer relevant as the Proposed Project assessed in the Final EIR would operate on Broadway.

4-11 The comment requests coordination between Metro and the Glendale Streetcar project team regarding the location and design of stops on Central Avenue to facilitate passenger transfers, particularly taking into consideration the major trip generator of the Americana shopping mall located between Broadway and Colorado Street. Metro is committed to coordinating with the City of Glendale throughout the design and construction of the Proposed Project.

4-12 The comment requests clarification regarding the intent and difference between Mitigation Measures **TRA-2**, **TRA-3**, and **TRA-4**, and requests that the project include a Traffic Management Plan and associated Temporary Traffic Control Plans.

Mitigation Measure **TRA-2** addresses impacts to traffic circulation and access. Mitigation Measure **TRA-3** addresses impacts to pedestrian circulation and access. **TRA-4** addresses impacts to bicycle circulation and access. Metro would develop a Traffic Management Plan prior to construction which would incorporate best practices similar to those indicated in the Caltrans Transportation Management Guidelines. Prior to construction, specific Temporary Traffic Control Plans consistent with the California Manual on Uniform Traffic Control Devices would be developed.

4-13 The comment notes that the reduction to one travel lane in each direction along Broadway may require development of additional left-turn pockets at minor intersections which could impact on-street parking. Metro will work with the City of Glendale in subsequent design phases to analyze design options for intersections at minor roadways, including left-turn restrictions and/or traffic signal phasing and timing changes along with adding left-turn pockets at selected locations.

4-14 The comment notes that the Proposed Project should continue bus operations in mixed-flow travel lanes on Central Avenue south to Doran Street due to existing traffic congestion at the SR-134 interchange. Metro will evaluate extending mixed-flow bus operations on Central Avenue to Doran Street during the design phase. Based on the concept plans, the Project would operate in mixed-flow travel lanes on Central Avenue south to Pioneer Drive, which is just one block to the north of Doran Street. Shortening the dedicated bus lanes by one block and operating instead in mixed-flow traffic would not result in different environmental impacts than disclosed in the EIR.

4-15 The comment notes that the Proposed Project should evaluate geometric impacts for left-turn vehicles at signalized cross streets on Glenoaks Boulevard. The eastbound-westbound left turns would operate under a protected signal phase. If geometric analysis demonstrates a conflict between the routing of the eastbound and westbound left turns if they operate concurrently, lead-lag signal phasing can be implemented so the eastbound and westbound left turns occur during separate protected signal phases.

4-16 The Conceptual Engineering Plans (Appendix Z of the Draft EIR) indicate retention of the signalized pedestrian crossings along Glenoaks Boulevard.

4-17 The Proposed Project would primarily enhance bicycle facilities by providing bypass lanes for bikes around BRT stations. To accommodate far-side station platforms near Central Avenue/Lexington Drive, the Class 2 Bike Lanes would be rerouted behind the station platforms. To facilitate bicycle safety along Broadway, the current Class III bike route (sharrows) would be removed. Cyclists would share the dedicated bus lanes with a low volume of buses relative to traffic in the existing general purpose lanes marked with a sharrow. Cyclists could also use the nearby parallel Class III bike route (sharrows) along Harvard Street.

4-18 The Federal Highway Administration policies allow bicycles to operate in designated transit lanes and cyclists would be allowed to use the proposed bus lanes on Broadway. The sharrow lane markings would no longer be necessary. Metro will work with the City of Glendale to determine appropriate signage and pavement marking treatments during subsequent design phases.

Letter No. 5

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Los Angeles, CA 90012

5-1 This comment provides an introduction to the letter.

5-2 This comment summarizes Los Angeles Department of Transportation's (LADOT) review procedure and resources.

5-3 This comment addresses the potential for a significant impact related to consistency with the City of Los Angeles Mobility Plan 2035 with respect to the shared bus and bicycle lane in Eagle Rock under Route Option F2. A shared bus and bicycle lane is no longer under consideration for the Proposed Project in Eagle Rock. The Proposed Project would maintain the Class II buffered bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The current design for the Proposed Project is consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes.

5-4 This comment states that Metro is responsible for implementing the relevant portions of the Mobility Plan 2035 Mitigation Monitoring and Reporting Program because the Proposed Project is installing portions of the City's Transit Enhanced Network (TEN). The Mitigation Monitoring and Reporting Program is attached to the letter, although the City did not identify the relevant mitigation measures. Upon review, many of the mitigation measures were included in the Draft EIR using similar language and other mitigation measures are not applicable to the Proposed Project. Further, the Mitigation Monitoring and Reporting Program, which is attached to the comment letter, does not identify Metro as being responsible for implementing or enforcing any of the mitigation measures. LADOT provides no legal authority for the proposition that Metro may be obligated to implement the mitigation measures adopted by the City for the Mobility Plan 2035.

5-5 This comment notes that Senate Bill 288 statutorily exempts a broader class of projects from CEQA that are defined as Transit Prioritization Projects. The Proposed Project is a Transit Prioritization Project, which includes bus rapid transit.

5-6 This comment states that a traffic delay analysis would be required by the City in the event the Proposed Project would result in a reduction in general purpose lanes. Metro acknowledges the request.

5-7 This comment expresses support for Route Option A1 in North Hollywood, which was selected by the Metro Board in May 2021 as part of the Proposed Project.

5-8 This comment requests that design development for Option A1 and the intersection of Chandler Boulevard and Vineland Avenue be coordinated closely with LADOT to confirm that the design of the Proposed Project best integrates bicycle facility enhancements and achieves the goals of the Mobility Plan 2035. Metro acknowledges the request.

5-9 This comment recommends that the design working group required in Mitigation Measure **TRA-5** be convened prior to final design of the Proposed Project. Mitigation Measure **TRA-5** begins by stating, "Prior to completion of Final Design, Metro shall convene a design working group with LADOT…." No change is necessary to the existing mitigation measure to satisfy the request.

5-10 This comment notes that LADOT would require the preparation of a supplemental analysis, per the non-CEQA directives of the LADOT Transportation Assessment Guidelines, as the means to fully disclose the potential effect this alignment would have on the adjacent street system should Route Option A2 be designated as the Proposed Project. Metro acknowledges this requirement, although Route Option A2 is not being advanced for further consideration.

5-11 This comment is related to Route Option F2 and the shared bus and bicycle lane, which is no longer considered as the Proposed Project. Refer to Master Response No. 1.

5-12 This comment requests that Mitigation Measure **TRA-5** also be applied to Route Option F1. The mitigation measure as written does not limit coordination to a particular Route Option. It will be applied to the Proposed Project identified in the Final EIR at the City's request.

5-13 This comment requests that the Traffic Management Plan identified in Mitigation Measures **TRA-1** through **TRA-4** be coordinated with the LADOT's Planning and Development Review Division via the office email address at ladot.devreview.cen@lacity.org. Metro acknowledges this request.

5-14 This comment requests that Metro consult the appropriate City of Los Angeles Fire Department to confirm emergency access is adequately maintained at locations with restricted left turns. The Proposed Project would provide a westbound left-turn bay at Maywood Avenue immediately to the west of the Los Angeles Fire Department Station 42, which would facilitate response in either direction from the fire station driveway. Metro will evaluate options to facilitate fire department access and circulation during subsequent design phases. While center-running and median-running BRT configurations would result in some left-turn restrictions, left-turn opportunities throughout the Project Area would be provided at major signalized intersections. In addition, as discussed in Chapter 4, Other Environmental Considerations, of the Draft EIR, Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria.

5-15 There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. Mitigation Measure **VIS-1** on page 3.2-17 of the Draft EIR mandates a Landscape Replacement Study, tree replacement, and coordination with affected jurisdictions. A detailed tree survey is not necessary to demonstrate the potential for a significant impact and is not mandated by CEQA. The Draft EIR already discloses potential impacts associated with tree removal and identifies adequate mitigation measures to mitigate such impacts to a less-than-significant level. Metro acknowledges that trees in the public right-of-way and easements in the City of Los Angeles are regulated under the Los Angeles Municipal Code and require a permit for planting, trimming, root pruning or removal. In compliance with the coordination requirement in Mitigation Measure **VIS-1**, Metro will direct the Landscape Architect to coordinate with appropriate City staff. Staff is listed in the comment letter as David Olivo (david.olivo@lacity.org) with Los Angeles City Planning and Ana Tabuena-Ruddy (ana.Tabuena-Ruddy@lacity.org) with StreetsLA.

5-16 This comment states that LADOT requires a parking removal analysis as part of final design process. The comment also states that Mobility Plan 2035 requires that prior to project decision, all businesses that may be directly affected by removal of on-street parking be notified of the project and the potential removal of on-street parking. Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

5-17 This comment summarizes traffic control measures proposed in the City of Los Angeles. Metro acknowledges that new traffic control measures are mandated to be reviewed and approved by the appropriate LADOT District Operations staff.

5-18 This comment states that Metro is required to follow the applicable outreach and evaluation procedures as required by the Mobility Plan 2035 Settlement Agreement

because the project would allocate lanes to implement the Mobility Plan 2035. Refer to Response 5-4. It should also be noted that Metro is not a party to the referenced Settlement Agreement. As requested in the comments, Metro will coordinate with David Somers (david.somers@lacity.org) to identify which outreach and evaluation procedures could apply to the Project on a voluntary basis.

5-19 This comment expresses support for the Proposed Project and states that the City believes that there are access, safety, and circulation issues that need to be addressed prior to completing the final design for the Proposed Project. It is acknowledged that the Project team should engage LADOT and City staff to discuss the various comments provided in this review prior to moving forward with the development of the Final EIR. Metro looks forward to ongoing coordination related to the Project.

Letter No. 6

Kevin de León
Councilmember, 14th District

6-1 The comment mischaracterizes the definition of project alternatives. The Proposed Project includes options for the BRT route's alignment and street configurations. This was necessary due to public feedback during the completion of the Alternatives Analysis and Draft EIR scoping process. It was not possible to reach a consensus on one route alignment and street configuration preferred by Metro, the cities, stakeholders, and general public. Metro determined that stakeholders and the agency decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple route alignments and street configurations.

The alternatives to the Proposed Project are the No Project Alternative (Alternative 1) and the Improved Existing Bus Service Alternative (Alternative 2), which are evaluated in Chapter 6, Alternatives to the Project, of the Draft EIR. As stated on page 6-7 of Chapter 6, Alternatives to the Project, Alternative 1 assumes that the Proposed Project would not be implemented by Metro. As stated on page 6-8 of Chapter 6 to the Project, Alternatives, Alternative 2 would implement improved existing bus service, consisting of local express service with some BRT characteristics. The service may be as frequent as that proposed for the Proposed Project's BRT, with buses that would operate in mixed-flow traffic with transit signal priority systems. Stops would be more frequent than the Proposed Project's BRT line but less frequent than local bus lines. 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 stop locations and there would be no median-running, center-running, or side-running dedicated bus lanes configurations. In accordance with Section 15126 of the CEQA Guidelines, Consideration and Discussion of Alternatives to the Proposed Project, an EIR need not consider every conceivable alternative to a project. Rather, it must consider a

reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. This requirement has been satisfied in the Draft EIR.

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified among the alternatives that are evaluated in the Draft EIR. Refer to page 6-17 of the Draft EIR for a detailed discussion of the environmentally superior alternative. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. 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. If the No Project Alternative is identified as environmentally superior, CEQA requires identification of an environmentally superior alternative other than the No Project Alternative from among the remaining alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative because it avoids or reduces 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.

If the Metro Board of Directors determines to approve the Proposed Project, the Board will adopt CEQA Findings of Fact, which will address the Proposed Project, alternatives, and mitigation measures. CEQA requires that these findings made pursuant to Section 15091 be supported by substantial evidence in the record (Section 15091(b) of the State CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information has been provided (and reasonable inferences from this information may be made) that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicted upon facts, and expert opinion supported by facts (Section 15384 of the State CEQA Guidelines). CEQA further requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its environmental effects when determining whether to approve the project.

6-2 Metro disagrees with the premise that there has been poor communication with the Eagle Rock community. To encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/ Tagalog/Spanish) electronic noticing to the project's database of contacts. Other noticing methods including email blasts, social media advertisements, meeting flyer distribution, and print and online media notification were also provided in the study area during the 60-day scoping period, which was extended from 45 days. In addition, in accordance with Metro's Public Participation Plan, targeted community

outreach efforts were completed in various cities throughout the Project area to ensure participation of limited English proficiency and transit reliant populations. Specifically, special pop-up events were hosted at the North Hollywood Station to reach transit riders. Comments during the Public Scoping period for the Project were also received through a set of transit rider intercept surveys conducted at major transit stops along the corridor. As the Draft EIR was circulated during the COVID-19 pandemic, such targeted outreach to transit riders was not possible at each phase of the EIR outreach process. Due to the limited in-person outreach opportunities during COVID-19, Project car cards were printed and placed on Metro Bus lines to reach transit users.

As discussed in Response 6-1, options for the BRT route's alignment and street configurations were developed in response to community and stakeholder feedback received early in the project planning process and into scoping, and the three design options in Eagle Rock described in the Draft EIR were developed in direct response to community concerns regarding parking, medians, and safety. Regarding the TERA letter, please refer to Responses to Comment Letter 18.

6-3. Refer to Response 6-1 related to identification of the environmentally superior alternative. The Proposed Project, including the design options evaluated in the Draft EIR and the Final EIR, as mitigated, would not result in any significant and unavoidable environmental impacts, including within the Eagle Rock community.

6-4. The comment expresses concern with the visual compatibility of the Proposed Project's BRT station in the vicinity of the Colorado Boulevard/Eagle Rock Boulevard intersection with the Center for the Arts building, an identified Los Angeles Historic Cultural Monument. The comment states that the proposed station would be located directly in front of the Center for the Arts building; the current conceptual design sites the station along a curb extension which would extend partly in front of the library and partly in front of a commercial structure located at 2223 Colorado Boulevard. However, the Proposed Project would not locate a station platform in front of the Center for the Arts building. Further design of the station placement will occur during a later phase of the project. The aesthetics analysis provided in Section 3.2, Aesthetics, of the Draft EIR focuses the consideration of historic buildings on damage to such resources consistent with the CEQA Guidelines Appendix G impact criterion that asks whether the Proposed Project would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings. Regarding impacts to the character of historic buildings, Section 3.5, Cultural Resources, of the Draft EIR provides a detailed analysis of potential impacts associated with siting of stations and other project facilities near historic buildings. As discussed, potential impacts to historical resources would primarily be limited to changes in setting at the location of station platforms, where shade structures and other vertical features would be constructed. In the case of historical resources that are characterized by their relationship to the street, such as pedestrian-oriented street fronts sited at or near the property line, consistency with Rehabilitation Standards can be achieved by maintaining physical access to the historical resource from the sidewalk and a visual

connection between the historical resource and the street. The contemporary appearance of the "kit of parts" station design would visually differentiate the proposed station features from the Center for the Arts building consistent with Rehabilitation Standard Nine of the Secretary of the Interior's Standards for the Treatment of Historic Properties, which advises:

> *"…related new construction will not destroy historic materials, features, and spatial relationships that characterize the [historic] property…new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the [historic] property and its environment.".*

Further, Mitigation Measures **CUL-1** would require that a qualified architectural historian review final project designs to confirm compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated rehabilitation standards. Based on the analysis contained in the Draft EIR, and with implementation of Mitigation Measure **CUL-1**, the Proposed Project would not have a significant impact on the Center for the Arts Building and no further mitigation is required.

6-5 There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. Mitigation Measure **VIS-1** on page 3.2-17 of the Draft EIR mandates a Landscape Replacement Study, tree replacement, and coordination with affected jurisdictions. As discussed under Impact 3.4-4, the Proposed Project would include vegetation and tree removal which the Draft EIR clearly acknowledges as a potentially significant impact to nesting birds and bats. Mitigation Measure **BIO-1** on page 3.4-8 of the Draft EIR would mitigate inadvertent impacts to nesting bird and bat species.

It is acknowledged that removing mature trees would reduce shade canopy until new trees reach maturity. In Eagle Rock, a majority of the mature trees that would be potentially affected by the Proposed Project are located within the median along Colorado Boulevard. Some street trees along sidewalks would also be potentially displaced by the Proposed Project. The medians in Eagle Rock are not intended for pedestrians and thus the trees serve a decorative function rather than a shading function. While the Proposed Project would potentially result in removal of street trees, each station would include shade structures. Mitigation Measures **VIS-1** and **BIO-1** would sufficiently eliminate the potential significant impact related to tree removal and additional mitigation is not necessary.

Because the existing mitigation measures identified in the Draft EIR are sufficient to reduce impacts to less-than-significant levels, further response is not required. Nevertheless, the following provides an assessment of the suggested additional mitigation measures presented in this comment (responses are provided in italics).

- Metro shall provide a detailed list of all trees/shrubs scheduled for removal in the Final EIR and shall include the tree species, trunk size, estimated age, carbon storage potential, and canopy size in their report.

  A detailed tree survey is not necessary to demonstrate the potential for a significant impact and is not mandated by CEQA. The Draft EIR already discloses potential impacts associated with tree removal and identifies adequate mitigation measures to mitigate such impacts to a less-than-significant level.

- Metro shall replace all trees removed in Eagle Rock with 36" box trees planted at a 4:1 tree replacement ratio.

  These suggestions are not mandated by City standards nor by the Los Angeles Municipal Code. Metro will replace street trees at a 2:1 ratio, as specified by City standards. The Draft EIR already discloses potential impacts associated with tree removal and identifies adequate mitigation measures to mitigate such impacts to a less-than-significant level.

- Metro shall ensure that all replacement trees are species native to this particular region of Southern California and biologically appropriate to support the local ecosystem.

  Metro standard practice is to use native, low-water vegetation landscaping.

- Metro shall conduct a nesting bird survey, much like the preemptive bat roosting habitat assessment, with a qualified biologist during the nesting season the year prior to construction to determine the reliance of the local bird population on these trees for nesting.

  *Mitigation Measure **BIO-1** on page 3.4-8 of the Draft EIR would mitigate inadvertent impacts to bird and bat species.*

- Metro shall ensure that all newly planted trees provide sufficient habitat, as determined by a qualified biologist, for the current local bat and bird population, as identified by the nesting bird survey and the bat roosting habitat assessment.

  *The Landscape Replacement Study identified in Mitigation Measure **VIS-1** will consider trees that provide appropriate habitat to the current bird and bat population.*

- Metro shall work with arborists or other tree experts to develop a 20-year maintenance plan to ensure that newly planted trees develop root systems that promote long life of the trees, reduce or eliminate reliance on artificial watering, and avoid any structural disruptions to the surrounding pavement and subterranean utilities.

  *The Landscape Replacement Study identified in Mitigation Measure **VIS-1** will include low-water, drought-tolerant plantings and will consider pavement and subterranean utilities for planting locations. Metro does not agree with the necessity of a 20-year maintenance plan.*

- Metro shall be responsible for carrying out active maintenance of the newly planted trees and surrounding vegetation for a minimum of five years until the replacement trees and surrounding vegetation is determined by a tree expert to be sufficiently established to transition into less active maintenance.

  Any potential commitment by Metro to carry out active maintenance of newly planted trees and other landscaping during an establishment period is subject to agreement between Metro and the City of Los Angeles.

- Metro shall ensure that the maintenance plan for the newly planted trees and vegetation includes provisions for any irrigation system required and with clear guidance and funding for the repair and maintenance of any such irrigation infrastructure.

  Any potential commitment by Metro to maintain any new irrigation system is subject to agreement between Metro and the City of Los Angeles.

- Metro shall permanently relocate to the extent feasible any Magnolia trees on Colorado Boulevard to a location where the trees will be able to survive.

  Magnolia trees are not protected species and as such are not required to be relocated by Metro. Metro will consider relocating mature Magnolia trees to the extent feasible. This would be dependent on many variables including tree health and root systems.

- Metro shall consult with the community on the selection of new native tree species for the corridor as well as on any proposed planting location for the transplanted magnolia trees.

  *Mitigation Measure **VIS-1** includes coordination with local jurisdictions. Metro will consider seeking input from the general community during the landscape planning process.*

6-6 Mitigation Measures are not necessary to sufficiently eliminate the potential significant impact related to storm drains and groundwater recharge. As discussed on page 4-10, Chapter 4, Other Environmental Considerations, of the Draft EIR, because the Proposed Project would replace 5,000 square feet or more of impervious surface area

on an already developed site, per the County's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, as part of the stormwater program, SUSMP and Site-Specific Stormwater Mitigation Plans must be incorporated into the Project. Compliance with these regulations would require the inclusion of post-construction stormwater measures and low-impact development measures designed to minimize runoff flows and water quality degradation.

Further, Mitigation Measure **VIS-1** already requires replacement landscaping as well as a Landscape Replacement Study to identify the location and type of replacement landscaping subject to local jurisdiction review and approval.

Because the Proposed Project would not result in a significant impact to hydrology and water quality, further response is not required. Nevertheless, the following provides an assessment of the suggested additional mitigation measures from this comment (responses are provided in italics).

- Metro shall replace all median landscaping removed from Colorado Boulevard with the same square footage of landscaping along the project corridor within Eagle Rock.

  Metro will attempt to maintain the same amount of landscaped median to the extent feasible, subject to further evaluation in the Project's design phase.

- Metro shall create a median landscaping advisory committee made up of local stakeholders to inform the design for any new or modified medians.

  *Per Mitigation Measure **VIS-1** on page 3.2-17 of the Draft EIR, a Landscape Replacement Study and tree replacement will be coordinated with affected jurisdictions.*

- Metro shall consult relevant departments to ensure that this project meets or exceeds the City of Los Angeles's goals regarding stormwater capture.

  Metro standard practice is to coordinate with local jurisdictions during design, engineering, and construction.

6-7 As discussed under Section 2.9, Construction, page 2-33 of the Draft EIR, the construction duration of the Proposed Project is expected to last approximately 24 to 30 months. However, construction activities would shift along the corridor so that construction activities would be of a shorter duration within each segment. The contractor may build the Project in sections, extending over several contiguous blocks with multiple phases within each segment. For example, one phase of construction could be installing a raised island between the future bus lane(s) and the travel lane(s) along one side of the street, a second phase could be conducting similar construction on the opposite side of the street, and a third phase could be building the bus lanes, stations and medians in the center of the roadway. For each construction phase, within

a particular section, appropriate temporary traffic control measures would be defined in the Traffic Management Plan (TMP). The TMP would identify:

- The work zone and any required "lay-down" areas,
- The description of construction activity,
- The anticipated duration and proposed hours of work,
- Lane closures along with proposed re-routing of traffic,
- Temporary traffic control signage and construction barricades and flagging,
- Provisions to accommodate bicycle traffic during construction,
- Provisions to maintain sidewalk circulation, and,
- Provisions to maintain vehicular and pedestrian business access during construction.

The TMP would be developed with input from the City of Los Angeles and would be approved before initiation of construction activities.

6-8. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the design for the revised Proposed Project is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes.

6-9 Metro acknowledges that the Proposed Project would remove some on-street parking. As noted by the comment, parking impacts are not considered environmental impacts under CEQA. Regarding noise, the California Department of Transportation Technical Noise Supplement states that a doubling of traffic volumes is typically needed to audibly increase mobile source noise (California Department of Transportation, *Technical Noise Supplement For New Highway Construction, Reconstruction, and Retrofit Barrier Projects*, April 2020). The Proposed Project is not expected to lead to a doubling of traffic volumes on any street. In addition, traffic noise is dependent on travel speed with lower speeds generating lower noise levels. People searching for parking typically drive slowly, generating less noise. Page 4-18 of the Technical Noise Supplement indicates that a passenger vehicle traveling at 15 miles per hour generates a noise level of 53 dBA and a passenger vehicle traveling at 30 miles per hour generates a noise level of 62 dBA. The 15 mile per hour speed reduction generates 9 dBA less noise. In addition, the 53 dBA noise level is well below the lowest existing noise levels in Eagle Rock of 61.7 dBA as shown in Table 3.9-5 in Section 3.9, Noise, on page 3.9-8 of the Draft EIR.

Metro acknowledges that there may be additional vehicle miles traveled (VMT) related to drivers searching for parking. However, the Proposed Project as a whole would result in a measurable reduction in regional VMT, much of which would accrue along the route of the Project. The daily VMT would decrease between the 2042 baseline condition and the 2042 with the Project condition by 86,659. The calculated VMT reduction is expected to be larger than any increase associated with searching for parking.

Regarding regional emissions, Table 3.3-11 in Section 3.3, Air Quality, and Table 3.8-7 in Section 3.8, Greenhouse Gas Emissions, of the Draft EIR demonstrate that the regional decrease in VMT would result in emission benefits. Regarding localized pollutant concentrations, page 3.3-23 of the Draft EIR in Section 3.3, Air Quality, demonstrates that the Proposed Project would not expose people to substantial pollutant concentrations at the most congested intersections and segments in the Project area.

6-10 The comment is no longer relevant as the Proposed Project assessed in the Final EIR does not include Route Option F3.

6-11 This comment suggests new mitigation measures related to transportation impacts. As discussed in Section 3.1, Transportation, the Proposed Project would not result in a significant, unmitigated impact related to transportation. Accordingly, further response is not required. Nevertheless, Metro provides the following assessment of the suggested additional mitigation measures from this comment (responses are provided in italics).

- Metro shall ensure that all pedestrian detours are ADA compliant throughout the whole length of the pedestrian detour.

  Detours are required by California law to be ADA compliant and this suggestion is not needed to mitigate a significant impact.

- Metro shall ensure that no full closures of either eastbound or westbound travel lanes of Colorado Boulevard will occur during the construction of the project.

  *Refer to Comment 6-7. Metro does not anticipate that construction activities will require full closure of eastbound or westbound traffic on Colorado Boulevard. Should an unforeseen circumstance require a full closure, Mitigation Measure **TR-2** requires 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, to be developed by Metro and the construction contractor in coordination with the City of Los Angeles. The Traffic and/or Construction Management Plan would 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.

- Metro shall provide off-site replacement parking within walking distance during construction at a 1:1 ratio for parking loss during construction.

  Metro acknowledges that the Proposed Project would remove parking in some locations during construction activities. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

  Regarding the potential temporary loss of parking spaces during project construction, a Traffic Management Plan and/or Construction Management Plan will be developed as previously noted. Metro will coordinate with the City of Los Angeles to develop this Plan, which could include provisions to minimize any parking loss associated with construction.

- Metro shall create a community traffic advisory committee to provide recommendations on proposed detours and implement suggested mitigations on adjacent streets to prevent cut-through traffic.

  *Mitigation Measure **TR-2** requires coordination with the City of Los Angeles to address construction activities and transportation effects.*

- Metro shall incorporate Class II bicycle facilities on Colorado Boulevard in the proposed project, regardless of which option is selected.

  The Proposed Project no longer incudes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

- Metro shall coordinate with the Bureau of Street Services on any redesign of the Take Back the Boulevard ATP project and shall fully reimburse the bureau for any costs incurred due to changes made to accommodate the project such as redesign or increased construction costs.

  The scope and duration of any such commitment is outside the purview of CEQA. Since the initial phase of project design, Metro has been coordinating with the Bureau of Street Services to minimize anticipated re-design of the Take Back the Boulevard ATP project associated with this Project. However, any modifications to ATP improvements in place at the time of construction would be incorporated as part of the Project.

- Metro shall accommodate the Colorado Boulevard Metro Call for Projects application and provide the same amount of funding to the city even if the BRT will conflict with elements from the Call for Projects application.

  Please refer to the response provided immediately above with respect to the Take Back the Boulevard ATP improvements.

- Metro shall provide permanent replacement parking within walking distance of any parking lost permanently. This replacement parking shall include redesigning or expanding LADOT Lot #686 and the Eagle Rock Library parking lot to provide adequate parking for local businesses.

  Metro acknowledges that the Proposed Project would remove on-street parking in some locations. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much on-street parking as possible in Eagle Rock. Expanding city-owned parking lots is not needed to mitigate a significant impact and is not under consideration as part of the Proposed Project.

- Metro shall ensure that electric vehicle parking is installed on every block along the project corridor where any changes are made to street parking.

  Expanding public electric vehicle infrastructure is not needed to mitigate a significant impact associated with the Proposed Project.

6-12 Refer to Master Response 1. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Although not required by CEQA, Metro provides the following assessment of the suggested additional mitigation measures.

- Metro shall create an Eat Shop Play program, similar to what is used for the Regional Connector, to provide free marketing and resources for businesses impacted by construction.

  Metro's Eat Shop Play program can be made available in conjunction with Metro transit projects under construction on a project-by-project basis. The potential

availability of this program for the Project is at Metro's discretion and will be determined during a later Project phase.

- Metro shall establish a Business Interruption Fund (BIF) to offset the negative financial impacts of construction on local businesses. For impacted businesses, the BIF will provide financial assistance to cover the costs of loss business during construction.

  Recognizing the importance of supporting small businesses during construction as vital to ensure economic stability of communities, in 2019, Metro's Board of Directors authorized the expansion of the Metro Business Solution Center (BSC) to the NoHo to Pasadena BRT project. Metro's BSC will provide small businesses with immediate, hands-on business development and technical services. Additionally, Metro, in coordination with the City of Los Angeles, would develop a Traffic Management Plan and/or Construction management plan to minimize potential impacts during construction.

- Metro shall have a public relations team, specifically dedicated to the Eagle Rock portion of the Proposed Project, who will work to address community concerns and facilitate assistance with the BIF and other Metro programs.

  Metro staff will be dedicated to all of the communities along the Project corridor, including Eagle Rock, to conduct outreach during construction.

6-13 The Draft EIR acknowledges that the operation of CNG buses may be a temporary condition and that electric buses are the long-term condition. GHG emissions from both conditions are presented on pages 3.8-15 and 3.8-16 of Section 3.8, Greenhouse Gas Emissions, of the Draft EIR. The operation of 20 CNG buses would emit 3,068 lbs/day of CO_2e. When considering overall fleet emissions reductions associated with mode shift from passenger vehicles to public transit, initial BRT service would result in a reduction of approximately 9,418 lbs/day of CO_2e. This represents a benefit to regional GHG emissions and there is no potential for the Proposed Project to result in an impact. Regarding Metro's plan to reduce fleet emissions by 79 percent by 2030, electric buses will be added to the fleet on an incremental basis rather than a one-time replacement of all buses. This replacement plan has been finalized by Metro. While Metro anticipates that the Project buses will be among the first buses to be electric, it is possible that they may be deployed after the Proposed Project begins operations. Regardless, the Proposed Project operating CNG buses in a temporary condition would not result in failure of Metro to meet the systemwide goal. The suggested mitigation measure made in this comment is not necessary to reduce a potential significant impact.

6-14 After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to

Master Response No. 1 for additional details related to development of the two design options and the selection process. Metro has continued to meet with stakeholders as the Proposed Project presented in the Final EIR was refined. Metro held additional virtual outreach meetings with community stakeholders in Eagle Rock. There were two virtual roundtables on March 16, 2021, as well as a business roundtable on March 26, 2021. A corridor-wide virtual community meeting was held April 1, 2021, for over four hours with over 350 in attendance. On September 23, 2021, Metro held two virtual question and answer sessions related to the updated Project design in Eagle Rock. Additionally, Metro staff has been having technical meetings with Los Angeles Council District 14 and LADOT staff.

6-15 This comment expresses support for design refinements and continued community outreach.

Letter No. 7

Terry Tornek, Mayor
Steve Mermell, City Manager
Laura Cornejo, Director of Transportation
City of Pasadena
100 North Garfield Avenue
Pasadena, CA 91109

7-1 The comment provides an introduction to the letter. Further response is not required.

7-2 The comment expresses support for the Proposed Project and appreciation for ongoing coordination between Metro and the City. The City supports the route exiting the eastbound SR-134 at Fair Oaks Avenue, traveling south on Fair Oaks Avenue and Raymond Avenue, and then traveling east on Colorado Boulevard to Hill Street as the preferred alignment within Pasadena (Route Options G1 and H1). These route options were selected as the Proposed Project and are assessed in the Final EIR.

7-3 The comment expresses support for the route options along the SR-134 on/off ramps at Colorado Boulevard and/or using the Union Street and Green Street one-way couplet (Route Options G2 and H2) but notes that this alignment would require design modifications. The comment is no longer relevant as the Proposed Project assessed in the Final EIR does not include these route options.

7-4 The comment summarizes the City's review process and provides contact information for questions and continued coordination with the City.

7-5 The comment expresses support for the route exiting the eastbound SR-134 at Fair Oaks Avenue, traveling south on Fair Oaks Avenue and Raymond Avenue, and then traveling east on Colorado Boulevard to Hill Street as the preferred alignment within Pasadena (Route Options G1 and H1). The comment also expresses support for

utilizing the SR-134 on/off ramps at Colorado Boulevard and/or using the Union Street and Green Street one-way couplet (Route Options G2 and H2) should it be selected. The Proposed Project assessed in the Final EIR includes Route Options G1 and H1 and not G2 or H2.

7-6 The comment notes that on-street dining may be semi-permanent on Colorado Boulevard, Union Street, and Green Street. Colorado Boulevard has been reduced to one lane in each direction, although Union and Green Streets maintain two and three lanes per direction. The City requests continued coordination during the design of station layouts so that the station location does not interfere with outdoor dining. The City also notes that these public right-of-way changes will increase the operating and capital costs of this project due to the impact to travel time speeds and conflicts with station locations along or near both the project and option alignments in Pasadena. Metro acknowledges the existing and future conditions on City streets and is committed to ongoing coordination with City staff.

7-7 The City notes that there is an annual moratorium for construction activities on Colorado Boulevard from November 15 until the second Monday in January. Metro acknowledges the moratorium and will include this information in the construction schedule and construction bid document.

7-8 The comment notes that special consideration will be needed for the roadway condition of Green Street to accommodate this level of transit vehicles. The comment is no longer relevant as the Proposed Project assessed in the Final EIR does not travel on Green Street.

7-9 This comment acknowledges that parking is not a CEQA resource. The comment states that parking is a high priority for the City, especially the replacement of lost metered parking. Within Pasadena, the Proposed Project would operate as mixed-flow BRT and would not impact parking except potentially at station locations. At these locations, Metro will work with the City to quantify potential parking impacts. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

7-10 This comment expresses support for the electrified bus fleet and notes that Pasadena Water and Power (PWP) will work with Metro to build electric infrastructure and provide the electric capacity. The comment also notes that PWP will provide competitive rates to Metro similar to the Metro L Line (Gold) and that PWP offers a Green-e certified Green Power Program. Comment noted.

7-11 The comment states that Metro would need to develop a "kit of parts" for Colorado Boulevard stations that can be removed annually for the Rose Parade. The City would consider the use of removable bus bulbs extending beyond concrete bus bulbs, which could be constructed to the blue "honor line." If used, removable bus bulbs could extend beyond the blue "honor line" and would be required to be removed by Metro

before New Year's Day and reinstalled following the Rose Parade. Metro will coordinate with the City during final design to evaluate the feasibility of removable BRT station bulbouts to facilitate bus movements and provide additional station area while maintaining the space needed for the Rose Parade.

7-12 This comment expresses a strong desire for public art at the stations along Proposed Project Route Option H1. Site-specific public art may be integrated into station design, consistent with the LACMTA Metro Art Program Policy. As stated in Chapter 2, Project Description, a kit-of-parts is under development by Metro which will establish parameters for amenities for stations. The precise dollars set aside for public art have not been determined at this time as the construction budget has not yet been established. This has been corrected in Section 2.4 of the Final EIR.

7-13 As stated in Chapter 2, Project Description, a kit-of-parts is under development by Metro which will establish requirements of amenities for platforms. Stations will include lighting consistent with standards developed for Metro's BRT stations.

7-14 The comment notes that modifications may be required related to station design, sidewalk, curb ramp condition and accessibility. The comment also notes that the City will continue to work with Metro to coordinate design details. Comment noted.

7-15 The comment notes that concrete street bus pads would be required for the length of the station platform and along the approach/departure area as needed. Metro would construct concrete bus pads at BRT station platforms. Use of concrete pads would reduce the impact of bus operations on the pavement quality; maintenance requirements/responsibilities associated with the concrete pads and other BRT components will be addressed in a maintenance and operations agreement with the City of Pasadena.

7-16 The comment states that vertical clearance of the existing Ficus tree canopy along Green Street should be evaluated to ensure adequate clearance for transit vehicles. The comment is no longer relevant as the Proposed Project assessed in the Final EIR does not travel on Green Street.

7-17 The comment notes three items to be considered during final design. Metro acknowledges the comment and is aware of the special considerations that should be taken into account during the Project's design phase. The considerations include:

- Raymond Avenue/Holly Street station – A unique sidewalk treatment currently exists on the west side of Raymond Avenue, and any new sidewalk would be required to match this sidewalk treatment.
- Colorado Boulevard/Arroyo Parkway station – This station is no longer under consideration as part of the Proposed Project.

- Colorado Boulevard/Lake Avenue, Green Street/Lake Avenue and Union Street/Lake Avenue stations – Coordination required with the current South Lake Avenue Pedestrian Enhancement Project currently in design.

7-18 The comment notes that the Project Description describes a 40-foot bus but imagery used for public meetings shows a 60-foot bus. This image was used to help residents and stakeholders associate the Proposed Project with articulated buses which are often used for BRT services. At the time the service is commissioned, Metro will deploy buses which best address peak- and off-peak demand patterns considering the planned headways. Although project planning is proceeding with the assumption that the demand can be satisfied with 40-foot buses, there is also potential for 60-foot buses to be utilized along the route. Stations have been designed to accommodate 60-foot buses. There would be no change to the resource analyses in the EIR regardless if the Project operates 40-foot or 60-foot buses.

7-19 The comment incorrectly references Section 3.3, Air Quality, noting that the Draft EIR does not reference the City's Climate Action Plan. Please refer to Section 3.8, Greenhouse Gas Emissions, for reference to the Climate Action Plan.

7-20 The comment notes the proposed supplemental charging station at Pasadena City College and requests accommodations for Pasadena Transit zero emission electric vehicles. Further design enhancements and refinements must be advanced prior to the determination of whether the Proposed Project could accommodate other bus networks. As indicated in the Draft EIR Chapter 2, Project Description, Table 2-2 for the Route Options H1/H2, the terminus station will potentially include charging facilities. Metro will continue to work with the City of Pasadena and PCC to identify a terminus location and the ability for other buses to utilize this station. Metro fleet and charging infrastructure will be purchased in accordance with Metro's "Moving Beyond Sustainability Plan" and other guidelines.

7-21 The comment notes that the Proposed Project includes a charging and layover facility on the east side of Hill Avenue, north of Green Street. The City looks forward to working with Metro and PCC in developing a terminus station that addresses the goals and priorities of all agencies, including traffic on Hill Avenue. Comment noted. The current design plans propose retaining existing travel lanes along Hill Avenue to minimize the impact of the layover station.

7-22 The comment notes that Pasadena currently uses transit signal priority. It also indicates that related upgrades may be needed to traffic signals and hardware. Metro will work with the City during subsequent design phases to identify and implement improvements to provide transit priority for the BRT service.

7-23 The comment describes impacts to signal mast arms along Colorado Boulevard in the weeks leading up to the Rose Parade. Metro acknowledges that potential BRT operations (i.e., transit signal priority) would need to be adjusted during this time.

Metro understands that protected left-turns are not provided during the Rose Bowl parade period when traffic signal mast arms are removed from some intersections along Colorado Boulevard. However, the Proposed Project would not require buses to make left-turns from Colorado Boulevard, as buses would continue to operate in mixed-flow in the through lane(s) should buses operate via Colorado during this time.

7-24 This comment clarifies two items.

- The comment cites Draft EIR Appendix B Section 4.3.5 to state that Class 2 bicycle facilities were incorrectly identified on Fair Oaks Avenue. The Final EIR acknowledges this correction.
- The comment clarifies that although some on-street parking would be removed as part of the Union Street Protected Bike Lane Project, a majority of the on-street parking will remain. The comment is no longer relevant as the Proposed Project assessed in the Final EIR does not travel on Green Street.

7-25 This comment request considerations of the following City of Pasadena Objectives from their General Plan into the Impact Analysis discussion:

- Policy 1.2 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- Policy 1.9 - Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.
- Policy 1.11 - Design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- Policy 1.24 - Ensure predictable transit travel times by providing traffic signal system priority measures.
- Policy 1.31 - Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.
- Policy 2.1 - Continue to support the construction of the Gold Line Foothill Extension transit service and the expansion and use of regional and local bus transit service.
- Policy 2.3 - Provide convenient, safe and accessible transit stops.
- Policy 2.4 - Facilitate coordination between transit providers to improve seamless transit service.

These policies are consistent with Metro’s goals and objectives for the Proposed Project and have been added to the Final EIR under Chapter 3, Corrections and Additions, Section 3.1 - Transportation.

7-26 The comment states that the Draft EIR Appendix Z Concept Plans incorrectly show the Union Street Protected Bike Lane extending west of Arroyo Parkway to Fair Oaks

Avenue. The comment is no longer relevant as the Proposed Project assessed in the Final EIR does not travel on Union Street.

7-27 The comment states that current plans for the South Lake Pedestrian Enhancement Project will eliminate the pork chop island at the intersection of Union Street and Lake Avenue as shown in Appendix Z Concept Plans Sheet 59. The comment is no longer relevant as the Proposed Project assessed in the Final EIR does not travel on Union Street.

7-28 The comment expresses City support for the use of Hill Street as a layover and charging facility. It also states that the City will continue to work with Metro and PCC on the Project. Comment noted.

Letter No. 8

Jackie Goldberg
LAUSD School Board Member
Board District 5

8-1 This comment introduces the comment letter and does not address the contents of the Draft EIR.

8-2 This comment expresses support for the Beautiful Boulevard design concept in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

8-3 This comment expresses multiple safety concerns related to the side-running treatment in Eagle Rock (Route Option F2). Route Option F2 has been eliminated from further consideration in this Final EIR. The Proposed Project identified in the Final EIR is a center-running treatment in Eagle Rock to the east of Ellenwood Drive. Regarding pedestrian safety, Section 3.1, Transportation, of the Draft EIR includes a detailed impact analysis in accordance with the CEQA Guidelines. Safety measures associated with BRT operations include signal-protected pedestrian movements, channelization and barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas. No change to posted speed limits are proposed as part of the Project and bus operators would adhere to posted speed limits. The Proposed Project, which is a refined version of Route Option F1 presented in the Draft EIR, will add a new signal-protected crosswalk at Dahlia Drive, which will improve pedestrian safety proximate to Dahlia Heights Elementary School compared to the existing condition.

8-4 This comment expresses opposition to removing the existing landscaped medians on Colorado Boulevard in Route Option F1 because they provide speed calming. The Proposed Project would remove portions of the existing medians along Colorado Boulevard east of Eagle Rock Boulevard; however, the Proposed Project would also provide new medians and separator islands, increasing the total linear feet of medians along the Project route.

8-5 This comment expresses opposition to Route Option F3 on SR-134 in Eagle Rock due to the concern that it would reduce transit service to Eagle Rock schools. Route Option F3 has been eliminated from consideration.

8-6 This comment reiterates support for the Beautiful Boulevard design concept in Eagle Rock. Refer to Response 8-1.

Letter No. 9

Todd McIntyre
Metrolink
Southern California Regional Rail Authority
900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017

9-1 The comment introduces the letter and acknowledges the two Metrolink lines that intersect the Proposed Project. Further response is not required.

9-2 The comment notes that the following comments are intended to encourage deeper integration and connectivity between the Metro and Metrolink systems, particularly at the Metrolink Burbank Downtown Station. Further response is not required.

9-3 The comment expresses support for projects in the region that provide connectivity between Metrolink rail lines and other modes of transportation. Further response is not required.

9-4 The comment requests several design accommodations at the BRT station on the Olive Avenue bridge connecting to the Downtown Burbank Metrolink Station to enhance pedestrian safety and convenience. The location of the BRT station connecting to the Downtown Burbank Metrolink Station has been shifted to the Olive Avenue/Lake Street intersection, where there are existing bus stops for local service.

9-5 The comment requests a new mid-block signalized crosswalk to connect platforms on both sides of the bridge to the existing elevator on the north side of the bridge and the ramps and stairs on the south side of the bridge. Due to the infeasibility of constructing a fully signalized crosswalk on the bridge, the location of the BRT station connecting to the Burbank Downtown Metrolink Station has been shifted to the Olive Avenue/Lake Street intersection, where there are existing bus stops for local service.

9-6 The comment requests upgrades to the station and sidewalk to confirm that the station platforms and the signalized crosswalk are ADA compliant. The location of the BRT station connecting to the Burbank Downtown Metrolink Station has been shifted to the Olive Avenue/Lake Street intersection, where there are existing bus stops for local service. Metro is required by California law to make improvements that are ADA compliant.

9-7 The comment requests wayfinding and signage to guide pedestrians to their destinations as they transfer between systems. These provisions are consistent with Metro first/last mile policies that will be implemented with the Proposed Project.

9-8 The comment expresses support for the Proposed Project and continued coordination with Metro.

Letter No. 10

Alex Boekelheide
Pasadena City College
1570 East Colorado Boulevard
Pasadena, CA 91106

10-1 The comment introduces the letter. Further response is not required.

10-2 The comment expresses support for the Proposed Project, including the terminus at the Pasadena City College Colorado campus. Further response is not required.

10-3 The comment acknowledges the proposed charging station and layover facility and states a goal for the design to reduce adverse effects on traffic on Hill Avenue and to limit the removal of college property. Please note that bus layover and charging will take place on Hill Avenue and not within Parking Lot 1, and the existing number of travel lanes will be maintained on Hill Avenue. A limited number of parking spaces may be needed for electric vehicle charging infrastructure. In addition, the sidewalk may need to be shifted to a grass strip on Pasadena City College property adjacent to the existing sidewalk. Metro is committed to continued consultation with the relevant stakeholders.

10-4 This comment does not address the contents of the Draft EIR. The comment encourages Metro to enhance system access for community college students that report difficulty in non-tuition costs of college, including transportation. Further response is not required.

10-5 This comment does not address the contents of the Draft EIR or raise environmental issues. The comment expresses a desire for Metro to revise the cost-sharing agreement for the UPass program and to expand the discounted pass program for community college students. Metro will continue to work with PCC regarding the Proposed Project and cost sharing.

10-6 This comment states Pasadena City College is glad to participate in the planning process and expresses a desire to continue to collaborate with Metro. Comment noted. Further response is not required.

4.5 RESPONSES TO GROUPS/ORGANIZATIONS

Letter No. 11

Desiree Gates Valdivieso
President
Dahlia Heights Elementary School PTA

11-1 This comment introduces the comment letter. No further response is necessary.

11-2 This comment states that safety should be a priority for the Proposed Project. Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, channelization and barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas. The Proposed Project would add a new signal-protected crosswalk at Dahlia Drive, which would improve pedestrian safety proximate to the Dahlia Heights Elementary School compared to the existing condition.

11-3 This comment states the existing 35 miles per hour speed limit should be maintained on Colorado Boulevard. The Proposed Project would not change existing speed limits.

11-4 This comment states that the Proposed Project must be consistent with the City's Mobility Plan. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. The Final EIR's design options on Colorado Boulevard are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes.

11-5 This comment opposes the removal of existing buffered bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project

Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

11-6 This comment opposes the introduction of a third vehicular lane in each direction which the comment asserts will make drivers perceive the street as a wider, high-speed thoroughfare and thus drive up traffic speed. The speed limit on Colorado Boulevard would be maintained at the existing 35 miles per hour speed limit should a dedicated bus lane be added to Colorado Boulevard. The bus lane will not make the street appear any wider than the existing bike lane. The curb-to-curb width of the street is not changing. In addition, placing the bike lanes against the sidewalk and the on-street parking between the sidewalk and the outside travel lane will narrow the perception of the corridor for drivers. In addition, the one-travel lane design option in combination with flipping the on-street parking and the bike lanes would further narrow the perception of the width of the corridor.

11-7 This comment states that the side-running treatment is a “traffic-first” approach which makes no effort to modify or eliminate existing unsafe conditions (such as uncontrolled left-turns) even in stretches of Colorado Boulevard that do not have raised medians. The Proposed Project includes side-running bus lanes on Colorado Boulevard west of Ellenwood Drive. Within the side-running bus lanes segment on Colorado Boulevard, raised medians would be added and left-turns would be directed to intersections with dedicated left-turn lanes. These improvements are anticipated to enhance the safety of left-turn movements.

11-8 This comment states that the Proposed Project does not include additional or extended dividing medians or protected crossing pockets for crosswalks, which would make crossing Colorado Boulevard dangerous. The Project includes curb extensions to reduce pedestrian crossing distances, upgrades unsignalized crosswalks with rectangular rapid flashing beacons to pedestrian actuated signalized crossings, and adds a new traffic signal at Dahlia Drive to improve pedestrian access to Dahlia Heights Elementary School.

11-9 This comment states that the Proposed Project does not include crosswalk enhancements or comprehensive traffic calming measures. Refer to Response 11-2 related to safety enhancements and Response 11-8 regarding crosswalk enhancements.

11-10 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to

Master Response No. 1 for additional details related to development of the two design options and the selection process.

11-11 This comment summarizes the letter by stating that the Dahlia community and the larger neighborhood expect that the Proposed Project would fulfil its functional specification and also enhance neighborhood livability.

Letter No. 12

Emily Carlin
President
Eagle Rock Elementary School PTA

12-1 This comment introduces the comment letter, expresses support for public transit, and describes pedestrian conditions along Colorado Boulevard. No further response is required.

12-2 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

12-3 This comment expresses multiple safety concerns related to the side-running treatment in Eagle Rock (Route Option F2). Route Option F2 has been eliminated from further consideration and a refined version of Route Option F1 is being proposed. Regarding pedestrian safety, Section 3.1, Transportation, of the Draft EIR includes a detailed impact analysis in accordance with the CEQA Guidelines. Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, channelization and barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas. The Proposed Project, which is a refined version of Route Option F1 presented in the Draft EIR, would add a new signal-protected crosswalk at Dahlia Drive, which would improve pedestrian safety proximate to the Dahlia Heights Elementary School compared to the existing condition.

12-4 This comment expresses opposition to removing the existing landscaped medians on Colorado Boulevard in Eagle Rock because they provide speed calming. The Proposed Project would remove portions of the existing medians along Colorado Boulevard east of Eagle Rock Boulevard; however, the Proposed Project would also

provide new medians and separator islands. The comment also expresses opposition to Route Option F3 on SR-134 in Eagle Rock, which is no longer under consideration for the Proposed Project.

12-5 This comment reiterates support for the Beautiful Boulevard proposal in Eagle Rock. Refer to Master Response 1.

Letter No. 13

Letter of Support for Eagle Rock Beautiful Boulevard No 1

13-1. This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

13-2. This comment expresses support for a Proposed Project that sets efficient transit and access as a primary goal. Section 2.3.1 of the Draft EIR provides the Project Objectives and identifies improved accessibility for disadvantaged communities, improved transit access, enhanced connectivity to other regional transit services, and passenger comfort and convenience, among others, as objectives for the Proposed Project.

13-3. This comment expresses concerns with Route Options F1, F2, and F3 in Eagle Rock related to ensuring quality transit service and inconsistencies with roadway classification objectives in the City of Los Angeles Mobility Plan. Route Options F2 and F3 are no longer under consideration for the Proposed Project. The Proposed Project on Colorado Boulevard would provide a premium BRT service in Eagle Rock and would maintain as much curbside parking as possible while improving safety by implementing left-turn restrictions at several intersections and other safety measures such as signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. The revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities, which are included as part of the Proposed Project. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling

facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes.

13-4 This comment summarizes components of the Beautiful Boulevard proposal in Eagle Rock. Refer to Master Response 1.

13-5 This comment expresses concern with the outreach process. To encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants and property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. Other noticing methods including email blasts, social media advertisements, meeting flyer distribution, and print and online media notification were provided in the study area during the 60-day scoping period. In addition, in accordance with Metro's Public Participation Plan, targeted community outreach efforts were completed in various cities throughout the Project area to ensure participation of limited English proficiency and transit reliant populations. Specifically, special pop-up events were hosted at the North Hollywood Station to reach transit riders. Comments during the Public Scoping period for the Project were also received through a set of transit rider intercept surveys conducted at major transit stops along the corridor. As the Draft EIR was circulated during the COVID-19 pandemic, such targeted outreach to transit riders was not possible at each phase of the EIR outreach process. Due to the limited in-person outreach opportunities during COVID-19, Project car cards were printed and placed on Metro Bus lines to reach transit users.

13-6 Metro agrees with the comment that traffic congestion is not an environmental impact under CEQA. Refer to page 3.1-28 in Section 3.1, Transportation, of the Draft EIR for a detailed analysis related to the vehicle miles traveled and the potential for impacts. The analysis determined that the Proposed Project would reduce regional VMT and would not result in a significant impact.

13-7 The comment requests for Metro to consider left-door boarding buses for their fleet. Metro studied the use of buses that allow for two-sided boarding outside of this study. This style of bus is not part of the existing fleet.

13-8 Metro BRT stations are designed to create a comfortable, accessible, and safe environment for all passengers, fulfilling both a functional and aesthetic need. The stations are distinguishable from competing street elements, yet complementary to the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of parts approach, similar to Metro rail stations. The BRT kit of parts approach is under development by Metro, although station elements

would be utilized to establish a minimum requirement of baseline amenities for platforms. At locations with higher ridership or where space allows, additional enhanced amenities would be provided to support the Proposed Project. Station siting would allow for safe and accessible paths of travel for transit riders including those accessing stations on foot, bike, and other rolling modes.

Regarding safety, Section 3.1, Transportation, of the Draft EIR includes a detailed impact analysis in accordance with CEQA Guidelines. Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, channelization and barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas.

13-9 This comment expresses opposition to the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3) because this route would bypass businesses on Colorado Boulevard. Route Option F3 is no longer under consideration for the Proposed Project.

13-10 The refined Proposed Project will limit left-turns across the bus lanes to signalized intersections and will be placed to accommodate access to businesses and local residences. Left turns will be made from designated left-turn lanes and left turns will operate under a protected signal phase separate from the center-running bus lanes. Left turns will no longer be allowed at intersections without dedicated left-turns lanes. Restricting left turns to intersections with dedicated left-turn lanes will improve safety by providing space for vehicles to decelerate and by providing storage for left-turning vehicles outside of the through travel lanes.

13-11 Metro does not expect the Proposed Project will generate much cut-through traffic largely because of the lack of time-competitive parallel routes. Analysis performed with the travel demand model indicates that traffic which diverts from Colorado Boulevard will primarily switch to the freeway system rather than local streets. Traffic bound to-and-from local destinations may re-route to nearby intersections with median openings that provide opportunities for cross-traffic movements and left-turns. Refer to Appendix D of the Final EIR for additional details.

13-12 To assess the Proposed Project impacts on transit service, future transit ridership was estimated through a forecasting analysis utilizing the Metro's Corridors Based Model 18. The model considers current travel patterns and applies future transit service changes to the network resulting from the Proposed Project, to forecast trips by mode and estimate transit boardings. As discussed in Section 3.1, Transportation, of the Draft EIR, the Proposed Project is anticipated to reduce regional VMT. Consistent with CEQA Guidelines, transportation projects that reduce VMT should be presumed to cause a less-than-significant transportation impact. In addition, Metro

anticipates COVID restrictions will be lifted by the time the Project is expected to open in 2024 and that regional ridership will return to pre-COVID level prior to that date. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential services).

13-13 Refer to Response 13-1 related to the current design in Eagle Rock and Response 13-3 related to the City of Los Angeles Mobility Plan.

The Proposed Project uses the existing street alignment and right-of-way and would not substantially increase hazards due to a geometric design feature, as the Proposed Project would be designed per applicable State, Metro, and City design criteria and standards. For segments with median-running bus lanes, stations are usually provided on islands at intersections and are accessible from the signalized crosswalk. The safety measures include signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Since other traffic would be observing a red signal during the bus phase, adverse safety impacts would be minimal. Refer to the response to comment 13-3 for additional discussion of specific features intended to improve road user safety.

13-14 This comment expresses support for transit in the Proposed Project corridor and reiterates support for the Beautiful Boulevard proposal. No further response is required.

Letter No. 14

Letter of Support for Eagle Rock Beautiful Boulevard No 2

14-1 This comment expresses opposition to the design options presented in the Draft EIR based on the opinion that it would sacrifice quality transit service, landscaped medians, bike lanes, and/or curbside parking within Downtown Eagle Rock. Metro disagrees with the assertion that the Proposed Project requires an either/or choice between quality transit, safety, a vibrant and green street, or convenient access to local small businesses.

14-2 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to

Master Response No. 1 for additional details related to development of the two design options and the selection process.

14-3 This comment expresses concerns with Route Options F1, F2, and F3 in Eagle Rock and lists five needs and goals important to the Eagle Rock community. Metro acknowledges the five community needs and goals listed in this comment. Route Options F2 and F3 are no longer under consideration for the Proposed Project (See Response to Comment 12-3). The selected route on Colorado Boulevard would provide a premium BRT service in Eagle Rock and would maintain as much curbside parking as possible. The Proposed Project would improve safety by implementing left-turn restrictions at several intersections and other safety measures such as signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

14-4 The comment expresses opposition to Route Option F1 due to the removal of medians, the removal of parking, and the expansion of Colorado Boulevard into six lanes while expressing support for the Beautiful Boulevard proposal in Eagle Rock. Refer to Response to Comment 14-2 related to the current design options on Colorado Boulevard.

14-5 The comment expresses opposition to Route Option F2 due to safety concerns, the proposed removal of dedicated bicycle facilities, and inconsistency with Mobility Plan 2035. Route Option F2 is no longer under consideration for the Proposed Project. All Metro BRT buses shall adhere to applicable roadway speed limits and regulations. The Proposed Project includes design elements which would improve safety conditions for motorists, cyclists, and pedestrians. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. In no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. The Proposed Project would also include crosswalk improvements designed to enhance pedestrian safety. See Section 3.1, Transportation, of the Draft EIR for further discussion of project design and safety enhancement features. The current design is consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes.

14-6 The comment expresses opposition to Route Option F3 as it would not provide transit benefits to the Eagle Rock community. Route Option F3 is no longer under consideration for the Proposed Project.

14-7 This comment addresses why the commentors believe that the Beautiful Boulevard proposal would be better for Eagle Rock than Route Options F1, F2, and F3. Refer to Response 14-2 related to the Final EIR's design options on Colorado Boulevard.

14-8 The comment requests Metro consider left-door boarding buses be integrated into their fleet. Metro studied the use of buses that allow for two-sided boarding outside of this study. This style of bus is not part of the existing fleet.

14-9 There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are non-native and are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, replacement tree species should be the same as that removed or to the satisfaction of each of the affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

14-10 Metro does not expect the Proposed Project will generate much cut-through traffic largely because of the lack of time-competitive parallel routes. Analysis performed with the travel demand model indicates that traffic which diverts from Colorado Boulevard will primarily switch to the freeway system rather than local streets. Traffic bound to-and-from local destinations may re-route to nearby intersections with median openings that provide opportunities for cross-traffic movements and left-turns. Please see Appendix D for more detailed information.

14-11. As stated on page 2-19 in Chapter 2, Project Description, of the Draft EIR, site-specific public art will be considered during the final design phase to promote a sense of place for surrounding neighborhoods.

14-12 The Proposed Project uses the existing street alignment and right-of-way and would not substantially increase hazards due to a geometric design feature, as the Proposed Project would be designed per applicable State, Metro, and City criteria and design standards. For segments with median-running bus lanes, stations are usually provided on islands at intersections and are accessible from the signalized crosswalk. The safety measures include signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Since other traffic would be observing a red signal during the bus phase, adverse safety impacts would be minimal.

The refined Proposed Project includes numerous features which are intended improve safety such as:

- Removing the striped two-way center left-turn lane between Sierra Villa Drive and Eagle Rock Boulevard and replacing it with medians and designated left-turn lanes.
- Removing the wide median with open breaks (lacking formal left-turn lanes) between Eagle Rock Boulevard and Townsend Avenue and replacing it with center-running bus lanes and medians, and either adding designated left-turn lanes or extending existing left-turn lanes.
- Replacing the flashing beacon at Hermosa Avenue with a traffic signal to increase the protection of the crosswalk.
- Providing additional signal-protected crosswalks including one at Dahlia Drive adjacent to Dahlia Heights Elementary School.
- Retaining the existing buffered bicycle lanes; moving the bicycle lane to a curb-adjacent location where it would be protected from the traffic lanes by on-street parking spaces.
- Reducing the number of mixed-flow traffic lanes from two to one in each direction between Eagle Rock Boulevard and the SR-134 slip ramps, which would reduce average operating speeds under the one lane design option.

14-13 Refer to Master Response No. 2. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Regarding the expansion of the Business Interruption Fund, as discussed in Response to Comment 6-12, Metro's Business Solution Center will provide small businesses with immediate, hands-on business development and technical services.

14-14 This comment expresses support for transit in the Proposed Project corridor and reiterates support for the Beautiful Boulevard proposal. Refer to Response 14-2.

Letter No. 15

Christine Louise Mills, Chair
Hans Johnson, President
East Area Progressive Democrats Transit Committee

15-1 This comment states that the attached letter was previously submitted as an email and is now being submitted as a PDF with signatures. No further response is required.

15-2 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

15-3 This comment expresses opposition to eliminating bicycle lanes, existing medians, or bypassing Downtown Eagle Rock and reiterates support for the Beautiful Boulevard. Refer to Response 15-2. Regarding safety, Section 3.1, Transportation, of the Draft EIR includes a detailed impact analysis in accordance with CEQA Guidelines. Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, channelization and barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas.

15-4 This comment reiterates support for the Beautiful Boulevard proposal in Eagle Rock. Refer to Response 15-2.

Letter No. 16

Glendale Environmental Coalition Steering Committee

16-1 The comment expresses support for Route Options D and E1 in Glendale. The comment also expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

16-2 The comment reiterates support for the Eagle Rock community–generated Beautiful Boulevard proposal citing the need for accessible and comfortable transit stops including shade cover for riders, elevated platforms for quick and efficient boardings, and safe, comfortable first mile/last mile connections. Refer to Response 16-1.

Letter No. 17

Malbec Market Employee Letter

17-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 18

Paul Little
Pasadena Chamber of Commerce

18-1 Metro anticipates that regional ridership will return to pre-COVID level prior to the Proposed Project opening date of 2024. The results of the conceptual capital cost estimates for the Proposed Project indicate a range between $263 million and $386 million. The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from $16.6 million to $18.5 million.

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 or other high quality transit option. Further, the Alternatives Analysis prepared for the project, provided in Appendix A of the Draft EIR, includes a detailed analysis that discusses connectivity to the regional transit network, connectivity to major activity centers in the region, and socioeconomic/demographic factors benefited by the Proposed Project. Furthermore, 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; and
- Support community plans and transit-oriented community goals.

The comment accurately states that there will not be dedicated bus lanes in Pasadena. Analysis of traffic data collected in Pasadena indicates that the addition of up to approximately six buses per hour in each direction will not materially increase traffic congestion. The comment opposes the Proposed Project operating on surface streets in Pasadena and suggests ending the route at the Memorial Park Light Rail Station and shuttling passengers east on the Metro L Line (Gold). The BRT terminus at Pasadena City College provides a transit option for students and staff with a direct direction to the college that is not provided by the Metro L Line (Gold).

Letter No. 19

Greg Merideth, President
The Eagle Rock Association (TERA)

19-1 This comment summarizes The Eagle Rock Association (TERA) priorities related to the Proposed Project. Priorities include quality transit service for Eagle Rock, consistency with the Take Back the Boulevard Initiative, maintain or enhance existing bicycle infrastructure, maintain landscaped medians, and maintain street parking. Detailed responses are provided below in response to specific comments.

19-2 This comment expresses disappointment that neither the Proposed Project nor the proposed route options meet all TERA priorities simultaneously. The comment suggests Metro study and adopt an alternative that meets all of Eagle Rock's priorities and needs per their statement, rather than a choice between the recommended options. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

19-3 This comment lists reasons why Route Option F1 is unacceptable to TERA. Route Option F1 as presented in the Draft EIR has since been refined as the Proposed Project. Refer to Master Response No. 1 for additional details related to design refinements in Eagle Rock associated with the Proposed Project including bicycle lanes. The refined design of the Proposed Project promotes multi-modal travel by preserving buffered bicycle lanes and adding bus lanes. Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, channelization and barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas. Importantly, the Take Back The Boulevard vision is a community initiative that has not been formally adopted by the City of Los Angeles. Metro acknowledges TERA's

priorities, although it is important to note that the EIR is not required to demonstrate consistency with the vision as it is not formal City policy.

19-4 The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. The refined Proposed Project is consistent with the applicable Mobility Plan policies as per the previous Proposed Project. Refer to Master Response No. 1 for information related to design refinements in Eagle Rock associated with the Proposed Project including bicycle lanes.

19-5 The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. There is no conflict with the City of Los Angeles Mobility Plan 2035 Bicycle Enhanced Network designation of Colorado Boulevard for Class IV protected bike lanes.

19-6 The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. The Proposed Project would not conflict with the Take Back The Boulevard vision of reducing the safety and accessibility of multi-modal travel on Colorado Boulevard.

19-7 Refer to Response 19-4.

19-8 Route Option F2 is no longer being considered for the Proposed Project and is not discussed in the Final EIR. The Proposed Project no longer includes a design that removes the existing bicycle lane. The refined design of the Proposed Project promotes multi-modal travel by preserving buffered bicycle lanes and adding bus lanes. Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, channelization and barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas. These safety measures are consistent with 2025 Vision Zero goals for eliminating traffic deaths.

19-9 This comment urges Metro to abandon Route Option F2 as presented in the Draft EIR. Route Option F2 is no longer being considered for the Proposed Project and is not discussed in the Final EIR.

19-10 This comment lists reasons why Route Option F3 is unacceptable to TERA. Route Option F3 is no longer being considered for the Proposed Project and is not discussed in the Final EIR.

19-11 This comment expresses concerns related to emergency vehicle access and emergency response times. Metro confirms that there is no law or regulation preventing emergency vehicles from using dedicated bus lanes. The dedicated bus lanes would improve emergency vehicle response times on Colorado Boulevard as these vehicles would no longer need to operate in mixed-flow traffic conditions.

19-12 The Proposed Project would improve pedestrian safety by adding signalized crosswalks to Colorado Boulevard at Dahlia Drive serving Dahlia Heights Elementary School and adding High-Intensity Activated Crosswalk) signals at several other locations. The comment requests specific information regarding crosswalks along Colorado Blvd. Concept Plans are presented in Appendix F of the Final EIR. The crosswalk placements shown in the Concept Plans were developed considering site-specific opportunities and constraints, as well as safety, bus operations, and pedestrian access. Crosswalks will be finalized during the design phase after the Proposed Project is approved by the Metro Board.

19-13 This comment expresses concern with potential left-turn movement restrictions. Most of the left-turns which would be eliminated are at minor intersections where such turns are currently made with “permissive” (unprotected) movements, which have the potential to result in a collision with the opposing through traffic. Per the Proposed Project, left-turn movements would generally be made at locations where “protected” left-turns will be provided, resulting in improved safety. Right-turns would be retained so that local residents could utilize the designated left-turn locations to make U-turns in combination with right-turns to continue to access adjoining neighborhoods. As the design is advanced during the preliminary engineering phase, there will be opportunities for further refinements in the number of left-turn locations.

19-14 Route Option F2 is no longer being considered for the Proposed Project and is not discussed in the Final EIR. Refer to Response 19-4.

19-15 This comment expresses concern related to the Proposed Project affecting small businesses. Recognizing the importance of supporting small businesses during construction as vital to ensure economic stability of communities, in 2019, Metro’s Board authorized the expansion of the Metro Business Solution Center (BSC) to the NoHo to Pasadena BRT project. Metro’s BSC will provide small businesses with immediate, hands-on business development and technical services. Additionally, Metro, in coordination with the City of Los Angeles, would develop a Traffic Management Plan and/or Construction management plan to minimize potential impacts during construction.

Regarding the contents of the Draft EIR, refer to Master Response No. 2. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that “Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.” As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project’s social and economic impacts are assessed, as applicable, in the individual

resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project.

19-16 This comment expresses concern over the Metro bus fleet, specifically regarding left-door boarding. Metro studied the use of buses that allow for two-sided boarding outside of this Project. This style of bus is not part of the existing zero-emission bus fleet. Metro intends to utilize buses from its fleet which is shared across multiple bus lines and the type of buses in the Metro bus fleet would be the same with or without the Proposed Project. The Project will be designed to provide full compliance with ADA requirements with respect to the station-bus interface. The travel time estimates include dwell times which reflect loading and unloading of passengers, including those with disabilities and bicycles.

19-17 Regarding the contents of the Draft EIR, it is not necessary for Metro to provide completed designs for bicycle parking facilities to address CEQA requirements. Bike racks could be provided at stations; the details will be addressed in the final design.

19-18 Regarding the contents of the Draft EIR, it is not necessary for Metro to identify how the Proposed Project would interface with bicycle and scooter share services to address CEQA requirements. Potential impacts related to existing and planned bicycle facilities are discussed in Section 3.1, Transportation, of the Draft EIR. Riders of the Proposed BRT service would be permitted to transport bicycles and scooters along guidelines consistent with existing Metro policy regarding personal transport items on Metro buses. Additional information is available at https://www.metro.net/riding/bike-transit/.

19-19 Transit ridership was forecast through a travel demand model, Metro's Corridors Based Model 18. The model was calibrated for the Proposed Project. The model considers current travel patterns and applies future transit service changes to the network resulting from the Proposed Project to forecast trips by mode and estimated boardings. Metro anticipates that regional ridership will return to pre-COVID level prior to the Proposed Project opening date of 2024. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential services).

19-20 This comment identifies the Eagle Rock Music Festival as an important special event that takes place on Colorado Boulevard and asks that Metro disclose how the Project accommodates special events such as the Eagle Rock Music Festival. Implementation of the Project would not preclude use of Colorado Boulevard for special events and BRT service would be coordinated with such special events similar to existing Metro bus services along Colorado Boulevard (e.g., the Rose Parade in Pasadena). All special events that use street right-of-way within the City of Los Angeles are required to obtain special event permits from the Department of Public Works and the Special Events Permit Office notifies agencies, including Metro, prior to processing street closure requests.

19-21 This comment summarizes the Beautiful Boulevard proposal. Refer to Master Response No. 1. Specific recommendations are addressed in the following comments.

19-22 The comment urges Metro to incorporate innovative design elements. Metro asserts that the Proposed Project incorporates innovative design concepts. Elements such as parking protected bike lanes will be further evaluated for incorporation in the final design phase.

19-23 The comment describes 10.5-foot BRT lanes for the Van Ness Boulevard project in San Francisco, as a comparison to Colorado Boulevard. Preliminary lane widths are defined in the Concept Plans presented in Appendix F of the Final EIR. The Proposed Project generally includes 11- or 12-foot bus lanes, as Metro has experienced problems with "mirror strikes" in bus lanes less than 11 feet in width. The lane widths for roadway elements, including medians, travel lanes, turn lanes, bike lanes, and parking/loading lanes will be refined considering local jurisdiction standards during future, more detailed design phases.

19-24 This comment expresses a desire for driver-side (left-side) boarding. Refer to Response 19-15.

19-25 The comment expresses a desire to use narrow travel lane widths (9.5-foot to 10.5-foot) along Colorado Boulevard. Minimum travel lane widths and use of narrow travel lanes will be established in consultation with each of the involved jurisdictions during the Project's design phase considering the trade-off between maneuverability, safety and accommodating all required cross-section elements. Refer also to the Response 19-22.

19-26 This comment expresses support for regional transit and notes that TERA believes that more collaboration could lead to a project that would be supported by the group. Metro is committed to working with community groups to meet a variety of transit goals. Metro looks forward to continued collaboration with TERA.

4.6 RESPONSES TO INDIVIDUALS

Letter No. 20

Aaron Dehn

20-1 This comment expresses support for the Proposed Project operating on Vineland (Route Option A1) and suggests a roundabout infrastructure for the Lankershim/Vineland/ Camarillo intersection. A roundabout is not being considered for the Proposed Project at this intersection, although Route Option A1 was selected by the Metro Board as part of the Proposed Project. Metro suggests directing the roundabout comment to the City of Los Angeles Department of Transportation.

20-2 The comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1 and F2). After consideration of public comments, the Metro Board eliminated Route Options F2 and F3 from further consideration and has proposed two design options along Colorado Boulevard in Eagle Rock. Refer to Master Response 1.

Letter No. 21

Adam Linder

21-1 The route alignment along Lankershim Boulevard south of the Lankershim Boulevard/Vineland Avenue/Camarillo Street intersection is recommended as it will allow the buses to make right turns to access the SR-134 freeway ramp.

21-2 The project does not propose a station at the Lankershim Boulevard/Vineland Avenue/Camarillo Street intersection and will not generate additional pedestrian activity at this intersection; a station at Hesby Street would provide convenient access to the NoHo Arts District. The Proposed Project is only proposing improvements within the existing street right-of-way. With center-running bus lanes, the subject intersection would operate similar to existing conditions with buses operating in the bus lanes concurrent with non-conflicting vehicular movements. During the Project's design phase, appropriate signage and pavement markings along with traffic signal modifications would be developed.

21-3 During the Alternatives Analysis of the Project, historic ridership counts and projected ridership were analyzed. The ridership forecast was low for a potential station on Riverside Drive and concerns were received from residents and stakeholders regarding the Project operating along Riverside Drive. In addition, the utilization of SR-134 provides travel time-savings.

21-4 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Glendale (Route Option E2). The Metro Board selected Route Option E1 in Glendale to carry forward for further consideration in this Final EIR.

21-5 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2). The Metro Board eliminated Route Options F2 and F3 from further consideration and has proposed two design options along Colorado Boulevard in Eagle Rock.

21-6 This comment opposes removing bike lanes when the BRT can be accommodated by removing parking or landscaped medians. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the current design options.

Letter No. 22

Adam Modiano

22-1 This comment expresses support for the optional station on Olive Avenue at Verdugo Avenue. This station has been incorporated into the refined Proposed Project.

Letter No. 23

Aisha Dixon-Peters

23-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The two design options on Colorado Boulevard incorporate the Beautiful Boulevard design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design options include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 24

Akiva Gottlieb

24-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle

lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. It is anticipated that the number of curb extensions would be similar to the number proposed by the City under both design options in Eagle Rock.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. The revised design options on Colorado Boulevard are consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 25

Aleem Hossain

25-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The design options for Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's concept designs by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of

the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 26

Alek Bartrosouf

26-1 This comment expresses support for dedicated bicycle lanes and a dedicated bus lane in the Eagle Rock segment of the project. The comment further expresses support for the pedestrian-oriented designs included in the Beautiful Boulevard design concept. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard, both of which incorporate elements of the Beautiful Boulevard concept. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 27

Aleksandra Sherman

27-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's two design options for Colorado Boulevard incorporate the Beautiful Boulevard concept's designs by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each

enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 28

Alex de Cordoba

28-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 29

Alexander Halaby

29-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) due to traffic on parallel streets and potential business impacts. The comment also expresses support for the Proposed Project operating on SR-134 (Route Option F3) due to less environmental effects, less fiscal impacts, noise effects, and traffic effects.

After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The potential for traffic to use alternate streets if the Project operates on Colorado Boulevard in Eagle Rock was analyzed with the regional travel demand model. Results of analysis indicate that the diversion of traffic to parallel streets would be minor, as the parallel streets are not continuous and would not provide time savings for motorists. Refer to Appendix D of the Final EIR for additional details.

Regarding potential business impacts, refer to Master Response No. 2. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, there the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project.

A detailed noise analysis was provided in Section 3.9, Noise, of the Draft EIR. No permanent noise impacts were identified on Colorado Boulevard based on methodology contained in the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.

Letter No. 30

Alexander Shirley

30-1 This comment expresses support for the Proposed Project, in particular Route Options A2, E1, F1/F2, G2, and H2. The Metro Board selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The comment also expresses support for curb-running configurations wherever possible, median-running where applicable, and to minimize any use of mixed-flow operations in favor of dedicated bus lanes The comment also expresses support for prioritizing protected bike lanes over vehicle parking.

30-2 This comment expresses a desire to prioritize protected bicycle lanes over on-street parking, citing safety concerns. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Regarding bicycle facilities in other locations, such as the City of Burbank, the Proposed Project has been designed to maintain existing bicycle facilities to the greatest extent possible with some improvements to bicycle safety such as routing bicycle circulation behind proposed bus loading areas to avoid conflicts with bus loading zones.

Letter No. 31

Alissa Walker

31-1 This comment expresses opposition to the Proposed Project. Comment noted.

Letter No. 32

Allen Hubsch

32-1 This comment expresses opposition to buses circling the PCC campus and proposes new route alignments including an option providing access to the Caltech campus. Although a new concept may be developed for turning around the buses at the east end of the route at the PCC campus, a direct connection to Caltech along Cordova or Del Mar is not being considered at this time.

Letter No. 33

Allen Natian

33-1 This comment expresses support for the Proposed Project and preference for center-running non-freeway lane configurations, physical separation of dedicated bus lanes from other traffic, and signal priority. General purpose traffic will be discouraged from driving in dedicated bus lane sections through barriers that may include signage and pavement markings, raised delineators, rumble strips, and raised curbs or medians. Basic functions of signal priority are currently available in several cities, including the City of Los Angeles, and expected to be available within all the affected jurisdictions by the opening date of the Proposed Project. Potential transit signal priority 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.

Letter No. 34

Amanda Dobbins

34-1 This comment expresses support for the Proposed Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits, obey traffic laws in a similar manner as automobiles, and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas.

Letter No. 35

Amber Sealey

35-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) but support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

This comment is not clear as it indicates multiple times that a bus lane currently exists on Colorado Boulevard in Eagle Rock, which is not accurate. The comment references the Proposed Project as a high-speed bus route, which is also not accurate. Buses, including those in dedicated bus lanes, would be required to comply with the posted speed limits and would obey traffic laws in a similar manner as automobiles.

Letter No. 36

Ana K. Davis

36-1 The comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 37

Anastasia McGee

37-1 This comment expresses support for the Proposed Project. Comment noted.

Letter No. 38

Andrew Thomas

38-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the

Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. The Final EIR's design options are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 39

Andy P.

39-1 This comment expresses opposition to the Proposed Project. Metro anticipates that regional ridership will return to pre-COVID level prior to the Proposed Project opening date of 2024.

Letter No. 40

Annette Hill

40-1 This comment expresses support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro disagrees with the assertion that public sentiment was not considered in the design. A series of public workshops were completed consisting of a presentation, followed by several interactive activities including a virtual polling survey, priority exercise, and street design activity. Activities were tailored to each of the five communities. For example, an activity conducted in Pasadena was focused on station amenities, whereas activities conducted in other communities focused on adding bus lanes to the street. The activities' purpose was to gain feedback on the street and station design considerations and understand priorities within each community and the

importance of amenities. This information was considered in the conceptual design of the Project and the Draft EIR. In selecting the route for the Proposed Project, the Metro Board of Directors considered public comments and potential impacts to CEQA resources as disclosed in the Draft EIR.

Letter No. 41

Annie Molina

41-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) due to negative business effects associated with traffic, construction, and loss of pedestrian access. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding traffic congestion, although the effects of the project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT). Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Regarding construction effects, Metro standard practice is to coordinate with local jurisdictions to minimize construction effects. In addition, as shown in the Section 3.1, Transportation, Mitigation Measures **TRA-1** through **TRA-4** are designed to reduce potential for construction activities to effect traffic and transportation. As shown in Section 3.9, Noise, Mitigation Measure **NOI-1** is designed to control construction noise.

Regarding pedestrian access, the Proposed Project includes many safety measures for pedestrians, including signal-protected movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

Letter No. 42

Anonymous

42-1 This comment expresses opposition to the Proposed Project and support for improving existing transit service. Comment noted.

Letter No. 43

Anonymous

43-1 A map of the Proposed Project and route options is available in Chapter 2, Project Description, Figure 2-2 in Section 2.3.1.2 of the Draft EIR.

Letter No. 44

Arjun Kolachalam

44-1 This comment expresses opposition to the Proposed Project removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 45

Barbara Kremins

45-1 Emergency evacuation is addressed in Section 4.1.2, Hazards and Hazardous Materials, of the Draft EIR. As stated therein, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 Freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Although lane closures are anticipated,

full street closures are not anticipated, and roadway access would be maintained to accommodate response to emergencies. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities. After construction, the bus lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

Regarding small businesses, Metro believes that the transit project would increase foot traffic near station areas, thereby supporting local businesses.

Letter No. 46

Barrett Cooke

46-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock t incorporate the Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, although not within the Eagle Rock segment of the Project, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in

violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 47

Ben Creed

47-1 This comment expresses opposition to the Proposed Project removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 48

Ben Tomimatsu

48-1 This comment expresses support for the Proposed Project, and particularly for routing the BRT along Colorado Boulevard in Eagle Rock (Routes F1/F2). The comment further stresses the preservation of existing transportation infrastructure and offers suggestions on integrating landscaping into the bus lane configuration design. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 49

Bethsaida A. Castillo

49-1 This comment expresses opposition to the Proposed Project operating in Glendale.

49-2 Regarding engagement with the City of Glendale, Metro has engaged City officials throughout the CEQA process and provided the City with multiple stakeholder briefings.

49-3 The comment summarizes the route options in Glendale. The comment also opposes the Proposed Project operating in Glendale on surface streets, including dedicated bus lanes, due to traffic, parking impacts, fewer car lanes, and lost medians. Comment noted.

49-4 The comment expresses concern over the lack of existing infrastructure, negative effects to neighborhood character, and the safety of buses. It is unclear what infrastructure is lacking for the Proposed Project as the BRT would operate on existing surface streets. Metro disagrees that the street-running BRT would affect neighborhood character. No specific comment on this issue is provided related to the contents of the Draft EIR and no further response is required. The bus fleet would be maintained daily and Metro disagrees with the characterization that buses are dirty and unsafe.

49-5 The comment expresses concern related to the Proposed Project leading to increased density in Glendale. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

49-6 The comment expresses opposition to a lane reduction, or road diet, in Glendale. Under CEQA, automobile delay (e.g., reductions in levels of service) is not an environmental impact. The impacts of the Proposed Project on transit and bicycle facilities, safety, and emergency response times are addressed in Section 3.1, Transportation, of the Draft EIR.

49-7 The comment again expresses opposition to the Proposed Project. Comment noted.

Letter No. 50

Betsy Medvedovsky

50-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 51

Beverly Ashley

51-1 This comment expresses opposition to the Proposed Project eliminating a mixed-flow traffic lane on Colorado Boulevard in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 54

Bhavin Shah

52-1 This comment expresses support for the Proposed Project operating on surface streets in Glendale (Route Options E1/E2) and opposes the SR-134 (Route Option

E3). The refined Proposed Project assessed in the Final EIR would operate on Broadway (Route Option E1), and Route Option E3 has been eliminated from further consideration.

52-2 The current design does not include barriers alongside the dedicated bus lanes. Options along the route may include signage and pavement markings, raised delineators, rumble strips, and raised curbs or medians.

52-3 It is possible to equip buses with cameras for security purposes. Per newly enacted legislation under Assembly Bill (AB) 917, operations of the Proposed Project may incorporate camera enforcement of bus lanes on the buses.

52-4 This comment does not relate to the contents of the Draft EIR.

Letter No. 53

Bin Lee

53-1 This comment expresses support for the Proposed Project operating dedicated BRT lanes in Pasadena and on Colorado Boulevard in Eagle Rock (Route Options F1/F2). The Proposed Project does not include a dedicated BRT lane in Pasadena and Colorado Boulevard was selected by the Metro Board as the route in Pasadena.

Letter No. 54

Bob De Wees

54-1 This comment expresses support for the Proposed Project using a mixed-flow lane on Colorado Boulevard in Eagle Rock or using the existing median for a dedicated bus lane, and opposition to having only one travel lane per direction for passenger vehicles. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 55

Bobby Babajian

55-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock, specifically Route Option F1. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for

additional details related to development of the two design options and the selection process.

Letter No. 56

Brandon Yung

56-1 This comment expresses support for the Proposed Project and support for center-running options as a way to preserve existing medians and bike lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 57

Brendan Quinn

57-1 This comment expresses support for the Proposed Project.

Letter No. 58

Brian

58-1 The comment expresses support for the Proposed Project, although the commenter prefers a rail line over BRT.

Letter No. 59

Brian Bruegge

59-1 This comment expresses support for the center-running bus lanes treatment on Colorado Boulevard through Eagle Rock (Route Option F1) and protected bicycle lanes. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 60

Brian McDaniel

60-1 This comment is an introduction to the following comments. No further comment is required.

60-2 This comment acknowledges that there is opposition to public transportation such as the Proposed Project and makes suggestions for addressing these comments. No further comment is required.

60-3 After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. The designs vary as they relate to lane configuration and parking. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer also to Master Response No. 1.

Within Eagle Rock, the Proposed Project would affect the landscape median along Colorado Boulevard. New median and center lane landscaping amenities would be installed for safety and aesthetic purposes. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification.

60-4 This comment provides recommendations regarding resources for greener medians, new messaging regarding roadways, the number of lanes on existing roadways, and rebranding of the BRT. Comment noted.

Letter No. 61

Byron de Arakal

61-1 This comment summarizes the route options in Eagle Rock, although mischaracterizes the route options with least environmental impacts. As shown in Table ES-5 of the Executive Summary in the Draft EIR, Route Option F3 was identified as having the least potential for impacts in Eagle Rock. After consideration of public comments and further public engagement, the Proposed Project refined Route Option F1 into Segment F, which includes two design options on Colorado Boulevard for this Final EIR. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

61-2 This comment questions the Proposed Project's consistency with the City's Mobility Plan 2035, in particular the goal to achieve a "transportation system that balances the needs of all road users." Implementation of Mitigation Measure **TRA-5** would ensure

that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Regarding pedestrians, the Proposed Project includes many safety measures to reduce hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Refer to Master Response No. 1 for additional details.

61-3 Regarding parking, Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 62

Byron de Arakal

62-1 For the refined Proposed Project along Segment F, there would be three stations proposed along Colorado Boulevard in Eagle Rock in proximity to: Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue. The BRT would operate in a side-running configuration at the station in proximity to Eagle Rock Plaza, and in a center-running configuration at the Eagle Rock Boulevard and Townsend Avenue stations.

Letter No. 63

Cal Billy

63-1 This comment expresses support for the Proposed Project. Comment noted.

Letter No. 64

Calvin Chin

64-1 This comment expresses support for the Proposed Project. Comment noted.

Letter No. 65

Cardie Molina

65-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard (Route Options F1/F2) and support for the Proposed Project operating on SR-134 (Route Option F3). Comment noted. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 66

Carey Bennett

66-1 This comment expresses opposition to the Proposed Project removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer incudes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 67

Carl and Pamela Allender

67-1 This comment expresses support for the Proposed Project.

67-2 Park-and-ride lots are not being considered as part of the Proposed Project. Regarding lighting, BRT stations would be designed with lighting for safety and security in

accordance with Metro guidelines and in coordination with each local jurisdiction. Design of each BRT station and development of operating plans would be coordinated with each local jurisdiction to ensure adequate emergency access and safety design.

Letter No. 68

Carl Matthes

68-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard (Route Options F1/F2) and support for the Proposed Project operating on SR-134 (Route Option F3). Comment noted. After consideration of public comments and further public engagement, the refined Proposed Project route eliminated Route Options F2 and F3 from further consideration. The Final EIR includes two design options on Colorado Boulevard based on refinements to Route Option F1. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

Letter No. 69

Carmel Levitan

69-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 70

Carol Allen

70-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and supports the SR-134 (Route Option F3). Comment noted. After consideration of public comments and further public engagement, the refined Proposed Project route eliminated Route Options F2 and F3 from further consideration. The Final EIR includes two design options on Colorado Boulevard based on refinements to Route Option F1. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding construction effects, Metro standard practice is to coordinate with local jurisdictions to minimize construction effects. As shown in the Executive Summary

Chapter of the Draft EIR, Mitigation Measures **TRA-1** through **TRA-4** are designed to reduce potential for construction activities to effect traffic and transportation. Mitigation Measure **NOI-1** is designed to control construction noise.

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented and mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Letter No. 71

Carter Rubin

71-1 This comment expresses support for the Proposed Project operating in center-running bus lanes on Colorado Boulevard through Eagle Rock (Route Option F1). The comment also supports preserving bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 72

Casey Law

72-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and Pasadena (Route Option H1).

Comment noted. After consideration of public comments and further public engagement, the refined Proposed Project route eliminated Route Option F2 from further consideration. The Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 73

Catherine Cameron

73-1 This comment expresses opposition to the Proposed Project. Comment noted. No further response is required.

Letter No. 74

Cherryl Weaver

74-1 In order of preference, this comment expresses support for the No Build Alternative, followed by Route Option F3 and Route Option F2 in Eagle Rock. The comment expresses opposition to Route Option F1 in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

74-2 This comment expresses opposition to removing mixed-flow traffic lanes, parking, and medians. Regarding historic buildings, as discussed in Section 3.5, Cultural Resources, of the Draft EIR, no historic structures would be impacted in Eagle Rock. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. Regarding zoning, Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership,

and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

74-3 Metro anticipates that regional ridership will return to pre-COVID levels prior to the Proposed Project opening date of 2024. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential services).

Letter No. 75

Chris Newman

75-1 The BRT service would be provided on 40-foot zero-emission electric buses with seats for approximately 40 passengers and additional space for standees. However, Metro does have load standards that attempt to limit the number of passengers on a vehicle to avoid extreme overcrowding. Metro acknowledges the request for WiFi service. It is not known at this time if buses will have WiFi.

Letter No. 76

Chris Stratton

76-1 This comment expresses support for the Proposed Project. Comment noted.

Letter No. 77

Christopher Shelton

77-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) due to business impacts, public safety, and increased traffic on parallel streets.

Regarding business impacts, CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service) to be assessed in the Draft EIR. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed

Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Regarding public safety, the Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

Regarding increased traffic on parallel streets, the potential for traffic to use alternate streets with this option was analyzed with the regional travel demand model. Results of analysis indicate that the diversion of traffic to parallel streets would be minor, as the parallel streets are not continuous and would not provide time savings for motorists. Refer to Appendix D of the Final EIR for additional details.

77-2 This comment questions the Project need and expresses preference for the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3). The refined Proposed Project route eliminated Route Option F3 from further consideration. 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. 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. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

77-3 This comment expresses concern that the Proposed Project is being constructed for real estate interests. Land use regulations are controlled by each city and Metro cannot change existing zoning. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the corridor. This development pattern would be consistent with regional goals included in the SCAG 2020-2045 RTP/SCS. The local land use plans for the jurisdictions along the corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

77-4 This comment reiterates opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2).

Letter No. 78

Christopher Shelton

78-1 This comment expresses opposition to the Proposed Project operating on Broadway from Central Avenue to Eagle Rock Boulevard in Glendale (Route Option E1) due to traffic congestion. CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

78-2 This comment expresses concerns related to safety and traffic on parallel streets. Metro puts the highest priority on public safety. Potential safety impacts associated with geometric design features and incompatible uses are addressed in Section 3.1, Transportation, of the Draft EIR, under Impact 3.1-3. As discussed therein, the Proposed Project would have a less-than-significant impact on safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas.

Regarding increased traffic on parallel streets, the potential for traffic to use alternate streets with this option was analyzed with the regional travel demand model. Results of analysis indicate that the diversion of traffic to parallel streets would be minor, as the parallel streets are not continuous and would not provide time savings for motorists. Refer to Appendix D of the Final EIR for additional details.

78-3 This comment requests a station at the Harvey/Broadway intersection allowing the bus to access SR-134 and connect to DASH Lines should the Proposed Project proceed with (Route Option E1). However, there is no suitable station location to accommodate this operating scenario.

78-4 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) due to safety and business impacts. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The

Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Refer to the Response to Comment 72-2 related to safety.

Regarding business impacts, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

78-5 This comment provides various suggestions to improve travel times on SR-134 and transit connections. These suggestions are acknowledged by Metro.

78-6 This comment questions the ridership estimates shown in the Draft EIR. Transit ridership was established through a forecasting analysis utilizing Metro's Corridors Based Model 18 to estimate ridership. The model was developed by Metro and calibrated for the Proposed Project. The model considers current travel patterns and applies future transit service changes to the network resulting from the Proposed Project to forecast trips by mode and estimate boardings.

78-7 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). Refer to Response to Comment 72-4.

Letter No. 79

Claire Bowin

79-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock Boulevard (Route Option F2) due to the side-running option providing a safer and more comfortable rider experience. The comment expresses opposition to the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project

Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

79-2 This comment suggests including transit stations at both Townsend Avenue and Figueroa Street. A station is currently proposed at Townsend Avenue for the refined Proposed Project. A station was proposed at Figueroa Street for Route Option F3, however, based on public input on the Proposed Project, Route Option F3 has been eliminated from further consideration. The refined Proposed Project no longer includes a station at Figueroa Street.

Letter No. 80

Coco Bunny

80-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) due to traffic congestion, business impacts, ridership, and cost.). After consideration of public comments and further public engagement, the refined Proposed Project route eliminated Route Options F2 and F3 from further consideration. The Final EIR includes two design options on Colorado Boulevard based on a refinement of Route Option F1. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding traffic congestion and business impacts, CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service) in the Draft EIR. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Regarding ridership, the Proposed Project is forecast to attract 34,950 boardings in 2042. This ridership volume supports regional BRT service and would be greater than the ridership on existing local service.

CEQA does not require an EIR to include information regarding a proposed project's cost. Metro notes, however, the Proposed Project is funded by Measure M and Senate Bill 1, which provide a total of $317 million in funding. The results of the conceptual capital cost estimates for the Proposed Project indicate a range between approximately $263 million and $386 million. The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from $16.6 million to $18.5 million.

80-2 This comment expresses opposition to altering the medians and associated trees on Colorado Boulevard in Eagle Rock. Visual impacts to existing medians and vegetation on Colorado Boulevard are discussed in section 3.2, Aesthetics. As discussed therein, the Proposed Project is not anticipated to cause a significant impact to visual resources. There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 81

Corey Barnes

81-1 This comment provides route suggestions not studied in the Draft EIR. Refer to Section 2.2, Project History, of the Chapter 2, Project Description for a detailed discussion of the selection of routes assessed in the Draft EIR. Section 2.2 also discusses routes eliminated from further consideration by Metro. The comment also indicates a preference for center-running bus lanes versus curb and side-running configurations, including replacement of the median along Glenoaks Boulevard with a center-running option. Regarding enforcement of bus lane restrictions, Metro would coordinate with the City and local police service agencies to develop appropriate enforcement strategies.

81-2 This comment states that the commenter is likely to use the BRT service.

81-3 The dedicated bus lanes will be available to transit operators other than Metro.

81-4 This comment expresses support for modifying the median on Glenoaks Boulevard to support a center-running treatment.

81-5 Refer to Project Description in the Final EIR for the refined design, including transitions between dedicated bus lanes and mixed-traffic operations.

81-6 This comment expresses support for maintaining bicycle lanes on Central Avenue in Glendale, center-running treatment on Broadway in Glendale, and center-running treatment in Eagle Rock.

81-7 This comment expresses concerns related to BRT operations on SR-134 due to congestion. CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service) in the Draft EIR.

Letter No. 82

Cyndi Otteson

82-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer incudes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the refined Proposed Project route eliminated Route Options F2 and F3 from further consideration. The Final EIR includes two design options on Colorado Boulevard based on a refinement of Route Option F1. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 83

Dan Bednarski

83-1 This comment expresses support for the Proposed Project (Route Options E1 and F1), but opposition to BRT operating on SR-134 (Route Option F3). The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 84

Dan Fineman

84-1 Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project.

Letter No. 85

Dan Huynh

85-1 This comment expresses appreciation for the extended comment period.

85-2 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

85-3 This comment expresses the desire for well-lit streets and stops and local bus service for first mile/last mile connections. BRT system riders would be subject to Metro guidelines and requirements pertaining to safety and crime prevention and all Metro facilities (e.g., bus stops and stations) would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria including security lighting. Regarding local bus service for first mile/last mile connections, Metro First/Last Mile Policy (Motion 14.1) (May 2016) calls for the integration of first/last mile planning and delivery integration with new transit capital projects. First/last mile improvements for transit stations are generally focused on walk and bike access and safety and defined through a station-location specific planning process. The process for integrating first/last mile with this project along with other Bus Rapid Transit corridors will be defined in pending First/Last Mile Program Guidelines to be completed by early 2021 (Draft EIR Appendix B Transportation Technical Report Section 3.3.2).

85-4 This comment expresses support for separate bus and bicycle lanes on Colorado Boulevard. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock.

85-5 This comment suggests a Colorado Blvd/ Union Street couplet in Pasadena, which is no longer being considered by Metro.

85-6 This comment suggests a stop light at Hill and Union Streets in Pasadena. This is no longer relevant as Route Option H2 is no longer under consideration.

Letter No. 86

Daniel and Richard Walker

86-1 This comment expresses support for the development of the Proposed Project's route along Colorado Boulevard in Eagle Rock, but skepticism towards the Proposed Project's efficiency. The comment recognizes the Proposed Project's competing goals of efficiency and faster commute times, and usefulness and accessibility. It states that there are too many closely-spaced stations in Glendale and Burbank. Additionally, the comment states that the Proposed Project must significantly improve average route speed to justify the cost. Appendix A, Alternatives Analysis, included in the Draft EIR, determined that alternatives with more stations attracted higher ridership despite slower travel times.

Direct connections to Occidental College, Glendale Community College, and Glendale Metrolink Station are not being considered as part of the Proposed Project.

Letter No. 87

Daniel Goldwasser

87-1 This comment expresses concern related to the cost and benefit of the Proposed Project. CEQA does not require an EIR to include information regarding a proposed project's cost. To clarify, however, Metro notes that the Proposed Project is forecast to attract 34,950 boardings per day in 2042, not annually. The results of the conceptual capital cost estimates for the Proposed Project indicate a range between approximately $263 million and $386 million; capital costs are contingent on the level of estimating detail, which would increase in refinement as the Project design and engineering advances. Operations and Maintenance costs, estimated as ranging from $16.6 million to $18.5 million, represent the sum of the annual total of 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).

Metro anticipates that regional ridership will return to a pre-COVID level prior to the Proposed Project opening date of 2024. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential workers).

Letter No. 88

Daniel Hawkins

88-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the refined Proposed Project route eliminated Route Options F2 and F3 from further consideration. The Final EIR includes two design options on Colorado Boulevard based on a refinement of Route Option F1. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro disagrees with the assertion that the ridership data suggests that the BRT will not make a meaningful impact on traffic reduction. As discussed in Section 3.1, Transportation, of the Draft EIR, the Proposed Project would reduce regional daily vehicle miles traveled by 86,659 compared to the baseline condition.

88-2 This comment expresses opposition to the removal of median trees and greenspace to support the Proposed Project. There is potential for tree and vegetation removal within

the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

88-3 This comment questions the need for the Proposed Project. 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. 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. Although CEQA does not require an EIR to discuss Project costs, to clarify, Metro notes that the City is not paying for the Proposed Project through transportation funds. The Project is funded by Measure M, which was approved in a countywide vote, and Senate Bill 1, which provide a total of $317 million in funding. The results of the conceptual capital cost estimates for the Proposed Project indicate a range between approximately $263 million and $386 million. The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from $16.6 million to $18.5 million.

88-4 This comment states that the Proposed Project, if it moved forward, should use SR-134 through Eagle Rock (Route Option F3). The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

88-5 The Proposed Project is a regional transit project designed to appeal not only to riders in Eagle Rock but to transit users in surrounding communities.

Letter No. 89

Darlene Gonzalez-Szabo

89-1 This comment expresses support for the Proposed Project, and for utilizing Colorado Blvd in Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. Sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation

would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic and, where on-street bicycle lanes exist, bikes may be routed behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would generally enhance walkability in the station areas.

Letter No. 90

Darren Hall

90-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's two design options on Colorado Boulevard incorporate the Beautiful Boulevard concept's designs by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the Project design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 91

David Dellinger

91-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's two design options on Colorado Boulevard incorporate the Beautiful Boulevard concept's designs by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the Project design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 92

David Dellinger

92-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 93

David Freeland

93-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, although not within the Eagle Rock segment of the Project, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 94

David Greene

94-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro

Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 95

David Ingber

95-1 This comment expresses concerns related to increased traffic on Yosemite Drive due to removing mixed-flow traffic lanes on Colorado Boulevard in Eagle Rock.

The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets such as Yosemite Drive. Refer to Appendix D of the Final EIR for additional details.

The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

Letter No. 96

David Levine

96-1 The comment expresses support for the Proposed Project.

Letter No. 97

David Levine

97-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a

result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, although not within the Eagle Rock segment of the Project, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 98

David Matsu

98-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 99

David Moran

99-1 This comment expresses support for the Proposed Project operating on Colorado St in Glendale (Route Option E2), Colorado Boulevard through Eagle Rock (Route Options F1/F2) and the Green Street/Union Street couplet in Pasadena (Route Option H2). The refined Proposed Project would maintain operations on Broadway in Glendale (Route Option E1) and Colorado Boulevard in Pasadena (Route Option H1). After consideration of public comments and further public engagement, the Final EIR includes two design options for Route Option F1 on Colorado Boulevard in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

99-2 This comment makes suggestions for creating both a local and rapid bus service along the corridor as well as connecting the Proposed Project to the Metro G Line (Orange) and the future North San Fernando Valley BRT Project. The Proposed Project would provide connection to the existing Metro B/G Line (Red/Orange) North Hollywood Station, which would also connect to the future North San Fernando Valley BRT Project.

Letter No. 100

David Newman

100-1 This comment expresses opposition to removing a mixed-flow traffic lane on Colorado Boulevard in Eagle Rock due to traffic congestion. The comment also expresses opposition to prioritizing bicycle lanes over traffic lanes on Colorado Boulevard due to Hill Street and Yosemite Street being better options for bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 101

David Newman

101-1 This comment expresses support for a direct connection to the Burbank Airport, which is not part of the Proposed Project. The comment indicates opposition to removal of travel lanes along Colorado Boulevard through Eagle Rock. After consideration of

public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 102

Dawn Kukla (Dorinda)

102-1 The Notice of Preparation (NOP) provided notice to all responsible agencies (including the four cities along the corridor and the California Department of Transportations (Caltrans) and members of the public, to transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 60 days of receipt of the NOP from the lead agency. In response, Caltrans submitted a letter dated July 17, 2019, with comments to consider during preparation of the Draft EIR. In addition, Caltrans staff attended local agency stakeholder meetings hosted by Metro. The Proposed Project would primarily be street-running and not result in any physical improvements to the SR-134. The BRT would operate in the right-lane of the freeway for very short segments to get from North Hollywood to Burbank and again from Eagle Rock to Pasadena. Please refer to Comment Letter No. 1 from Caltrans District 7 for additional details.

Letter No. 103

Debra Gerod

103-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). The comment also supports widening sidewalks along Colorado Boulevard. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and

effect. The focus of the analysis shall be on the physical changes. " As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project to businesses throughout the Project area. Refer to Master Response No. 2.

Letter No. 104

Desiree Portillo Rabinov

104-1 This comment expresses support for the Route Option E1 in Glendale and support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 105

Dessa Kaye

105-1 This comment expresses support for the Proposed Project, with a preference for the Green/Union Route Option (Route Option H2) in Pasadena. After consideration of public comments, the Metro Board selected Route Option H1 in Pasadena. The comment agrees that the Proposed Project would increase the accessibility, usefulness, and efficiency for all passengers, but especially elderly and disabled passengers.

Letter No. 106

Dexter Chan

106-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The comment states that the Proposed Project would create more congestion, pollution and accidents. Regarding traffic congestion, although the effects of the project on traffic congestion are no longer considered under the CEQA guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Regarding pollution, refer to page 3.3-2 of the Draft EIR for the analysis demonstrating that changes to traffic would not result in a significant impact to air quality. Regarding accidents, buses would follow posted speed limits and would obey traffic laws in a similar manner as automobiles. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042. The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard.

The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Letter No. 107

Diane Louise

107-1 This comment expresses opposition to a designated bus lane on Colorado Boulevard through Eagle Rock (Route Options F1/F2) but support for the Proposed Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the refined Proposed Project route eliminated Route Options F2 and F3 from further consideration. The Final EIR includes two design

options on Colorado Boulevard based on a refinement of Route Option F1. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of the project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

Regarding business and the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Letter No. 108

Donald Sweetnam

108-1 This comment expresses support for the Proposed Project operating on Colorado Street in Glendale (Route Option E2) and Colorado Boulevard Eagle Rock (Route Options F1/F2), and the Green Street/Union Street route option in Pasadena (Route Option H2). After consideration of public comments, the Metro Board selected Route Options E1, F1, and H1 for further consideration in this Final EIR. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 109

Donovan Daughtry

109-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 110

Duncan Sinclair

110-1 This comment expresses support for the Proposed Project.

110-2 A Proposed Project station adjacent to the Metro L (Gold) Line Lake Avenue Station is not being considered at this time; however, the Proposed Project would provide a station along Raymond Avenue at Holly Street about 300 feet from the Metro L (Gold) Line Memorial Park Station.

110-3 The comment also expresses support for designing the BRT to reduce the trip duration. The Proposed Project includes dedicated bus lanes, transit signal priority, and other features to facilitate efficient bus movement.

Letter No. 111

Dustin Perkins

111-1 This comment expresses support for preserving bicycle lanes on Colorado Boulevard in Eagle Rock. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR. Regarding whether bikes are allowed to access bus lanes, bikes would legally be able to use the bus lanes throughout the Proposed Project route. However, it is not necessary to mark the bus lanes to indicate that bicycle access is permissible.

111-2 This comment expresses concern about route travel times. Along with dedicated bus lanes, the Proposed Project includes transit signal priority, which expedites buses through signalized intersections and improves transit travel times and travel time reliability. See Section 3.1, Transportation, for further information about the Proposed Project's benefits to ridership. With these improvements, it is estimated that the projected end-to-end travel time from the North Hollywood terminus to the Pasadena terminus will be approximately one hour, with an average operating speed of about 17 mph, which includes time for boarding and alighting at the transit stations. The anticipated average speed along the route is substantially faster than typical Metro buses operating on surface streets in lanes shared with vehicular traffic. Although the specific travel time savings due to implementation of bus lanes through Eagle Rock has not been evaluated, each segment where bus lanes are present contributes to the overall reduction in travel time.

111-3 This comment expresses concern with the design in Eagle Rock as it was proposed in the Draft EIR. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 112

Edward Frontenac

112-1 This comment expresses opposition to the Proposed Project.

Letter No. 113

Elise Kalfayan

113-1 This comment expresses support for the Route Option E1 in Glendale and support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options

on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 114

Elizabeth Vitanza

114-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 115

Ellen Stern

115-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Buses would also follow posted speed limits and would obey traffic laws in a similar manner as automobiles. Refer to Master Response No. 1 for information related to design refinements in Eagle Rock associated with the Proposed Project including bicycle lanes.

Letter No. 116

Elliot M. Smith

116-1 The following response was provided to the commentor during the meeting: Thank you for your interest in the NoHo to Pasadena Transit Corridor Project. You can view the configuration options on our Source Post at: https://thesource.metro.net/

2020/11/13/public-comment-period-on-noho-to-pasadena-bus-rapid-transit-project-open-through-dec-10-virtual-meeting-this-saturday/.

Refer to Table ES-1 in the Executive Summary Chapter of the Final EIR for potential treatments on Colorado Boulevard in Eagle Rock. Route Option F1 of the refined Proposed Project includes two potential design options. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 117

Emma Huang

117-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock with protections for bicycle lanes (Route Option F1) and opposition to the Project operating on SR-134 (Route Option F3). The comment also expresses support for the median-running bus lanes treatment and preserving bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Furthermore, the refined Project route eliminated Route Option F3 from further consideration. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 118

Erika Foy

118-1 This comment requests traffic data used to prepare the Draft EIR. Please note that CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). The CEQA transportation impact analysis considers vehicle miles traveled (VMT), which are computed at a regional level. The following response was provided:

Hello Ms. Foy,

Thank you for your interest in the NoHo to Pasadena BRT Project!

Appendix B of the Draft EIR is our Transportation Technical Report. This is where you will find the detailed technical analysis for our project related to transportation impacts under the California Environmental Quality Act. It can be found at this link:

http://media.metro.net/2020/NoHo-to-Pas-DEIR-Appendix+B_Transportation-Technical-Report.pdf.

Regarding traffic impacts specifically in the Pasadena area, this BRT project will not be including any bus lanes within the City of Pasadena. Therefore, traffic operations within Pasadena are anticipated to remain unchanged as a result of this project.

Thank you again,
Gary Byrne
Deputy Project Manager

Letter No. 119

Esther Soliman

119-1 This comment expresses opposition to the Proposed Project on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and supports the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 120

Evan Smyth

120-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 121

Family Naness

121-1 This comment expresses support for the BRT Proposed Project operating on SR-134 (Route Options E3 and F3). The Metro Board selected the E1 Route Option in Glendale. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard in Eagle Rock. Furthermore, the refined Project route eliminated Route Option F3 from further consideration. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 122

Felicia Garcia

122-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA_5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicles) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 123

Felicia Garcia

123-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies

Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 124

Felipe Rojas

124-1 This comment expresses support for the Proposed Project in Eagle Rock on Colorado Boulevard but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 125

Foster Wilson

125-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project

Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard concept's designs by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the Project design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 126

Fran Blayney

126-1 This comment expresses opposition to the Proposed Project operating in dedicated bus lanes on Colorado Boulevard through Eagle Rock (Route Options F1/F2). Comment noted.

Letter No. 127

Frank (Pancho) Jones

127-1 This comment expresses opposition to the Proposed Project operating in dedicated bus lanes on Colorado Boulevard through Eagle Rock (Route Options F1/F2). Comment noted.

Letter No. 128

Frank F. Medina

128-1 Metro disagrees with the characterization that the Draft EIR was prejudiced for a particular BRT route. The Draft EIR included an equal analysis of the environmental effects associated with each option for consideration by the Metro Board. 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 EIR scoping. It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and the general public. Metro determined that all stakeholders would be best informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes in the four cities.

128-2 This comment expresses concern related to impacts to businesses due to reduced parking. Metro acknowledges that the Proposed Project would remove parking in some locations. Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock. Refer to Master Response No. 2.

128-3 The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. Metro does not expect the Proposed Project will generate much cut-through traffic largely because of the lack of time-competitive parallel routes. Some traffic bound to-and-from local destinations may re-route to adapt to the revised median and opportunities for cross-traffic movements and left turns. All Metro BRT buses shall adhere to applicable roadway speed limits and regulations. The Proposed Project includes design elements which would improve safety conditions for motorists, cyclists, and pedestrians. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. In no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. The Proposed Project would also include crosswalk improvements designed to enhance pedestrian safety. See Section

3.1, Transportation, of the Draft EIR for further discussion of project design and safety enhancement features. Refer to Appendix D of the Final EIR for additional details regarding the results of the travel demand model.

128-4 Metro disagrees that the street-running BRT on Colorado Boulevard would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

This comment also expresses concern over the conversion of Colorado Boulevard into a transportation corridor. However, the SCAG Regional Transportation Plan indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

128-5. This comment expresses support for public transit and for the Proposed Project operating on SR-134 (Route Option F3), but opposes the Proposed Project operating on Colorado Boulevard via street-running configuration in Eagle Rock (Route Options F1/F2). Comment noted.

Letter No. 129

Franky Lamouche

129-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 130

Gemma Marquez

130-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 131

Gene Mazzanti

131-1 This comment expresses support for the Proposed Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

Letter No. 132

George Jamgochian

132-1 This comment expresses a ranked preference for the route options in Glendale. The commenter prefers State Route 134 (Route Option E3), followed by Broadway (Route Option E1), followed by Colorado Street (Route Option E2). After consideration of public comments, the Metro Board selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1.

The commenter expresses concern with duplication of service for local Glendale Beeline Bus service. The Proposed Project operates at a regional level, connecting communities within the valleys as well as providing connections to local activity centers within the serviced communities. Where feasible, local bus services, such as the Glendale Beeline, would be allowed to use the bus lanes along those street segments overlapping with the Proposed Project.

Letter No. 133

Glenn Dresch

125-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3).

Metro does not have regulatory land use control and thus does not have the authority to change zoning regulations related to density. This authority solely lies with the jurisdictions along the corridor. Regarding zoning, as discussed in Chapter 4.0, Other Environmental Considerations, Section 4.1.4, Land Use and Planning, the Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing

reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented and mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Letter No. 134

Glenn Dresch

134-1 This comment expresses opposition to the Proposed Project operating in dedicated bus lanes on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). Metro values all public comments and considers all comments with equal weight. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 135

Glenn Laird

135-1 This comment expresses support for the BRT operating on SR-134 (Route Option F3) and opposes the removal of a mixed-flow traffic lane on Colorado Boulevard. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 136

Grace Peng

136-1 This comment does not address the contents of the Draft EIR. This comment expresses opposition to transit operations on highway/freeway facilities due to impacted passenger comfort. The comment also expresses general support for transit and bicycle infrastructure.

Letter No. 137

Grace Ramirez

137-1 This comment does not address the Proposed Project or the contents of the Draft EIR.

Letter No. 138

Hannah Gibson

138-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to removal of bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 139

Hannah Globus

139-1 This comment expresses opposition to the Proposed Project removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 140

Henry Fung

140-1 This comment expresses support for Route Options A2, E1, F1/F2, and H2. The comment also supports center-running dedicated bus lanes and left-side opening doors. After consideration of public comments, the Metro Board selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1. The refined Proposed Project in this Final EIR includes two design options on Colorado Boulevard in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 141

Howard Naness

141-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3) due to quality of life, community identity, property values, and safety concerns. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Metro disagrees that the street-running BRT on Colorado Boulevard would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro. The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

141-2 Metro disagrees with the characterization that the Draft EIR was prejudiced for a particular BRT route. The Draft EIR included an equal analysis of the environmental effects associated with each route option for consideration by the Metro Board. The Proposed Project includes options for the BRT route and configurations. This approach was necessary due to public feedback during the 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 stakeholders would be best informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes in the four cities.

141-3 This comment expresses concern related to impacts to businesses due to reduced parking. Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require lead agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, Metro intends to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the

economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Metro disagrees that the street-running BRT would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR.

141-4 Metro does not expect the Proposed Project will generate much cut-through traffic largely because of the lack of time-competitive parallel routes. Some traffic bound to-and-from local destinations may re-route to adapt to the revised median and opportunities for cross-traffic movements and left-turns. All Metro BRT buses shall adhere to applicable roadway speed limits and regulations. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets such as Hill Drive or Yosemite Drive. Hill Drive and Yosemite Drive are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

The Proposed Project includes many safety measures to reduce traffic hazards for motorists, cyclists, and pedestrians, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. In no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. The Proposed Project would also include crosswalk improvements designed to enhance pedestrian safety. See Section 3.1, Transportation, of the Draft EIR for further discussion of project design and safety enhancement features.134-5. Metro disagrees that the street-running BRT on Colorado Boulevard would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

This comment also expresses opposition to converting Colorado Boulevard to a transportation corridor. Colorado Boulevard is already a transportation corridor serving automobiles, public transportation, cyclists, and pedestrians. The SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High

Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

141-6 This comment expresses support for public transit. The comment expresses support for the Project operating on SR-134 (Route Option F3). For this Final EIR, Route Option F3 has been eliminated from consideration.

Letter No. 142

Ignacio Piña

142-1 This comment expresses opposition to the Proposed Project. The comment further states that Pasadena opposes the Proposed Project and the Eagle Rock community has been pushing the BRT away from Colorado Boulevard and onto SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

142-2 Metro complied with public meeting requirements consistent with the CEQA Guidelines. Public meetings related to the Draft EIR were held on November 12th and November 14th. The links for the meetings were posted on the Proposed Project website, newspaper ads, Twitter, Instagram, Facebook, and emailed to those that requested to be on the Project email list. In-person meetings during the Draft EIR review period were not legal under County of Los Angeles safety rules. Regarding outreach, to encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) noticing and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. The hearings also provided simultaneous Spanish translation, and previous meetings for the Proposed Project included live Spanish and Armenian translators.

142-3 This comment questions the ridership estimates shown in the Draft EIR. Transit ridership was established through a forecasting analysis utilizing Metro's Corridors Based Model 18 to estimate ridership. The model was developed by Metro and calibrated for the Proposed Project. The model considers current travel patterns and applies future transit service changes to the network resulting from the Proposed

Project to forecast trips by mode and estimate boardings. Furthermore, Metro anticipates that regional ridership will return to pre-COVID levels prior to the Proposed Project opening date of 2024 and social distance requirements will be similar to pre-pandemic. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential services).

142-4 This comment opposes a lane reduction on Colorado Boulevard.

142-5 A detailed energy analysis was provided in Section 3.6, Energy Resources, of the Draft EIR. Electricity to charge buses would potentially be provided by the Los Angeles Department of Water and Power (LADWP), Southern California Edison (SCE), or Pasadena Water and Power (PWP). These utilities receive electricity from various power sources. Although the Proposed Project would traverse local utility jurisdictions of Burbank Water and Power, Glendale Water and Power, and PWP, it is assumed that the Zero Emission Vehicle (ZEV) buses would primarily utilize Metro facilities within the City of Los Angeles for recharging and maintenance. Additional charging may be supplemented at the North Hollywood Metro Station (charging infrastructure proposed as part of a separate project), Pasadena City College (power provided by PWP) and/or at the El Monte Maintenance and Storage Facility (provided by SCE). The amount of charging that may occur at Pasadena City College or El Monte Maintenance and Storage Facility is unknown at this time, and the proportion of electricity supplied by PWP or SCE would not change the total expenditure of energy resources associated with Proposed Project operations. Refer to the 2021 Senate Bill 100 Joint Agency Report: Achieving 100 Percent Clean Electricity in California: An Initial Assessment related to how State's electricity system can become carbon free by 2045 (https://www.energy.ca.gov/news/2021-03/california-releases-report-charting-path-100-percent-clean-electricity).

142-6 Metro acknowledges that the Proposed Project would remove parking in some locations. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible.

142-7 This comment expresses concerns related to traffic on parallel streets. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets. Refer to Appendix D of the Final EIR for additional details.

142-8 This comment expresses opposition to the Proposed Project.

Letter No. 143

Ikuko Remmenga

143-1 This comment expresses opposition to the Proposed Project operating on the SR-134 between North Hollywood and Burbank and expresses a preference for a route alignment along Magnolia Boulevard. Magnolia Boulevard was evaluated in the Alternatives Analysis and was not carried forward due to inadequate width to host bus lanes. The curb-to-curb width on Magnolia Boulevard west of Clybourn Avenue drops from 68 to 60 feet and there is only room for a single eastbound through lane.

Letter No. 144

Israel Jacquez

144-1 This comment expresses support for center- and median-running treatments and opposition to the Proposed Project operating in mixed-flow lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. The preferences identified by the comment are noted.

Letter No. 145

J. Donnelly

145-1 This comment expresses preference for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 146

Jake Harrison

146-1 This comment expresses support for the Proposed Project on Colorado Boulevard, but opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 147

James Henschell

147-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) due to traffic concerns. CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

Letter No. 148

James Ortiz

148-1 This comment expresses opposition to having one mixed-flow travel lane in Eagle Rock due to congestion. Although the effects of the project on traffic congestion is no longer considered under the CEQA guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to define improvements to address traffic congestion. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042. Regarding concerns for traffic spillover onto parallel streets, traffic analyses conducted for the Proposed Project indicate that the dedicated bus lanes would not result in widespread queueing at intersections or degradation in traffic flow.

Metro does not have regulatory land use control and thus does not have the authority to change zoning regulations related to density. This authority solely lies with the jurisdictions along the corridor. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, developing compact pedestrian-oriented, and mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Letter No. 149

James Panozzo

149-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 150

Jane Demian

150-1 This comment expresses general support for the Proposed Project operating on Colorado Boulevard in Eagle Rock. The comment also expresses opposition to removing bicycle lanes, eliminating medians, and states uncertainty with removing a mixed-flow travel lane.

150-2 The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project

Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits, obey traffic laws in a similar manner as automobiles, and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas.

150-3 Refer to Master Response No. 1 for details related to incorporating components of the Beautiful Boulevard design concept into the Proposed Project. There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 151

Jane Demian

151-1 This comment expresses opposition to removing a traffic lane on Colorado Boulevard in Eagle Rock due to added traffic on parallel streets. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets such as Hill Drive or Yosemite Drive. Hill Drive and Yosemite Drive are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

151-2 This comment expresses preference for using medians for stations and passenger loading. It also expresses support for parking protected bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to

Master Response No. 1 for additional details related to development of the two design options and the selection process.

151-3 This comment requests flashing lights to improve pedestrian safety. The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

151-4 This comment requests that left turns be preserved for westbound traffic at Eagle Rock and Colorado Boulevards. The Proposed Project will retain westbound left turns at the intersection of Eagle Rock and Colorado Boulevard.

Letter No. 152

Jane Tsong

152-1 This comment expresses support for the Proposed Project (Route Option F2) but states opposition to the removal of the dedicated bicycle lanes, curb extensions, and trees along Colorado Boulevard in Eagle Rock. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro will replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 153

Janet Cappellanti-Adams

153-1 This comment does not address the contents of the Draft EIR.

Letter No. 154

Janet Cappellanti-Adams

154-1 The following response was provided during the meeting. “Thank you for your feedback regarding the project virtual platform. We have checked the site and it is now working. Please visit nohopasbrt.com again to participate in the virtual platform.”

Letter No. 155

Janet Cappellanti-Adams

155-1 This comment does not address the contents of the Draft EIR.

Letter No. 156

Janet Diel

156-1 This comment expresses concerns related to accessibility of the Proposed Project for all riders, especially those with disabilities. 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 to the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of parts approach, similar to Metro rail stations. The kit of parts approach is under development by Metro, although station elements as described below would be utilized to establish a minimum requirement or 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. Station siting would allow for safe and accessible paths of travel for transit riders including those accessing stations on foot, bike and other rolling modes.

Metro strives to ensure that its services (including over 200 bus and rail routes) are fully accessible to all of our customers, including those with disabilities. The Accessibility team, within the Office of Civil Rights & Inclusion, works to ensure agency/systemwide compliance with federal ADA, Code of Federal Regulations Part 49 requirements, California Code of Regulation Title 24 Accessibility regulations, municipal regulations and Metro policies regarding accessibility for customers with disabilities. The Accessibility team is committed to going above and beyond by working to ensure that all vehicles, facilities, programs and services are not only compliant, but useable for Metro customers with disabilities. Metro strives to go above and beyond the minimum requirements and adopts future proofed solutions. Major initiatives include:

- Metro BRT Facilities Design Criteria;
- Reconfiguration of transit vehicle accessibility areas;
- Proof of concept testing for new and innovative digital solutions;

- ADA tactile guidance pathways (designed to assist blind/visually impaired customers and other customers while navigating Metro stations); and
- Hands-free access to Metro station crossings, elevators, and customer information/assistance.

156-2 Bicycle amenities are being considered for stations but have not been finalized at this stage of conceptual design.

156-3 Regarding ADA access for entering and exiting buses, BRT buses will have similar design characteristics to those featured on existing buses in Metro's fleet, all of which meet or exceed ADA requirements. In addition, buses are planned to include the following ADA enhancements:

- Split Flip Seats to allow for space for walkers;
- Variable Slope Wheelchair Ramp that provides a continuous slope for customer access;
- Signage designating Reserved Seating in secure areas for wheelchairs/mobility scooters;
- Signage designating Priority Seating for seniors and people with disabilities and caregivers/companions traveling with them; and
- Tactile (e.g., Knurled) Stanchions to help blind/visually impaired customers identify the Priority Seating.

156-4 Regarding lighting, BRT stations will be designed with lighting for safety and security in accordance with Metro guidelines and in coordination with each local jurisdiction. Design of each BRT station and development of operating plans would be coordinated with each local jurisdiction to ensure adequate emergency access and safety design.

156-5 Refer to Response to Comment 156-1 related to station amenities.

156-6 Regarding fees for low income riders, as with other Metro lines, Metro will promote the Low Income Fare is Easy (LIFE) program, which provides assistance for low-income individuals that may be used to obtain transportation subsidies or free regional ride options. Seniors 62 years of age and older, and people with disabilities may receive up to 80 percent off regular Metro fares.

156-7 This comment reiterates the importance of considering the needs of height, visual, hearing, and mobility impaired patrons. Comment noted.

Letter No. 157

Janet Waldron

157-1 This comment expresses opposition to the Proposed Project, in particular in Pasadena, due to safety and traffic concerns. The comment expresses support for using the 210 Freeway. Metro puts the highest priority on public safety. The BRT

system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits, would obey traffic laws in a similar manner as automobiles, and Metro drivers will receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, along with signage to provide for convenient and safe access to boarding areas.

Letter No. 158

Janette Gembitz

158-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Metro acknowledges that the Proposed Project would remove parking in some locations. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 159

Jean Leland

159-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). The comment expresses a secondary preference for shared bus/bike lanes (Route Option F2) or mixed-flow operation if a route is chosen on Colorado Boulevard. The comment also expresses opposition to removing a mixed-flow travel lane for the Proposed Project. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require lead agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, Metro intends to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 160

Jean-Marie Martz

160-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and

further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets, as the local streets are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

Letter No. 161

Jeff Cannon

161-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard concept's designs by providing a new protected bicycle facility that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. The Proposed Project would provide improvements to the bicycle network by providing a parking-protected bicycle facility consistent with Mobility Plan Policy 2.6. Similarly, the proposed bicycle improvements along with proposed improvements to the transit network associated with the Proposed Project would be consistent with Mobility Plan Policy 2.9 which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, of this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk

in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 162

Jeff Pott

162-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Option F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project to businesses throughout the Project area.

Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require lead agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Letter No. 163

Jennifer Nelson

163-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro

Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concept by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, although not within the Eagle Rock segment of the Project, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 164

Jenny Morataya

164-1 This comment expresses support for maintaining existing bicycle lanes and for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The refined Proposed Project incorporates the Beautiful Boulevard concept's designs by providing a new protected bicycle facility that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed

bicycle facility. The Proposed Project would provide improvements to the bicycle network by providing a parking-protected bicycle facility consistent with Mobility Plan Policy 2.6. Similarly, the proposed bicycle improvements along with proposed improvements to the transit network associated with the Proposed Project would be consistent with Mobility Plan Policy 2.9 which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 165

Jesse Silva

165-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 166

Joe Masiero

166-1 This comment expresses support for the Proposed Project operating in Burbank. The comment supports a curb-running alignment and the optional station at Olive Avenue and Verdugo Avenue. The Proposed Project has been further refined in Burbank as described in Chapter 2, Project Description of the Final EIR. As described, The BRT route accesses Olive Avenue via the Pass Avenue exit from eastbound SR-134 and returns to SR-134 via Hollywood Way, with a pair of stations in the Riverside Drive/Hollywood Way/Olive Avenue triangle in the Media District. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street

along Alameda Avenue in mixed-flow operations approaching a station near Naomi Street. Dedicated bus lanes would be provided in the curb lane on Alameda Avenue in the block of the station. The route then returns to Olive Avenue via Buena Vista Street, with dedicated bus lanes on Buena Vista Street in the northbound direction approaching Olive Avenue and in the southbound direction approaching Alameda Avenue. Between Buena Vista Street and Downtown Burbank, Olive Avenue would be reconfigured to provide dedicated side-running bus lanes accomplished by conversion of the outside travel lane. Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge. The Olive Avenue/Verdugo Avenue station is no longer an optional station and has been included in the Proposed Project.

Letter No. 167

Joey Hernandez

167-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard (Route Options F1/F2) and opposition to the Proposed Project operating on SR 134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 168

John Colter

168-1 This comment expresses support for the Proposed Project (Route Option F2) but states opposition to the removal of the dedicated bicycle lanes, curb extensions, and trees along Colorado Boulevard in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

There is potential for the Proposed Project to remove trees and vegetation within the City of Los Angeles. Trees that could be removed within the City of Los Angeles are non-native and are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

Letter No. 169

John Kerr

169-1 After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the revised design is consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 170

John Perry

170-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 171

John Schulhof

171-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concept by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discusses on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, although not within the Eagle Rock segment of the Project, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would

sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 172

John Squire

172-1 Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and motor vehicles) when designing a complete street that includes multiple transportation modes. Refer to Master Response No. 1 for additional details.

Letter No. 173

Jon Ingalls

173-1 This comment expresses support for the Proposed Project (Route Option F2) but states opposition to the removal of the dedicated bicycle lanes and trees along Colorado Boulevard in Eagle Rock. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 174

Jon Natchez

174-1 This comment expresses opposition to the Proposed Project removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 175

Jonah Paten

175-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock with a median-running treatment (Route Option F1). However, the comment also expresses opposition to the BRT operating on SR-134 (Route Option F3) and to the removal of the dedicated bicycle lanes and trees along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

175-2 Metro puts the highest priority on public safety. The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

Letter No. 176

Jonathan Raspa

176-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle

lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 177

Josh Fruhlinger

177-1 This comment expresses support for providing a close connection between the BRT service and the Metro L (Gold) Line in Pasadena. The Proposed Project would provide a station along Raymond Avenue at Holly Street about 300 feet from the Metro L (Gold) Line station at Memorial Park.

Letter No. 178

Josh Saunders

178-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Proposed Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 179

Jovita D. Molina

179-1 This comment expresses support for the Project operating on SR-134 (Route Option F3) and opposition to the Proposed Project operating on Colorado Boulevard though Eagle Rock (Route Options F1/F2).

After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Section 3.3, Air Quality, of the Draft EIR includes a detailed air pollution analysis. As stated on page 3.3-23, the Proposed Project would not expose people to substantial pollutant concentrations. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

Letter No. 180

Juanita Davis

180-1 This Proposed Project is in the planning and environmental review phase. The Metro contact during this phase of the Proposed Project is:

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-6
Los Angeles, CA 90012
Email: nohopasbrt@metro.net

Letter No. 181

Julian Hanes

181-1 This comment express concern with the Draft EIR Concept Plans, specifically the planned routing of buses between the intersection of Olive Avenue/Lima Street and the on/off ramps for SR-134. Many of the signalized intersections through which the BRT service would operate in the referenced segment would include dedicated bus lanes to allow the BRT line to bypass congestion.

181-2 This comment describes the density of intersections within the referenced segment and expresses concern over the level of traffic buses would endure in mixed-flow traffic. Many of the signalized intersections through which the BRT service would operate in the referenced segment would include dedicated bus lanes to allow the BRT line to bypass congestion.

181-3 This comment recommends building dedicated grade separated bus-only entrance and exit ramps to and from SR-134. Construction of new grade-separated facilities is not being considered for the Proposed Project at this time.

181-4 This comment indicates an understanding that grade separations are not being considered as part of the Proposed Project. Additionally, it expresses concern that without a grade separation for the Proposed Project at the referenced location, the branding of the Proposed Project as premium transit service would be compromised. The Proposed Project would be a premium transit service due to the installation of dedicated bus lanes as referenced in preceding responses.

Letter No. 182

Justin Bensan

182-1 This comment expresses support for the Proposed Project.

Letter No. 183

K Fanslow

183-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard (Route Options F1). It also expresses opposition to a shared bus and bicycle lane (Route Option F2) and opposition to the Proposed Project operating on the SR-134 (Route Option F3). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 184

Karen Jaques

184-1 Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use

neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

184-2 This comment expresses a preference for the Proposed Project operating on SR-134 (Route Option F3) through Eagle Rock, followed by Route Option F2. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 185

Karen Suarez

185-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3) due to additional pollution, loss of parking, and increased traffic on parallel streets. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Draft EIR includes a detailed analysis of construction and operational pollutant emissions. As shown in Section 3.3, Air Quality, of the Draft EIR, the Proposed Project would not result in significant air quality impacts. Regarding operations, implementation of BRT service in this corridor would also reduce emissions emitted by the overall vehicle fleet traveling within the study area, as mode share shifts away from auto use to public transit. In operational year 2042, BRT service would reduce 30,070,673 VMT annually as compared to conditions without BRT service), a 0.017 percent reduction in VMT that would result in concomitant reductions in start, hot soak, and running emissions from the vehicle fleet. The Proposed Project would result in a net decrease of all criteria pollutants except PM_{10}. Daily PM_{10} emissions would slightly increase as a result of operations, however emissions would remain significantly lower than the SCAQMD's thresholds.

The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway

system and not to local streets, as the local streets are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

Letter No. 186

Kate Eberle

186-1 This comment expresses support for the Route Option E1 in Glendale and support for the Beautiful Boulevard proposal in Eagle Rock. The Metro Board selected Route Option E1 in Glendale to carry forward for further evaluation in the Final EIR. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 187

Kate Grodd

187-1 This comment expresses support for the Beautiful Boulevard design concept in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 188

Kathleen Aberman

188-1 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3) and opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 189

Kathleen Dunleavy

189-1 This comment expresses support for shared bus and bicycle lanes on Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

189-2 Refer to Section 2.2, Project History, for a detailed discussion on the selection of routes assessed in the Draft EIR as well as a discussion of the routes eliminated from further consideration by Metro.

189-3 CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

189-4 Please direct comments for ERNC and TERA to those community groups.

Letter No. 190

Keegan Hartman

190-1 This comment expresses support for the Proposed Project, in particular Route Option A1 in North Hollywood, Route Option H1 in Pasadena, and Route Options F1/F2 in Eagle Rock. This comment also expresses opposition to the Project operating on SR-134 (Route Option F3). After consideration of public comments, the Metro Board selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 191

Kelly Thompson

191-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 192

Ken Levy

192-1 This comment expresses opposition to removing a mixed-flow traffic lane on Colorado Boulevard in Eagle Rock due to traffic congestion. CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Projecft is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

192-2 This comment expresses support for the No Project Alternative.

Letter No. 193

Ken Perry

193-1 This comment questions the need for the Proposed Project. As discussed in Chapter 2, Project Description, of the Draft EIR, 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 or other high quality transit option. Further, the Alternatives Analysis prepared for the project, provided in Appendix A of the Draft EIR, includes a detailed analysis that discusses connectivity to the regional transit network, connectivity to major activity centers in the region, and socioeconomic/demographic factors benefited by the Proposed Project.

Furthermore, 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; and
- Support community plans and transit-oriented community goals.

193-2 This comment poses a number of questions related to general opposition to the Proposed Project. The implementation of dedicated bus lanes would promote increased ridership by providing faster and more frequent service with increased opportunity for ridership.

Regarding traffic, CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Regarding traffic shifting onto adjacent streets, the Proposed Project would not eliminate any travel lanes in Pasadena and would have negligible effects to traffic.

Regarding duplicate bus routes, the Line 501 is an express line, which differs from a BRT line. These differences for a BRT line can include dedicated bus lanes and signal priority, enhanced stations (not typical bus stops) with lighting and amenities, stations spaced every half-mile to a mile apart, branded buses, and frequent headways. The existing Metro Line 501 maintains connection between the North Hollywood Station and Pasadena under the Nextgen Bus Plan. NextGen weekday service frequency on Metro Line 501 Line proposed to be every 15 minutes in the AM and PM peak periods, with service every 15-30 minutes in the weekday off-peak periods.

193-3 Regarding a business case for the Proposed Project, the Draft EIR assesses the potential effects of the Proposed Project to the existing environment. The Draft EIR is not a vehicle for a cost-benefit analysis of the Proposed Project.

193-4 This comment questions why riders would utilize the Proposed Project. The Proposed Project is forecast to attract approximately 34,950 boardings per day in 2042. 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.

193-5 This comment asks why the Proposed Project would not operate more on SR-134 and why Pasadena has more stops than other cities. The Draft EIR assessed multiple route options located on SR-134 and surface streets. Surface street-running routes typically achieve the highest number of overall benefits, including ridership potential, connectivity, transit-orientated community opportunities, equity, and environmental benefits. The Proposed Project would operate on SR-134 for portions of the route in North Hollywood, Burbank and between Eagle Rock and Pasadena. The remainder of the route would be on surface streets. Regarding the number of stations in Pasadena, station locations were selected based on ridership potential and the desire for safe and accessible paths of travel for transit riders including those accessing stations on foot, bike and other rolling modes. Typically, BRT stations are spaced every ½-mile to one mile as compared to local bus stops which are typically spaced ¼-mile apart or less. There would be four stations in Pasadena compared to five stations in Los Angeles, five stations in Burbank, and eight stations in Glendale.

This comment also asks if Metro assessed improvements to existing bus service. Alternative 2 discussed in DEIR Chapter 6: Alternatives 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, although its ability to attract as much ridership may be less due to less travel time savings and amenities, as well as less travel time reliability compared to the Proposed 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 as a shelter with solar lighting, a bench, and a trash receptacle, as a minimum level of bus stop amenities. Alternative 2 would not include curb extensions, adjustments to parking, or changes to bicycle lanes. Buses would likely 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. Alternative 2, along with the Proposed Project, will be considered by the Metro Board prior to approval of the Project.

Regarding the use of “bigger buses”, the current plan for the BRT is to use 40-foot buses. This is a standard bus size currently used by Metro and many other agencies. Based on projected ridership, smaller buses would not have the passenger capacity necessary to meet the expected demand.

193-6 A connection to the Hollywood Burbank Airport was studied in the Alternatives Analysis, which is included in Appendix A of the Draft EIR. The route was considered along Burbank Boulevard to Hollywood Way to Hollywood Burbank Airport to Interstate 5. Although this route would serve the Hollywood Burbank Airport, this alignment has several deficiencies. Burbank Boulevard in Los Angeles is too narrow to support dedicated BRT lanes. In addition, the Los Angeles segment has industrial and commercial land uses, such as auto body shops that are not anticipated to attract significant ridership. Furthermore, this route would provide out-of-direction travel to the north, would not serve the Burbank Media District or the Burbank Downtown Metrolink Station, and would pass through Downtown Burbank along Interstate 5, which does not provide good connectivity to the downtown area. Access to the Hollywood Burbank Airport is provided by several existing transit routes including Metrolink, Amtrak, Metro Micro, Metro Bus and BurbankBus.

This comment also mischaracterizes the project by claiming that the project would remove travel lanes and reduce sidewalk space in the City of Pasadena. The Proposed Project does not propose any lane removal in the City of Pasadena and would operate in mixed traffic. While proposed stations would be located within the existing sidewalk, there is adequate space throughout the Proposed Project route to accommodate the proposed stations on Colorado Boulevard. The Project has also been designed in coordination with the City of Pasadena and no conflicts with the proposed cycle track along Union Street or the Rose Parade have been identified through that coordination process.

193-7 This comment expresses general opposition to the Proposed Project.

Letter No. 194

Kerrin Tso

194-1 To encourage the submittal of comments during the Public Scoping period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. Additionally, 15,000 meeting notices were canvassed to all homes and businesses in the Eagle Rock community during the extended scoping period and to solicit comments on the Draft EIR.

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English and Spanish) noticing and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. In response to community interest during the initial 30-day Scoping period, the Scoping period was extended an additional 30 days to allow for additional input and engagement with the community. One additional scoping open

house was added in Eagle Rock to allow for more opportunities to receive comments from the Eagle Rock community.

Metro acknowledges receipt of the Save Eagle Rock Community letter on August 14, 2019. This letter was considered during preparation of the Draft EIR.

Letter No. 195

Kevin

195-1 This comment expressed support for center-running BRT.

Letter No. 196

Kevin Burton

196-1 This comment expresses support for the Route Option E1 in Glendale and support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 197

Kevin Castaing

197-1 This comment expresses opposition to the Proposed Project. The comment incorrectly states that a travel lane will be removed in Pasadena. The Proposed Project selected by the Metro Board will operate in mixed-flow travel lanes shared with automobiles in Pasadena (Segments G and H). Regarding traffic congestion, CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service) in the Draft EIR. Metro notes, however, that analysis of traffic data collected in Pasadena indicates that the addition of up to approximately six buses per hour in each direction will not materially increase traffic congestion.

Letter No. 198

Kim and Donna Turner

198-1 This comment expresses opposition to removing a mixed-flow traffic lane on Colorado Boulevard in Eagle Rock to support a dedicated bus lane.

After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. The first option maintains the two existing travel lanes in each direction with a dedicated bus lane running down the

center of Colorado Boulevard similar to Route Option F1 described in the Draft EIR. The second option builds upon some of the concepts presented in the Beautiful Boulevard design concept and would reduce the number of travel lanes on Colorado Boulevard to one in each direction. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

198-2 Emergency evacuation is addressed in Section 4.1.2, Hazards and Hazardous Materials, of the Draft EIR. As stated therein, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 Freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Although lane closures are anticipated, full street closures are not anticipated, and roadway access would be maintained to accommodate response to emergencies. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities. After construction, the bus lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

198-3 Regarding left-turns at Colorado Boulevard and Townsend Avenue, the existing configuration of Colorado Boulevard at Townsend Avenue provides side-by-side left turn lanes along Colorado Boulevard which accommodate turns onto both the north and south legs of Townsend Avenue. The Proposed Project closes the existing eastbound left-turn onto northbound Townsend Avenue, and provides a left-turn pocket to accommodate westbound left-turns onto the south leg of Townsend Avenue.

DASH bus service is operated by the City of Los Angeles. It is a local service that would not meet all Project Objectives listed in Chapter 2, Project Description, of the Draft EIR. Project Objectives include enhancing connectivity to Metro and other regional transit services.

198-4 This comment notes perceived general opposition to the Proposed Project. Metro has engaged with the Eagle Rock community throughout the project planning and design process to solicit feedback and to build towards a consensus on a design acceptable

to the community and stakeholders. All comments received during public scoping and review of the Draft EIR will be provided to the Metro Board for their consideration prior to approving the Proposed Project. Regarding Project approval and cost, the Project is funded by Measure M, which was approved in a countywide vote, and Senate Bill 1, which provide a total of $317 million in funding. The results of the conceptual capital cost estimates for the Proposed Project indicate a range between $263 million and $386 million. The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from $16.6 million to $18.5 million.

198-5 This comment expresses support for the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3).

Letter No. 199

Kim and Warren Giancaterino

199-1 This comment expresses support for the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Emergency evacuation is addressed in Section 4.1.2, Hazards and Hazardous Materials, of the Draft EIR. As stated therein, construction of the Proposed Project would result in a less-than-significant impact related to emergency evacuation. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

Letter No. 200

Kim Martellino

200-1 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). If this option is not selected, the comment expresses support for the side-running option on Colorado Boulevard (Route Option F2) as opposed to the center-running option (Route Option F1). The comment opposes removal of parking, trees, medians, or mixed-flow travel lanes. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Refer also to Response 190-1.

Letter No. 201

Kim Martellino

201-1 This comment expresses general opposition to center-running bus lanes on Colorado Boulevard (Route Option F1) in Eagle Rock and preference for the BRT operating on SR-134 (Route Option F3), with a secondary preference for side-running bus lanes on Colorado Boulevard (Route Option F2). The comment identifies several concerns with Route Option F1 including cost, effects on local businesses due to parking loss, and removal of the existing median. The comment also expresses concern related to traffic along Colorado Boulevard during both construction and operation of the Project.

After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. As part of the refined Proposed Project, shared bus and bicycle lanes are no longer proposed in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, Metro intends to preserve as much parking as possible along the route. Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route. Refer to Master Response No. 2.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and

shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro will replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 202

Kim Sheehan

202-1 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). If this option is not selected, the comment expresses support for the side-running option on Colorado Boulevard (Route Option F2) as opposed to the center-running option (Route Option F1). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 203

Kobra Schabanpour

203-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 204

Kris Kouri

204-1 The comment expresses opposition to removal of medians along Colorado Boulevard. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro will replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 205

Kristen Gassner

205-1 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3) and opposition to the BRT operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2). Between Route Options F1/F2, this comment expresses a preference for Route Option F2. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

205-2 Although the effects of the project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042. Refer to page 3.3-2 of the Draft EIR for the analysis demonstrating that changes to traffic would not result in a significant impact to air quality.

205-3 This comment expresses opposition to stations being located in Colorado Boulevard due to construction and traffic effects. Metro standard practice is to coordinate with local jurisdictions to minimize construction effects. In addition, as shown in the Executive Summary, Mitigation Measures **TRA-1** through **TRA-4** are designed to reduce potential for construction activities to effect traffic and transportation. Mitigation Measure **NOI-1** is designed to control construction noise.

205-4 Regarding businesses and parking, Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require lead agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking to alleviate effects and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 206

Kristina and Mark McConville

206-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard (Route Options F1/F2) and support for the SR-134 Route Option (F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. The refined Project route eliminated Route Option F2 from further consideration. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation

and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro will replace street trees at a 2:1 ratio, as specified by City standards.

Regarding business access, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in the corridor. Refer to Master Response No. 2.

Letter No. 207

Kristina McConville

207-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard (Route Options F1/F2).

After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. The refined Project route eliminated Route Option F2 from further consideration. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

The CEQA transportation impact analysis considers vehicle miles traveled, which are computed at a regional level. Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's

social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 208

Kyle Remmenga

208-1 This comment expresses opposition to the Proposed Project operating on the SR-134 between North Hollywood and Burbank and expresses a preference for a route alignment along Magnolia Boulevard. Magnolia Boulevard was evaluated in the Alternatives Analysis and was not carried forward due to a greater likelihood of impacting travel lanes, parking, and sidewalks compared to Olive Avenue. The curb-to-curb width on Magnolia Boulevard west of Clybourn Avenue drops from 68 to 60 feet and there is only room for a single eastbound through lane.

Letter No. 209

Kyle Remmenga

209-1 This comment expresses opposition to the Proposed Project operating on SR-134 (Route Option F3). For this Final EIR, Route Option F3 has been eliminated from consideration.

Letter No. 210

Leon Liang

210-1 The Proposed Project does not include dedicated bus lanes at freeway on and off-ramps. During the alternatives analysis phase it was determined that very small travel time advantages would be gained by adding HOV by-pass lanes to freeway on-ramps compared to the cost of reconstructing freeway facilities. The Proposed Project includes transit signal priority, which expedites buses through signalized intersections, and improves transit travel times. Transit signal priority is available areawide within several cities, as well as the City of Los Angeles, and is expected to be available in all the affected jurisdictions served by the time the Proposed Project is in service. Potential transit signal priority 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.

Letter No. 211

Leslie Lemmon

211-1 This comment expresses support for the Proposed Project, in particular Route Options E1 and F1/F2. The comment expresses opposition to the freeway-running Route Options E3 and F3. The Metro Board selected the Route Option E1 in Glendale. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 212

Lisa Karahalios

212-1 This comment expresses preference for maintaining the median in Eagle Rock along with the mixed-flow traffic lanes. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding business access, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project to businesses throughout the Project area. Refer to Master Response No. 2.

The potential for traffic to use alternate streets with this option was analyzed with the regional travel demand model. Results of analysis indicate that the diversion of traffic to parallel streets would be minor, as the parallel streets are not continuous and would

not provide time savings for motorists. Refer to Appendix D of the Final EIR for additional details.

Letter No. 213

Lois Kalinsky

213-1 This comment expresses opposition to a travel lane being removed on Olive Avenue.

Letter No. 214

Lorena Alamillo

214-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3) due to quality of life, community identity, property values, and safety concerns. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro disagrees that the street-running BRT would affect quality of life in Eagle Rock; no specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro. The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

214-2 Metro disagrees with the characterization that the Draft EIR was prejudiced for a particular BRT route. The Draft EIR included an equal analysis of the environmental effects associated with each alternative for consideration by the Metro Board. The Proposed Project includes options for the BRT route and configurations. This approach was necessary due to public feedback during the 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 stakeholders would be best informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes in the four cities.

214-3 This comment expresses concern related to impacts to businesses due to reduced parking. Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the

Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Metro disagrees that the street-running BRT would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR.

214-4 Metro does not expect the Proposed Project will generate much cut-through traffic largely because of the lack of time-competitive parallel routes. Some traffic bound to-and-from local destinations may re-route to adapt to the revised median and opportunities for cross-traffic movements and left-turns. All Metro BRT buses shall adhere to applicable roadway speed limits and regulations. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets such as Hill Drive or Yosemite Drive. Hill Drive and Yosemite Drive are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. In no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. The Proposed Project would also include crosswalk improvements designed to enhance pedestrian safety. See Section 3.1, Transportation, of the Draft EIR for further discussion of project

design and safety enhancement features. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

214-5 This comment expresses opposition to converting Colorado Boulevard to a transportation corridor. Colorado Boulevard is already a transportation corridor serving automobiles, public transportation, cyclists, and pedestrians. The SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

214-6 Metro disagrees that the street-running BRT on Colorado Boulevard would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

This comment expresses support for the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3). For this Final EIR, Route Option F3 has been eliminated from consideration.

Letter No. 215

lwilson2100

215-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2).

Letter No. 216

Lydia Storie

216-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock and opposition to the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding bus fares, Metro is currently operating the GoPass Fareless Pass pilot program which provides free rides on Metro for low-income riders and K-12 students.

Letter No. 217

Malia Schilling

217-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 218

Manijeh Carmichael

218-1 This comment expresses support for the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. The Proposed Project includes three stops in Eagle Rock. They would be located in proximity to Colorado Boulevard/Eagle Rock Plaza, Colorado Boulevard/Eagle Rock Boulevard, and Colorado Boulevard/Townsend Avenue. Refer to Master Response No. 2.

Letter No. 219

Marc Lowenthal

219-1 The comment expresses support for the Proposed Project.

Letter No. 220

Mark A Rhein

220-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard though Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The public review period began on October 26, 2020, and was initially scheduled to end on December 10, 2020. The comment period was extended to December 28, 2020, to accommodate community requests for additional time to review the Draft EIR. CEQA requires a 45-day review period for draft EIRs submitted to the State Clearinghouse. Metro extended the review period to approximately 60 days, allowing ample time for public comment. Regarding outreach, to encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. The hearings also provided simultaneous Spanish translation, and previous meetings for the Proposed Project included live Spanish and Armenian translators.

220-2 Metro anticipates that regional ridership will return to pre-COVID level prior to the Proposed Project's opening date of 2024. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential services).

220-3 Metro acknowledges the commentor's concern related to the Eagle Rock Neighborhood Council. Please direct specific concerns directly to that community group.

Letter No. 221

Mark Whitney

221-1 This comment expresses preference for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation

of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. The Proposed Project requires some left-turn restrictions, as left turns would be directed to signalized intersections with dedicated left-turn lanes for safety.

Regarding parking, Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require lead agencies to assess the effects of a project on parking facilities, although Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 222

Martha A Orozco

222-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3) due to quality of life, community identity, property values, and safety concerns. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro disagrees that the street-running BRT would affect quality of life in Eagle Rock; no specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro. The Proposed Project includes many safety

measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

222-2 Metro disagrees with the characterization that the Draft EIR was prejudiced for a particular BRT route. The Draft EIR included an equal analysis of the environmental effects associated with each alternative for consideration by the Metro Board. The Proposed Project includes options for the BRT route and configurations. This approach was necessary due to public feedback during the 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 stakeholders would be best informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes in the four cities.

222-3 This comment expresses concern related to impacts to businesses due to reduced parking. Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines, Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

222-4 Metro does not expect the Proposed Project will generate much cut-through traffic largely because of the lack of time-competitive parallel routes. Some traffic bound to-and-from local destinations may re-route to adapt to the revised median and opportunities for cross-traffic movements and left-turns. All Metro BRT buses shall adhere to applicable roadway speed limits and regulations. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local

streets such as Hill Drive or Yosemite Drive. Hill Drive and Yosemite Drive are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. In no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. The Proposed Project would also include crosswalk improvements designed to enhance pedestrian safety. See Section 3.1, Transportation, of the Draft EIR for further discussion of project design and safety enhancement features.

222-5 Metro disagrees that the street-running BRT on Colorado Boulevard would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

This comment also expresses opposition to converting Colorado Boulevard to a transportation corridor. Colorado Boulevard is already a transportation corridor serving automobiles, public transportation, cyclists, and pedestrians. The SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

222-6 This comment expresses support for the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3). For this Final EIR, Route Option F3 has been eliminated from consideration.

Letter No. 223

Martha Kowal

223-1 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3) and opposition to the Project operating on Colorado Boulevard (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after

considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Section 3.3, Air Quality, of the Draft EIR includes a detailed air pollution analysis. As stated on page 3.3-23, the Proposed Project would not expose people to substantial pollutant concentrations.

Letter No. 224

Martin LeFever

224-1 This comment expresses opposition to the Proposed Project.

Letter No. 225

Martin Rusch

225-1 This comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The refined Proposed Project incorporates the Beautiful Boulevard concept's designs by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 226

Mary Castaneda

226-1 This comment does not address the contents of the Draft EIR. The comment incorrectly asserts the Proposed Project passes through West Hollywood.

Letter No. 227

Mary Morano

227-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 228

Matt Harrington

228-1 This comment expresses support for the center-running bus lanes treatment on Colorado Boulevard through Eagle Rock (Route Option F1) for a variety of reasons, including preserving sidewalk adjacent land for business use. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding noise, the potential for impacts was studied in detail in Section 3.9, Noise, of the Draft EIR. No impacts were identified for any operating scenario. Regarding pedestrian safety, Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits, would obey traffic laws in a similar manner as automobiles, and Metro drivers will receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, along with signage to provide for convenient and safe access to boarding areas.

Letter No. 229

Matt Harrington

229-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concept by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, although not within the Eagle Rock segment of the Project, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 230

Matthew Robertson

230-1 The comment expresses support for the Proposed Project.

Letter No. 231

Maureen Perkins

231-1 The comment expresses opposition to the Proposed Project operating within dedicated bus lanes on Colorado Boulevard in Eagle Rock (Route Options F1/F2) but supports the Proposed Project operating on the SR-134 (Route Option F3) or within mix-flow configurations. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

231-2 The comment questions whether the Proposed Project can accommodate a dedicated bus lane in Eagle Rock without narrowing sidewalks. None of the route options under consideration in Eagle Rock stations would narrow the sidewalk width.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro will replace street trees at a 2:1 ratio, as specified by City standards.

231-3 Regarding businesses, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 232

Melanie and Ernie Pava

232-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require lead agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with

accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 233

Michael Amoruso

233-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard incorporate the Beautiful Boulevard's designs by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to

result in substantial changes to pedestrian circulation or facilities. At some locations, sidewalks may require a one- or two- foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed ten feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 234

Michael Blanchard

234-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Changes to pedestrian facilities are discusses on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 235

Michael Fishman

235-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock but opposition to removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 236

Michael Guitar

236-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock with protected bicycle lanes (Route Options F1). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 237

Michael Kowal Jr.

237-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Regarding businesses and parking, Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, Metro intends to preserve as much parking as possible along the route. Metro

values local business and is committed to reducing potential negative effects of the Proposed Project.

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, developing compact pedestrian-oriented, and mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

237-2 Emergency evacuation is addressed in Section 4.1.2, Hazards and Hazardous Materials, of the Draft EIR. As stated therein, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 Freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Although lane closures are anticipated, full street closures are not anticipated, and roadway access would be maintained to accommodate response to emergencies. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities. After construction, the bus lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

Letter No. 238

Michael MacDonald

238-1 The comment expresses opposition to Route Options F1, F2, and F3 as presented in the Draft EIR. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

238-2 To encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notice and distributing multi-lingual (English/Armenian/ Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. Other noticing methods, including email blasts, social media advertisements, meeting flyer distribution, and print and online media notification, were provided in the study area during the 60-day scoping period. In addition, in accordance with Metro's Public Participation Plan, targeted community outreach efforts were completed in various cities throughout the Project area to facilitate participation of limited English proficiency and transit reliant populations. Specifically, special pop-up events were hosted at the North Hollywood Station to reach transit riders. Comments during the Public Scoping period for the Project were also received through a set of transit rider intercept surveys conducted at major transit stops along the corridor. As the Draft EIR was circulated during the COVID-19 pandemic, such targeted outreach to transit riders was not possible at each phase of the EIR outreach process.

238-3 This comment expresses opposition to the Project operating on SR-134 in Eagle Rock (Route Option F3). Refer to Response 222-1.

238-4 This comment expresses opposition to Route Option F2 in Eagle Rock, specifically as it relates to shared bus and bike lane. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR.

238-5 This comment states that, related to Route Option F1 in Eagle Rock, the Draft EIR provides insufficient analysis of impacts to roadway safety, City of LA Vision Zero goals, stormwater management, air quality, curbside parking, and pedestrian access. Refer to Chapter 2, Project Description of the Final EIR for further details regarding curbside parking along the Project corridor.

Regarding stormwater management, the Proposed Project must incorporate the County's Standard Urban Stormwater Mitigation Plan (SUSMP) and Site-Specific Stormwater Mitigation Plans. Compliance with these regulations would require the inclusion of post-construction stormwater measures and low-impact development measures designed to minimize runoff flows and water quality degradation. The Proposed Project would not result in a significant impact to hydrology and water quality.

Regarding roadway safety and City of LA Vision Zero goals, as stated in the Draft EIR (in regard to Impact 3.1-3), the Proposed Project uses the existing street alignment and right-of-way and would not substantially increase hazards due to a geometric design feature, as the Proposed Project would be designed per applicable State, Metro, and City(ies') design criteria and standards. For segments with median-running bus lanes, stations are usually provided on islands at intersections and are accessible from the signalized crosswalk. The safety measures include signal-protected pedestrian movements, barriers to protect and route pedestrians, and ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Since other traffic would be observing a red signal during the bus phase, adverse safety impacts would be minimal. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Regarding air quality, Section 3.3, Air Quality, of the Draft EIR includes a detailed impact analysis in accordance with the CEQA Guidelines and established by the South Coast Air Quality Management District. The analysis assessed consistency with air quality plans, the significance of construction and operational criteria pollutant emissions, exposure of sensitive populations to substantial pollutant concentrations, and exposure to other emissions such as odors. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042. The air quality analysis therefore concluded that the Proposed Project would not result in significant impacts.

Regarding pedestrian safety, Section 3.1, Transportation, of the Draft EIR includes an impact analysis in accordance with the CEQA Guidelines. The Project includes curb extensions to reduce pedestrian crossing distances, upgrades unsignalized crosswalks with rectangular rapid flashing beacons to pedestrian actuated signalized crossings, and adds a new traffic signal at Dahlia Drive to improve pedestrian access to Dahlia Heights Elementary School. Considering the safety measures included above, the transportation analysis concluded that the Proposed Project would not result in significant impacts to pedestrian safety.

238-6 The comment requests Metro to consider integrating left-door boarding buses into their fleet. This style of bus is not part of the existing fleet. Metro studied the use of buses that allow for two-sided boarding separately from this Project.

238-7 This comment discusses coordination with local community groups. Metro staff has met with community groups, organizations and elected official offices within the Eagle Rock community through the project's process. Options for the BRT route's alignment and street configurations were developed in response to community and stakeholder feedback received early in the project planning process and into scoping, and the three design options in Eagle Rock described in the Draft EIR were developed in direct response to community concerns regarding parking, medians, and safety. Regarding the TERA letter, please refer to Responses to Comment Letter 18. Meetings and coordination meetings have also occurred with City of Los Angeles Transportation and Planning staff.

238-8 The comment expresses support for the Beautiful Boulevard concept in Eagle Rock. Refer to Response 222-1.

Letter No. 239

Michael Schneider

239-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR. Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed

onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 240

Michael Siegel

240-1 This comment expresses opposition to the Proposed Project removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 241

Michael Tuggle

241-1 This comment expresses opposition to the Proposed Project on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). This comment expresses opposition to the removal of center medians and parking on Colorado Boulevard. The comment infers that the Proposed Project would exit SR-134 eastbound to enter Eagle Rock under Route Options F1/F2.After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

A new crosswalk would be added on the east leg of the West Broadway/Colorado Boulevard intersection along with curb extensions to accommodate access to the station platforms and pedestrian circulation. At many locations where crosswalks are present new medians proposed in conjunction with the bus lanes would provide refuge for pedestrians crossing Colorado Boulevard.

Metro acknowledges that the Proposed Project would remove parking in some locations. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Regarding the contents of the Draft EIR, the State CEQA Guidelines, Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 242

Michele McKinley

242-1 This comment expresses opposition to a dedicated bus lane on Colorado Boulevard in Eagle Rock.

242-2 The existing bus services in Eagle Rock do not share the same purpose of the Proposed Project. The Proposed Project would be a regional line connecting North Hollywood to Pasadena, including connections to the regional Metro rail and bus network. The existing services in Eagle Rock generally support local riders. It is not accurate to compare existing local ridership to projected ridership for a regional route.

242-3 The results of the traffic modeling indicate that a lane reduction on Colorado Boulevard in Eagle Rock would add seven minutes of delay in the AM peak hour and nine minutes of delay in the PM peak hour in operational year 2024. Refer to Appendix E for additional details. Regarding traffic congestion and business impacts, CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service) in the Draft EIR. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

242-4 This comment reiterates opposition to a dedicated bus lane on Colorado Boulevard in Eagle Rock and expresses support for the SR 134 Route Option (F3).

Letter No. 243

Michele McKinley

243-1 This comment expresses opposition to dedicated bus lanes for the Proposed Project on Colorado Boulevard through Eagle Rock (Route Options F1/F2). The comment suggests operating the Project in mixed-flow lanes on Colorado Boulevard in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

Letter No. 244

Miguel Nunez

244-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes, curb extensions, and trees along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced

network (transit, bicycle, and motor vehicles) when designing a street that includes multiple transportation modes. Refer to Master Response No. 1 for additional details.

Letter No. 245

Mina Fried (Mona Field)

245-1 This comment expresses support for maintaining Colorado Boulevard in Eagle Rock with the existing configuration, including two mixed-flow traffic lanes in each direction due to concerns over increased pollution from car idling. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding increased localized air pollutant emissions, the South Coast Air Quality Management District CEQA Air Quality Analysis Handbook recommends the evaluation of potential carbon monoxide hot spots that may occur from traffic congestion resulting from implementation of projects with substantial trip generation or modifications to roadway networks. Local carbon monoxide concentrations are a function of (1) intersection traffic volumes, (2) peak-hour intersection LOS, (3) carbon monoxide emissions factors [idle and grams per mile], and (4) the ambient carbon monoxide background concentration. Therefore, it is possible to identify if any intersection locations or roadway segments have the potential to violate carbon monoxide standards. As stated in Section 3.3, Air Quality, of the Draft EIR, the maximum CO background concentrations in 2020 at Pasadena – South Wilson, Los Angeles – North Main Street, and Reseda are 0.9 parts per million (ppm), 1.3 ppm, and 1.4 ppm, respectively. These background concentrations are significantly lower than the 8-hour carbon monoxide ambient air standard of 9.0 ppm as well as the predicted 8-hour background concentration of 7.8 ppm used for the 2003 attainment demonstration analysis. In addition, maximum intersection approach volumes under the Proposed Project would be over 40 percent less than the maximum intersection approach volume used for the 2003 AQMP attainment demonstration. As such, there would be no potential for CO emissions at any intersection location to result in an exceedance of either the CAAQS or NAAQS for CO.

This comment expresses support to maintain the existing median configuration due to tree loss that will increase carbon emissions and effects to air quality. There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

245-2 This comment expresses support for using synchronized traffic signals to improve existing bus speeds and pedestrian safety. 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. Solely utilizing synchronized traffic signals to improve existing bus speeds and pedestrian safety would not meet the stated objective of advancing a premium transit service that is more competitive with auto travel. The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

245-3 This comment expresses support for shared bicycle and bus lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR for more information related to the current design options in Eagle Rock.

Letter No. 246

Miri Hindes

246-1 This comment expresses opposition to the Proposed Project. Metro regrets the difficulty experienced in providing comment, although Metro is not aware of a technical issue affecting other commentors.

Letter No. 247

Morgan Night

247-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2).

Letter No. 248

Myanna Dellinger

248-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2).

Letter No. 249

Nadine Levyfield

249-1 This comment expresses opposition to the BRT operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and supports the SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding construction effects, Metro standard practice is to coordinate with local jurisdictions to minimize construction effects. As shown in the Executive Summary Chapter of the Draft EIR, Mitigation Measures **TRA-1** through **TRA-4** are designed to reduce potential for construction activities to affect traffic and transportation. Mitigation Measure **NOI-1** is designed to control construction noise. Regarding traffic congestion, although the effects of the project on traffic congestion is no longer considered under the CEQA guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

Regarding local businesses, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 250

Nathanael Cho

250-1 This comment expresses support for the Proposed Project and requests that the route be branded with a letter and color similar to other Metro rail lines and the Metro G (Orange) Line BRT service. As approved by the Metro Board on December 6, 2018,

Metro has renamed all existing BRT and rail lines with this convention for the sake of consistency and accessibility for its users. This naming convention will continue as future lines are added.

Letter No. 251

Nathanael Tronerud

251-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 252

Neale Stokes

252-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and opposition to the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 253

Nick Richert

253-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a

manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 254

Nilza Serrano

254-1 This comment expresses opposition to the Proposed Project.

Letter No. 255

Noah Cox

255-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR. Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed

onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 256

Olga Lexell

256-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock, but opposes the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 257

Olga Lexell

257-1 The Proposed Project does not include any stops on the SR-134.

Letter No. 258

Oscar Peña

258-1 This comment expresses support for the Proposed Project operating in center running bus lanes through Eagle Rock (Route Option F1) and raises concerns regarding the Central Avenue and Broadway (Route Option E1) segment through Glendale due to concerns over bicycle safety. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 259

Owen Thurston

259-1 The comment expresses support for the Proposed Project.

Letter No. 260

Padric Gleason Gonzales

260-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). The comment also expresses support for center-running bus lanes and electric buses. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 261

Patricia Pérez

261-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3) due to quality of life, property values, and safety concerns. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

261-2 Metro disagrees with the characterization that the Draft EIR was prejudiced for a particular BRT route. The Draft EIR included an equal analysis of the environmental effects associated with each alternative for consideration by the Metro Board. 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 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 all stakeholders would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes in the four cities.

261-3 This comment expresses concern related to impacts to businesses due to reduced parking. Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Regarding the contents of the Draft EIR, the State CEQA Guidelines, Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

261-4 Metro does not expect the Proposed Project will generate much cut-through traffic largely because of the lack of time-competitive parallel routes. Some traffic bound to-and-from local destinations may re-route to adapt to the revised median and opportunities for cross-traffic movements and left-turns. All Metro BRT buses shall adhere to applicable roadway speed limits and regulations. The Proposed Project includes many safety measures to reduce traffic hazards for motorists, cyclists, and pedestrians, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. In no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. The Proposed Project would also include crosswalk improvements designed to enhance pedestrian safety. See Section 3.1, Transportation, of the Draft EIR for further discussion of project design and safety enhancement features.

The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets such as Hill Drive or Yosemite Drive. Hill Drive and Yosemite Drive are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

261-5 Metro disagrees that the street-running BRT on Colorado Boulevard would affect quality of life in Eagle Rock. No specific comment on this issue is provided related to the contents of the Draft EIR. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

This comment also expresses opposition to converting Colorado Boulevard to a transportation corridor. Colorado Boulevard is already a transportation corridor serving automobiles, public transportation, cyclists, and pedestrians. The SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

261-6 This comment expresses support for the Proposed Project operating on SR-134 in Eagle Rock (Route Option F3). For this Final EIR, Route Option F3 has been eliminated from consideration.

Letter No. 262

Paul Rabinov

262-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 263

Paula Grepo - Fuentes

263-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2), and a preference for stations at Broadway/Harvey Drive and Figueroa Street. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

Letter No. 264

Peter Cistulli

264-1 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 265

Peter Liepmann

265-1 The comment expresses support for paying the fare prior to boarding the bus. Metro intends to reduce dwell times at stations by providing “all door” boarding with on-board fare collection

Letter No. 266

Peter Liepmann

266-1 This comment expresses support for having fare collection at stations and opening service in 2021. Regarding opening in 2021, the soonest the Proposed Project can open is 2024 due to the environmental approval, design and permitting processes, and construction activities.

Letter No. 267

Pilar Reynaldo

267-1 This comment expresses support for the Proposed Project and the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

267-2 The comment also states the importance of first/last mile improvements to provide safe and convenient access to this transit line for transit users who access bus service on foot, in wheelchairs, transferring from other transit lines, and by bicycle. Metro’s First/Last Mile Policy calls for the integration of first/last mile planning and delivery integration with new transit capital projects and first/last mile improvements are being considered as part of this project. First/last mile improvements for accessing transit

stations are generally focused on walk and bike access and safety and are defined through a station-location specific planning process.

Letter No. 268

Pinguino Kolb

268-1 This comment expresses support for the Proposed Project operating in Pasadena.

Letter No. 269

Priscila Kasha

269-1 This comment expresses opposition to the Proposed Project operating on any surface street in Glendale due to traffic congestion. The comment also summarizes the route options in Glendale and notes that the SR-134 route through Glendale (Route Option E3) would be the cheapest option. After consideration of public comments, the Metro Board selected the Route Option E1 in Glendale.

269-2 This comment expresses opposition to dedicated bus lanes in Glendale. Although the Proposed Project proposes to remove travel lanes on Glenoaks Boulevard, Central Avenue, and Broadway, traffic analysis indicates that the Proposed Project will result in an overall reduction in VMT. Although congestion (e.g., Level of Service) is no longer an environmental impact under CEQA, it should be noted that only minor effects to traffic operations are expected, and most intersections are expected to operate at Level of Service D or better. Regarding medians, the Proposed Project does not require extensive removal of the median on Glenoaks Boulevard. Modifications to the median would only be necessary in proximity to the BRT stations and at major intersections to allow left turns. Regarding on-street parking, the Proposed Project in Glendale would have minor effects to on-street parking limited to the immediate proximity to the BRT stations on Central Avenue and Broadway.

269-3 This comment expresses opposition to the Proposed Project due to lack of existing infrastructure, negative effects to neighborhood character, and the “dirty and unsafe” nature of buses due to an increasing homeless population. It is unclear what infrastructure is lacking for the Proposed Project as the BRT would operate on existing surface streets. Metro disagrees that the street-running BRT would affect neighborhood character. The bus fleet would be maintained daily and Metro disagrees with the characterization that buses are dirty and unsafe. No specific comment on this issue is provided related to the contents of the Draft EIR and no further response is required.

269-4 This comment expresses concern related to the Proposed Project leading to increased density in Glendale. For a discussion of the Proposed Project’s potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project’s population and housing impacts, refer to

Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. The Proposed Project could indirectly affect development in the Project Area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the Project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

269-5 This comment expresses opposition to a lane reduction, or "road diet," in Glendale. The Proposed Project would convert travel lanes to bus-only on Glenoaks Boulevard, Central Avenue, and Broadway. Vehicles making right-turns, parking, or accessing driveways would be allowed to enter the bus lanes.

269-6 This comment expresses general opposition to the Proposed Project.

Letter No. 270

Q. Sarah Ostendorf

270-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The refined Proposed Project incorporates the Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is

provided in Chapter 2, Project Description, in this Final EIR. Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 271

Rachel Hastings Saunders

271-1 The comment expresses support for the Proposed Project, in particular the station at Olive and Verdugo Avenues, which is indicated as an “optional station” in the Draft EIR. The Project is now anticipated to include a BRT station in proximity to the Olive Avenue/Verdugo Avenue intersection.

Letter No. 272

Raymond Palagano

272-1 Metro Line 501 is an express line, which differs from a BRT line. These differences for a BRT line can include dedicated bus lanes and signal priority, enhanced stations (not typical bus stops) with lighting and amenities, stations spaced every half-mile to a mile apart, branded buses, and frequent headways. The existing Metro Line 501 maintains connection between the North Hollywood Station and Pasadena under the Nextgen Bus Plan. NextGen weekday service frequency on Metro Line 501 Line is proposed to be every 15 minutes in the AM and PM peak periods, with service every 15-30 minutes in the weekday off-peak periods.

Letter No. 273

Rebecca Kalauskas

273-1 This comment expresses support for the Proposed Project.

273-2 The comment expresses support for the station located at Olive and Verdugo Avenues, which was identified as optional in the Draft EIR. This station has been carried forward in the Final EIR as part of the Proposed Project.

273-3 Olive Avenue would be reconfigured to provide dedicated bus lanes without any anticipated sidewalk narrowing. There would be no potential for sidewalk widening to conflict with City of Burbank's Complete Streets vision that prioritizes pedestrians.

The comment expresses opposition to the removal of trees on Olive Avenue. Potential impacts to trees have been minimized with the refined design. In addition, trees required to be removed as part of the Proposed Project would be replaced, as authorized by City of Burbank Municipal Code 7-4-111, which requires a tree removal permit and replacement plantings for any street tree removed within the City.

273-4 The comment expresses concern related to pedestrian safety on the Olive Avenue Bridge. The Proposed Project no longer includes a BRT station on the Olive Avenue Bridge, as the location of this station has been shifted to the west to Lake Street.

273-5 The comment requests that Metro coordinate with the City of Burbank to align the Proposed Project with the Complete Streets vision and improve pedestrian safety at the Olive/Verdugo Avenues intersection. Metro is committed to coordinating with the cities affected by the Proposed Project throughout the environmental, design, engineering, and construction processes.

The Proposed Project was reviewed with respect to pedestrian facilities for consistency with applicable plans, ordinances, and policies at the local jurisdiction level for the City of Burbank. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Burbank. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

273-6 The comment expresses opposition to the removal of bike lanes on Colorado Boulevard in Eagle Rock and a shared bus/bicycle facility. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 274

Reg Willson

274-1 Metro notes that Reg Wilson submitted this comment at the public hearing and by email. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that if a travel lane were removed, the majority of traffic that would divert from Colorado Boulevard would transfer to the freeway system and not to local streets, as the local streets are not continuous for a

long enough distance to be a viable alternative to Colorado Boulevard. Refer to Appendix D of the Final EIR for additional details.

Letter No. 275

Reiner Kolodinski

275-1 This comment expresses support for the BRT operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Draft EIR included an equal analysis of the community effects associated with each alternative for consideration by the Metro Board. The Proposed Project includes options for the BRT route and configurations. This was based upon public feedback during the completion of the Alternatives Analysis and EIR scoping process. 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 would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes in the four cities.

The comment states that the construction activities would result in impacts related to noise, traffic disruption, and nighttime activities. The Draft EIR includes detailed analysis of potential construction impacts and no significant impacts were identified for construction noise or traffic disruption. Refer to Section 3.1, Transportation and Section 3.9, Noise of the Draft EIR for additional details. Regarding traffic, Mitigation Measures **TRA-1** through **TRA-4** would eliminate potential construction impacts associated with traffic, transit, pedestrian, and bicycle disruptions. Regarding noise, Mitigation Measure **NOI-1** would eliminate potential construction impacts by requiring construction activities to comply with the local noise ordinances.

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. As explained in Section 3.9, Noise, page 3.9-17, of the Draft EIR, Mitigation Measure **NOI-1** includes a performance standard requiring compliance with the local noise ordinances, which would ensure potential construction noise impacts are less than significant.

Letter No. 276

Reiner Kolodinski

276-1 This comment asserts that it appears that the public has been omitted from the decision process. Refer to Chapter 7 of the Draft EIR and Master Response No. 1 for details regarding Metro's public input and decision process for the Proposed Project.

This comment also expresses opposition to the Proposed Project due to concerns of increased pollution, traffic impacts, and potential effects of gentrification. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Letter No. 277

Rene

277-1 The comment expresses opposition to the Proposed Project, in particular with the BRT operations in Burbank.

Letter No. 278

Rex Mayreis

278-1 There is no Metro Line 401 in the Project Area. If the commentor is referring to Metro Line 501, this line is an express line, which differs from a BRT line. These differences for a BRT line can include dedicated bus lanes and signal priority, enhanced stations (not typical bus stops) with lighting and amenities, stations spaced every half-mile to a

mile apart, branded buses, and frequent headways. The existing Metro Line 501 maintains connection between the North Hollywood Station and Pasadena under the Nextgen Bus Plan. NextGen weekday service frequency on Metro Line 501 Line is proposed to be every 15 minutes in the AM and PM peak periods, with service every 15-30 minutes in the weekday off-peak periods.

Letter No. 279

Richard Luczyski

279-1 The comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Pasadena (Route Option H1). Further, the comment supports Route Option H2 that would have the buses travel along Green Street and Union Street. The Metro Board selected the Route Option H1 in Pasadena for further consideration in this Final EIR. The Proposed Project would operate in mixed traffic conditions and serve curbside stations.

Letter No. 280

Richard Margulieux

280-1 This comment expresses support for the Proposed Project operating in a dedicated lane on Colorado Boulevard through Eagle Rock (Route Option F2), support for additional refinements to the side-running treatment including eliminating street parking, adding a stand-alone bike lane, and widening the sidewalks. The comment also expresses support for Route Options E1 and G1. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. In addition, the Metro Board selected the Route Option E1 in Glendale and the Route Option H1 in Pasadena to carry forward for further consideration in this Final EIR.

Letter No. 281

Richard Mcfarlane

281-1 The comment expresses opposition to converting a mixed travel lane or median to a dedicated bus lane on Colorado Boulevard in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

Regarding left turns across a dedicated median bus lane (as proposed in Route Option F1), left-turns would be accommodated at signalized intersections in left-turn lanes to the outside of the bus lanes and would be allowed to turn across the bus lanes during a portion of each traffic signal cycle.

Regarding ridership projections for the Proposed Project, transit ridership was forecast through a travel demand model, Metro's Corridors Based Model 18. The model was calibrated for the Proposed Project. The model considers current travel patterns and applies future transit service changes to the network resulting from the Proposed Project to forecast trips by mode and estimate boardings.

Letter No. 282

Rick Marquez

282-1 The comment expresses opposition to the Proposed Project and states that express bus lanes should only be on freeways. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

282-2 This comment also expresses concern regarding additional development along the corridor. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Letter No. 283

Riker Haddon

283-1 This comment expresses opposition to the Proposed Project removing the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 284

Robert A Stoughton

284-1 The comment expresses support for the Proposed Project operating on surface streets in Glendale (Route Option E1). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard in Eagle Rock. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 285

Robert Barbosa

285-1 This comment expresses concern related to traffic congestion on Colorado Boulevard in Eagle Rock due to the Proposed Project. CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions.

285-2 After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. One of these design options maintains two traffic lanes per direction on Colorado Boulevard throughout the extent of Eagle Rock, so no additional traffic would be expected to use alternate streets. The second design option would provide one traffic lane per direction on Colorado Boulevard between Eagle Rock Boulevard and the SR-134 access ramps. The potential for traffic to use alternate streets with this option was analyzed with the regional travel demand model. Results of analysis indicate that the diversion of traffic to parallel streets would be minor, as the parallel streets are not continuous and would

not provide time savings for motorists. Refer to Appendix D of the Final EIR for additional details.

285-3 The Proposed Project includes many safety measures to reduce traffic hazards, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

285-4 This comment expresses preference for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 286

Robert DeVelasco

286-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 287

Robert Frampton

287-1 This comment suggests a location for maintaining and storing buses. The maintenance facility location has not been identified at this time in the planning process, although it will be an existing Metro facility. A new maintenance facility is not needed to support the Proposed Project.

Letter No. 288

Robert Frampton

288-1 This comment suggests a location for maintaining and storing buses. The maintenance facility location has not been identified at this time in the planning process, although it will most likely be an existing Metro facility. It is not anticipated that a new maintenance facility will be needed to support the Proposed Project.

Letter No. 289

Robert Huddy

289-1 This comment expresses support for better bus service. The commenter suggests that, even with a dedicated bus lane, high traffic volumes and a high number of signalized intersections along the route would reduce any potential gains in route travel time. Metro does not agree with this opinion and believes that dedicated bus lanes are instrumental in improving the operating speed and the travel time reliability for the BRT service. Other concerns for potential issues include traffic neighborhood spillover as well as more and longer queueing at intersections. Traffic analyses indicate that the dedicated bus lanes would not result in widespread queueing at intersections or degradation in traffic flow.

289-2 This comment expresses concerns related to traffic on parallel streets. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets. Refer to Appendix D of the Final EIR for additional details.

This comment also expresses concern for the Proposed Project's potential to result in increased traffic congestion and corresponding air pollution emissions. Section 3.3, Air Quality, of the Draft EIR includes a detailed impact analysis in accordance with the CEQA Guidelines and established by the South Coast Air Quality Management District. The analysis assessed consistency with air quality plans, the significance of construction and operational criteria pollutant emissions, exposure of sensitive populations to substantial pollutant concentrations, and exposure to other emissions such as odors. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

289-3 This comment expresses support for signal coordination/pre-emption, longer spacing between bus stops, and higher capacity bus doors.

289-4 This comment makes a number of design suggestions unrelated to the CEQA analysis in the Draft EIR, including larger bus doors and all door boarding. Metro studied the use of buses that allow for two-sided boarding outside of this study. This style of bus is not part of the existing fleet. The comment expresses support for all door boarding, which is being considered by Metro.

289-5 This comment expresses hope that the preceding comments would be useful in promoting positive impacts without unnecessary and avoidable impacts to other corridor users and communities. The Draft EIR did not identify in significant and unavoidable impacts associated with the Proposed Project. The modifications made to the Proposed Project in response to public comments on the Draft EIR do not alter the significance conclusions of the Draft EIR.

Letter No. 290

Robert L. Inman

290-1 The comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 291

Robert Velazquez

291-1 This comment expresses preference for the Proposed Project operating in mixed-flow traffic lanes on Colorado Boulevard through Eagle Rock or on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 292

Roberta Medford

292-1 The Proposed Project recommends a BRT station at Glendale Avenue under the Proposed Project Route Option E1 (Broadway and Glendale Avenue) and Route Option E2 (Colorado Street and Glendale Avenue). A stop is not recommended for Route Option E3, as this route is along the SR-134. Route Options E2 and E3 were not carried forward for further consideration in this Final EIR.

Letter No. 293

Rody Stephenson

293-1 This comment expresses support for the Proposed Project.

293-2 It is not clear what November 10th briefing is referenced in this comment. Public meetings related to the Draft EIR were held on November 12th and November 14th. The links for the meetings were posted on the Proposed Project website, newspaper ads, Twitter, Instagram, Facebook, and emailed to those that requested to be on the Project email list.

293-3 The end-to-end travel time is estimated to be approximately one hour. This is a preliminary estimate and will change as the design is advanced.

Letter No. 294

Roger Carnow

294-1 The comment expresses support for the Proposed Project. The comment supports fast travel times, dedicated bus lanes on surface streets, and bicycle infrastructure. Specifically, the comment supports a new dedicated bus lane in North Hollywood on Chandler Boulevard, which is a route previously studied in the Alternatives Analysis but eliminated from consideration and not studied in the Draft EIR. Refer to Section 2.2, Project History, for a detailed discussion on the selection of routes assessed in the Draft EIR as well as a discussion of the routes eliminated from further consideration by Metro.

The comment also expresses preference for surface street operations in Glendale (Route Option E1 and Route Option E2), Colorado Boulevard in Eagle Rock (Route Options F1/F2), and both options in Pasadena (Route Options G1/G2 and H1/H2). Refer to the Project Description in the Final EIR for a description of the route in each city.

Letter No. 295

Roger Carnow

295-1 This comment expresses support for the North Hollywood Route Option with the best time and highest ridership, opposes the use of SR-134 through Glendale (Route Option F3), supports the use of Colorado Boulevard through Eagle Rock (Route Options F1/F2), and notes no route preference in Pasadena. The comment expresses support for separated bus/bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR for a description of the route in each city and proposed bicycle lanes.

Letter No. 296

Ron Bergeron

296-1 The comment expresses support for the Proposed Project and encourages the use of transit priority, including facilitating bus movements by allowing buses to proceed while other vehicles are stopped at traffic signals.

Letter No. 297

Ron McGill

297-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concept by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 298

Ronda Jovanelly

298-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado

Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

298-2 The Proposed Project is a regional transit project. Comments are being appropriately provided by stakeholders that live in communities other than Eagle Rock.

298-3 This comment expresses concerns related to traffic on parallel streets. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. The results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets. Refer to Appendix D of the Final EIR for additional details.

298-4 Metro disagrees with the characterization that bus stations would be “needle infested and filthy.” As is Metro’s regular practice, stations would be cleaned and maintained on a regular basis.

298-5 The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project’s social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

298-6 This comment expresses opposition to the proposed median due to safety. The Proposed Project includes many safety measures to reduce traffic hazards including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas.

298-7 This comment questions the ridership estimates shown in the Draft EIR. Transit ridership was established through a forecasting analysis utilizing Metro’s Corridors Based Model 18 to estimate ridership. The model was developed by Metro and calibrated for the Proposed Project. The model considers current travel patterns and applies future transit service changes to the network resulting from the Proposed Project to forecast trips by mode and estimate boardings. Furthermore, Metro anticipates that regional ridership will return to pre-COVID level prior to the Proposed

Project opening date of 2024 and social distance requirements will be similar to pre-pandemic.

298-8 This comment expresses concern that the Proposed Project is being constructed for real estate interests. Land use regulations are controlled by each city and Metro cannot change existing zoning. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

298-9 The Proposed Project is a regional transit project. 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. 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 and not just Eagle Rock.

298-10 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3).

Letter No. 299

Ross Selvidge

299-1 The entirety of public comments may be viewed in the Final EIR.

Letter No. 300

Roy Orecchio

300-1 This comment does not address the contents of the Draft EIR or raise environmental concerns. This comment expresses support for the Proposed Project and suggests consideration of dedicated bus lanes in Pasadena.

Letter No. 301

Ryan Gallagher

301-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). After consideration of public comments, the Metro Board selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1. The Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. The commenter's concerns about the Proposed Project's impact to property value has been noted for the record by Metro.

Letter No. 302

Ryan Johnson

302-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

302-2 Note that many of the curb extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 303

Ryko Kohne

303-1 The comment expresses support for the Proposed Project.

Letter No. 304

Sam Erman

304-1 The comment expresses support for the Proposed Project operating on Colorado Boulevard, keeping bicycle lanes, and beautification. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 305

Saman Bravo-Karimi

305-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concept by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility.

These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 306

Samuel Siegel

306-1 This comment expresses support for the Proposed Project.

306-2 The comment expresses support for powering the BRT with overhead catenary wires as opposed to electric batteries. Overhead catenary wires are not being considered for the Proposed Project. In 2017, the Metro Board adopted a motion to transition the agency to a 100 percent zero emission bus fleet by 2030. All buses on the Proposed Project would be owned and operated by Metro.

306-3 The comment expresses support for designing the Proposed Project to facilitate the future implementation of LRT. Rail conversion is not being considered as part of the Project design.

306-4 The comment expresses support for dedicated center- and median-running transit lanes, in addition to a variety of design changes. General purpose traffic will be discouraged from driving in dedicated bus lane sections through barriers that may include signage and pavement markings, raised delineators, rumble strips, and raised curbs or medians.

306-5 The comment suggests an alternative route for the Proposed Project in North Hollywood and Burbank. The Alternatives Analysis prepared for the project, provided in Appendix A of the Draft EIR, includes a detailed analysis that discusses connectivity to the regional transit network, connectivity to major activity centers in the region, and

socioeconomic/demographic factors benefited by the Proposed Project. A Chandler Avenue route was considered in the Alternatives Analysis.

Letter No. 307

Sandra Kay Beckley

307-1 The comment expresses opposition to the Proposed Project operating on Colorado Boulevard (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

A detailed noise analysis was provided in Section 3.9, Noise, of the Draft EIR. No permanent noise impacts were identified on Colorado Boulevard based on methodology contained in the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.

Letter No. 308

Sara Antebi

308-1 This comment does not address the contents of the Draft EIR or the Proposed Project.

308-2 This comment does not address the contents of the Draft EIR or the Proposed Project.

Letter No. 309

Sarah Dean-Gooderham

309-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 310

Scott and Christina Newland

310-1 This comment expresses support for adding buses to I-210 freeway. Refer to Section 2.2, Project History, of Chapter 2, Project Description, of the Draft EIR for a detailed discussion of the selection of routes and routes that were eliminated from further consideration by Metro.

Letter No. 311

Scott Keiner

311-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard but opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 312

Sean Shen

312-1 This comment expresses support for the Proposed Project, in particular for a route along local streets instead of along the freeway (SR-134). Additional station options are not being considered at this time. All segments and route options of the Proposed Project operating on SR-134 will be in mixed-flow traffic. Although the proposed design does not include dedicated bus lanes on the freeway, buses may use the existing high occupancy vehicle (HOV) lanes where practicable. See Chapter 2, Project Description, of the Draft and Final EIR for further information.

Letter No. 313

Sergio Hernandez

313-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock; the comment also supports center-running BRT and preserving bicycle lanes (Route Option F1) and opposes operation on the SR-134 (Route Option F3). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the

Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 314

Sergio Padilla

314-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 315

Severin Martinez

315-1 The comment provides an introduction to the letter. Detailed responses to comments included in the letter are provided in the following responses

315-2 The comment suggests narrowing traffic lanes to accommodate bicycle lanes in general with a specific suggestion to extend bicycle lanes along Glenoaks Boulevard from Alameda Avenue to Providencia Avenue. In general, the Proposed Project has been designed to maximize use of the existing street right-of-way for all modes including bicycles; however, design of the roadway would be required to adhere to local design criteria governing lane widths, turn lane transitions, bicycle buffers, and intersection configurations. Impacts to bicycle facilities are addressed on pages 3.1-24 to 3.1-27, in Section 3.1, Transportation, of the Draft EIR. Metro is coordinating with the City of Glendale to include bike lane improvements along Glenoaks Boulevard.

315-3 This comment suggests investigating opportunities to narrow travel lanes to enhance bicycle infrastructure. Preliminary lane widths are defined in the Concept Plans presented in Appendix Z of the Draft EIR. The Proposed Project generally includes 11- and 12-foot bus lanes, as Metro has experienced problems with “mirror strikes” in lanes narrower than 11 feet. The lane widths for roadway elements, including medians, travel lanes, turn lanes, bike lanes, and parking/loading lanes may be refined considering local jurisdiction standards during the design phase.

315-4 As described in Chapter 2, Project Description of the Draft EIR, the existing bicycle lanes and facilities along Glenoaks Boulevard would be retained. The lane widths for roadway elements, including medians, travel lanes, turn lanes, bike lanes, and parking/loading lanes may be refined considering local jurisdiction standards during the design phase should the Proposed Project be approved by Metro Board. Chapter

2, Project Description, in this Final EIR includes an addition to indicate that there is opportunity to provide additional buffers for bicycle lanes along Glenoaks Boulevard.

315-5 This comment states that 4-foot bike lanes are only permitted if there is no on-street parking present. The existing configuration of bicycle lanes on Central Avenue includes a 4-foot bike lane next to the parking lane in both directions. The Proposed Project would locate the bus lane adjacent to the existing bicycle lane and parking lane with bicycle bypasses at the proposed station to ensure bicyclist safety. The City of Glendale's Bicycle Transportation Plan states that a minimum width of a bike lane is 5 feet. The lane widths for roadway elements, including medians, travel lanes, turn lanes, bike lanes, and parking/loading lanes may be refined considering local jurisdiction standards during the design phase should the Proposed Project be approved by Metro Board.

315-6 This comment expresses the desire to create "protected intersections" to minimize conflicts between right-turning vehicles and bicycles. Design details such as the specific configuration of travel and bicycle lanes at intersections may be refined considering local jurisdiction standards during the design phase should the Proposed Project be approved by Metro Board. Mitigation Measure **TRA-5** required coordination with the City to design safe bicycle lanes.

315-7 This comment expresses opposition to narrowing sidewalks in the City of Burbank. The Proposed Project does not include sidewalk narrowing in Burbank.

315-8 This indicates a preference to only widen the roadway where necessary at intersections. Street widening is no longer proposed in Burbank for the Project.

315-9 The comment expresses support for center-running bus lanes for the entire length of the route along Colorado Boulevard through Eagle Rock. The Proposed Project includes side-running bus lanes between West Broadway and El Rio Avenue to reduce congestion and facilitate left turns while maintaining adequate walk times for pedestrians crossing Colorado Boulevard.

315-10 The comment addresses specific station placements indicated in the Concept Plans presented in Appendix Z of the Draft EIR. The station placements shown in the Concept Plans were developed considering site-specific opportunities and constraints, as well as safety, bus operations, and pedestrian access (including crosswalk locations).

315-11 The comment expresses concern for impacts to transit riders resulting from an alignment along the SR-134, including air quality, noise, and safety effects for riders. The previously proposed Harvey Drive stop in the eastbound direction would have been located at an existing bus stop for the Commuter Express with direct access to the Park and Ride Lot intended for commuters to park and use transit, whereas the stop in the westbound direction would be located adjacent to the SR-134 on-ramp.

Regarding air quality and noise risks to transit riders, as has been defined in CEQA case law (*California Building Industry Associates v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 396), agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users. Metro notes, however, that there is no existing regional transit service directly connecting North Hollywood to Pasadena. It is believed that commuters use SR-134 to traverse the Project area in the existing conditions, as the freeway would be faster than surface streets even during congested hours. There would not be a change to the existing health effects associated with commuting between North Hollywood and Pasadena. Exposure and health outcomes are likely to decrease as riders would spend less time on the SR-134 than under existing commuting conditions. Regarding safety, buses would operate in accordance with all laws and Metro policies related to safe operations of buses on freeways. Metro would train drivers for safe freeway operations and require reoccurring training.

315-12 The comment expresses a desire for a street-running option on Colorado Boulevard in Eagle Rock with center-running bus lanes. Refer to Master Response No. 1.

Letter No. 316

Shannon Goss Schwartz

316-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks

would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 317

Shant Jaltorossian

317-1 The comment expresses support for the Proposed Project, including the BRT operating on Broadway in Glendale (Route Option E1). The comment also supports a street-running option in Eagle Rock (Route Options F1 or F2). After consideration of public comments, the Metro Board selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 to carry forward for further consideration in the Final EIR.

Letter No. 318

Shelagh McFadden

318-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) but opposition to the Proposed Project operating on SR-134 (Route Option F3) and to station locations at Harvey Drive and Figueroa Boulevard. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

Letter No. 319

Simon Byrne

319-1 The comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and Pasadena (Route Option H1). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 320

Siobhán Burke

320-1 This comment introduces the following comments and an attached letter from the Eagle Rock Neighborhood Council. The attached letter is not addressed to Metro and does not directly address the Draft EIR. It is not required to be addressed by Metro in the Final EIR.

Metro puts the highest priority on public safety. Safety measures associated with the Proposed Project's BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. The Proposed Project would also include improvements designed to enhance pedestrian safety, including signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations; before a green indication is given to other traffic, a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection and maneuver across mixed-flow travel lanes ahead of conflicting traffic. Since other traffic would be observing a red signal during the bus phase, adverse safety impacts associated with buses weaving across the mixed-flow travel lanes would be minimal.

As noted on page 3.2-14 in Section 3.2, Aesthetics, of the Draft EIR, there are no designated state scenic highways within the Project Area. In addition, buses would travel at the posted speed limit similar to existing traffic.

The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

It is not anticipated that the Proposed Project would interfere with outside dining. As stated on page 3.2-20 in Section 3.2, Aesthetics, of the Draft EIR, operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

320-2 Refer to comment above related to design refinements in Eagle Rock associated with the Proposed Project and bicycle lanes.

The landscaping plan has not been prepared at this point in the Project's development. Trees and native landscaping will be considered in the Project's design phase. Treatment for bicycle buffers will be determined in the Project's design phase.

Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

The Proposed Project would not change the existing posted speed limits. Travel lane widths may be adjusted in some locations along the length of the project, including narrowing of travel lanes. Through travel lanes for vehicular traffic will not be narrower than 10 feet and turn lanes for vehicular traffic will not be narrower than nine feet. The dedicated bus lanes for the BRT line will be a minimum of 10 feet.

This comment expresses support for center-running bus lane treatments to minimize delays from right-turns and parking cars.

320-3 This comment suggests a new route option in the City of Pasadena. The Alternatives Analysis prepared for the Project, provided in Appendix A of the Draft EIR, includes an analysis that considers connectivity to the regional transit network, connectivity to major activity centers in the region, and socioeconomic/demographic indicators that informed the route options which were assessed in the Draft EIR. The comment does not identify any significant environmental effects that would be reduced by the route option proposed in the comment. No further response is required.

Letter No. 321

Stan Yu

321-1 This comment expresses support for the Proposed Project, in particular, for routing the BRT along Colorado Boulevard in Eagle Rock (Routes F1 and F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 322

Stephen Berens

322-1 The comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 323

Steve Messer

323-1 The comment expresses support for a street running option in Glendale (Route Options E1/E2) and the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concept by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of

each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, although not within the Eagle Rock segment of the Project, sidewalks may require an approximate 1 to 2 foot reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes; however, the remaining sidewalk width would typically exceed 10 feet and in no instances would sidewalks be reduced to the extent that pedestrian circulation would be impaired or in violation of ADA standards. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Letter No. 324

Susan Buchanan

324-1 The Proposed Project would not result in changes to the existing roadway configuration or operation for the proposed route options in Pasadena, as the bus would travel in lanes shared with automobile traffic. The operation of the Proposed Project is not expected to result in substantial changes to vehicle circulation since the Project would operate in mixed-flow traffic within the City of Pasadena. The location of the terminus in Pasadena would be on Hill Avenue at Pasadena City College, near the Colorado Boulevard/Hill Avenue intersection. Refer to Figure 2-2 in the Chapter 2, Project Description, of the Draft EIR. Westbound buses would leave the terminal station on Hill Street northbound and turn left at the signalized Colorado Boulevard/Hill Avenue intersection. Per the Draft EIR Chapter 2, Project Description, Section 2.3.12: the “route turns east continuing along Colorado Boulevard to the eastern terminus at Pasadena City College near the Colorado Boulevard/Hill Avenue intersection.”

Letter No. 325

Susan Bull

325-1 This comment expresses opposition to the Proposed Project reducing mixed-flow traffic lanes or affecting medians. This comment also expresses concern related to congestion and effects to businesses on Colorado Boulevard should the number of mixed-flow traffic lanes be reduced. CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines,

Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 326

Suzanne Smith

326-1 This comment expresses support for the Proposed Project operating along Colorado Boulevard through Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 327

T Y

327-1 This comment expresses doubt as to the accuracy of the ridership estimates for the Proposed Project through Eagle Rock. Transit ridership was estimated through a forecasting analysis utilizing the Metro's Corridors Based Model 18. The model was developed by Metro and calibrated for the Proposed Project. The model considers current travel patterns and applies future transit service changes to forecast trips and estimate boardings. The estimated ridership for the Colorado Boulevard/Townsend Avenue station is approximately 500 riders per day.

Letter No. 328

Terenig Topjian

328-1 This comment expresses support for the Proposed Project, but advises Metro to consider the Project as an extension of the Metro G Line (Orange) rather than a stand-

alone project. As discussed in the Draft EIR, Chapter 2, Project Description, the Project corridor was identified in 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. As a result, the Proposed Project was planned to address the need for a premium bus service that connects Metro's existing rail lines and activity centers within North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. The Proposed Project was not conceived as or designed to be an extension of the Metro G Line (Orange).

Letter No. 329

Theodore Stern

329-1 The comment expresses opposition to a dedicated bus lane on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and supports the SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro acknowledges receiving a large number of comments expressing a preference for the SR-134 (Route Option F3). However, Metro has also received a large number of comments expressing a preference for a BRT alignment along Colorado Boulevard, many from residents of Eagle Rock. Metro is pursuing the Proposed Project to provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor.

Letter No. 330

Thurmon Green

330-1 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). This comment further states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Many of the curb

extensions proposed as part of the City of Los Angeles Active Transportation Program Cycle 2 project would be retained.

Letter No. 331

Thurmon Green

331-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 332

Thurmon Green

332-1 This comment expresses support for the Proposed Project but opposition to the BRT operating on SR-134 (Route Options E3 and F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The comment expresses support for prioritizing pedestrian and cyclist-centered infrastructure and the needs of existing riders rather than potential ones. Station amenities associated with the Proposed Project would be designed using a kit of parts 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 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; and
- Monument sign and map displays.

Letter No. 333

Thurmon Green

333-1 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Letter No. 334

Tim Leetrakul

334-1 The existing Metro Line 501 maintains connection between the North Hollywood Station and Pasadena under the Nextgen Bus Plan. NextGen weekday service frequency on Metro Line 501 is proposed to be every 15 minutes in the AM and PM peak periods, with service every 15-30 minutes in the weekday off-peak periods. The Proposed Project would not alter service of the Metro Line 501.

Letter No. 335

Tim Mellin

335-1 The commenter suggests operating buses on Colorado Boulevard through Eagle Rock (Route Options F1/F2) on weekends and operating buses on SR-134 (Route Option F3) during the weekdays. A hybrid operational route is not being considered for the Proposed Project. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 336

Tim Mellin

336-1 This comment does not address the contents of the Draft EIR or the Proposed Project. Per Response to Comment PH 2-8 included in this Final EIR, bus design throughout the Metro system has incorporated fixed closed windows to maximize heating, venting, and air conditioning (HVAC) system. To leave suggestions, opinions, or other comments regarding Metro services, please email Metro's Customer Relations team at customerrelations@metro.net.

Letter No. 337

Timothy Eckert

337-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 338

Tom Krumal

338-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and states that the majority of the community supports using SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require lead agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, Metro intends to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project.

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and

policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented and mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Letter No. 339

Tony Butka

339-1 The comment expresses opposition to the Proposed Project. Metro anticipates that regional ridership will return to a pre-COVID level prior to the Proposed Project opening date of 2024. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential workers).

Letter No. 340

Tyler Bonstead

340-1 The comment expresses support for the Proposed Project.

340-2 The Project includes a BRT station in proximity to the Olive Avenue/Verdugo Avenue intersection.

340-3 Metro acknowledges the comment related to streetscape improvements on Olive Avenue through Magnolia Park. As discussed in Section 3.2, Aesthetics, of the Draft EIR, implementation of Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification

340-4 Metro standard practice is to coordinate with local jurisdictions to minimize construction effects. In addition, as shown in the Executive Summary, Mitigation Measures **TRA-1** through **TRA-4** are designed to reduce potential for construction activities to effect traffic and transportation. Mitigation Measure **NOI-1** is designed to control construction noise.

Letter No. 341

Vdkbod (Null)

341-1 This comment expresses opposition to constructing the Proposed Project on Eagle Rock Boulevard. Note that the Proposed Project will not travel on Eagle Rock Boulevard. There is potential for tree and vegetation removal within the City of Los Angeles along Colorado Boulevard in Eagle Rock. Trees that could be removed within

the City of Los Angeles are non-native and are not protected under the City of Los Angeles Protected Tree Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

Letter No. 342

Vdkbod (Null)

342-1 The comment expresses opposition for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and support for the Proposed Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 343

Wajinc (Null)

343-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and expresses support for the BRT operating in SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 344

Walt Kasha

344-1 This comment expresses opposition to the Proposed Project operating in Glendale on surface streets, for reasons including increased traffic and impacted parking due to dedicated bus lanes and impacts to neighborhood character and safety.

344-2 Draft EIR Appendix Z Concept Plans indicate that the current plans would repurpose one travel lane for a dedicated bus lane in each direction along Glenoaks Boulevard, Central Avenue, and Broadway. In May 2021, the Metro Board of Directors selected the Proposed Project which included Broadway (Route Option E1 in the Draft EIR) as

the Proposed Project route through Glendale. There would be minor removal of parking spaces and impacts to medians in proximity to the proposed stations.

344-3 Metro disagrees that the street-running BRT would affect neighborhood character. No specific comment on this issue is provided related to the contents of the Draft EIR and no further response is required. The bus fleet would be maintained daily, and Metro disagrees with the characterization that buses are dirty and unsafe.

The comment expresses concern related to the Proposed Project leading to increased density in Glendale. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. As discussed in Chapter 4.0, Other Environmental Considerations, the local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor

Letter No. 345

Warren Brodine

345-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and preference for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

345-2 The public review period began on October 26, 2020 and was initially scheduled to end on December 10, 2020. The comment period was extended to December 28, 2020, to accommodate community requests for additional time to review the Draft EIR. CEQA requires a 45-day review period for EIRs submitted to the State Clearinghouse. Metro extended the review period to approximately 60 days, allowing ample time for public comment.

345-3 Metro acknowledges the commentor's concern related to the Eagle Rock Neighborhood Council. Please direct specific concerns directly to that community group.

345-4 Metro anticipates COVID restrictions will be lifted by the time the Project is expected to open in 2024 and that regional ridership will return to pre-COVID level prior to that date. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential services).

345-5 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Option F1/F2) and preference for the Proposed Project operating on SR-134 (Route Option F3).

Letter No. 346

Will Proctor

346-1 This comment expresses general support for the Proposed Project, primarily the center-running bus lanes treatment whenever possible and protected bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 347

William Walker

347-1 The Draft EIR was available on Metro's website beginning on October 26, 2020. The website link is https://www.metro.net/projects/noho-pasadena-corridor/. Due to the large size of the file, the Draft EIR was not provided in a single PDF document.

Letter No. 348

WM Johnson

348-1 The comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Letter No. 349

yourwhathurtsu

349-1 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service) to be assessed in the Draft EIR. The State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Letter No. 350

Zachary Rynew

350-1 The comment expresses support for the Beautiful Boulevard proposal in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No.1 for additional details related to development of the two design options and the selection process.

The Final EIR's design options on Colorado Boulevard in Eagle Rock incorporate the Beautiful Boulevard's design concepts by providing a new protected bicycle facility along Colorado Boulevard that would route bicycles to the outside of the parking lane. Other aspects of the Beautiful Boulevard design concept that have been incorporated into the design include green pavement markings for the proposed bicycle facility. These improvements would be consistent with the Mobility Plan, which requires roadways with multiple enhanced networks to be designed to incorporate elements of each enhanced network. Further detail on changes to the bicycle infrastructure as a result of the refined Proposed Project is provided in Chapter 2, Project Description, in this Final EIR.

Changes to pedestrian facilities are discusses on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

4.7 RESPONSES TO PUBLIC HEARING

Public Hearing on November 12, 2020

Alex Boekelheide

PH1-1 The comment from Pasadena City College expresses support for the Proposed Project and a station serving the campus. The comment requests Metro consider reduced fares for students who are facing hardships from transportation costs.

Oscar Pena

PH1-2 The comment expresses support for the Proposed Project operating center-running bus lanes through Eagle Rock and raises concerns regarding street-running bus lanes through Glendale due to slower bus speeds. Metro acknowledged that street-running buses operating in mixed-flow traffic would travel at slower average speeds than buses operating in dedicated lanes. The comment also opposes shared bicycle and bus lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Mona Field

PH1-3 The comment expresses support for the Proposed Project operating on SR-134 (Route Option F3). The comment also opposes shared bicycle and bus lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Mehmet Berker

PH1-4 This comment expresses opposition for shared bicycle and bus lanes. The comment also supports buses that allow boarding on both sides to facilitate a BRT line that includes median- and side-running bus lane treatments. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard, both of which do not include shared bus/bike facilities and provide parking-protected bicycle lanes. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. The only proposed shared bus/bike facilities would be along Broadway in Glendale. On Broadway, the existing roadway is designated a Class III bike route and consists of a vehicle lane with bicycle markings indicating a shared vehicle/bike lane. The Proposed Project would replace this lane with a dedicated bus lane that would allow shared use by bicycles. This would provide a safety benefit for bicyclists along Broadway as bicyclists would be sharing the facility with relatively few bus vehicles compared to existing volumes of personal automobiles using the shared

lane. Metro studied the use of buses that allow for two-sided boarding outside of this Project. This style of bus is not part of the existing Metro bus fleet. Metro intends to utilize buses from its fleet which is shared across multiple bus lines and the type of buses in the Metro bus fleet would be the same with or without the Proposed Project. Center-running or median-running bus configurations with right-side boarding are proposed along Vineland Avenue in North Hollywood, along Glenoaks Boulevard in Burbank and Glendale, and along Colorado Boulevard in Eagle Rock.

Lisa Payne

PH1-5 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Israel

PH1-6 This comment expresses support for the center-running bus lanes through Eagle Rock (Route Option F1). The comment opposes shared bicycle and bus lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Michael McDonald

PH1-7 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and opposition to not including dedicated bicycle lanes (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised

design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Darren Hall

PH1-8 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to removal of bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR. After consideration of public comments, the Metro Board selected the F1 Route Option in Eagle Rock. After further public engagement, the Final EIR includes two design options on Colorado Boulevard including an option similar to the Beautiful Boulevard proposal. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

David Newman

PH1-9 This comment expresses opposition to removal of mixed-flow travel lanes on Colorado Boulevard through Eagle Rock.

Sebastian Reyes

PH1-10 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock and opposition to removal of bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Additionally, the comment expresses a desire to prioritize bicyclists and pedestrians along the route, including the intersection of Vineland Avenue and Lankershim Boulevard in North Hollywood. Segment A of the Proposed Project includes the upgrade of existing Class II bike lanes along Vineland Avenue into Class IV two-way

cycle-track bike lanes through the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection continuing further south to Hortense Street. At this intersection, Segment A would also include crosswalk improvements designed to enhance pedestrian safety.

Cherryl Weaver

PH1-11 This comment expresses support for the Proposed Project either operating on SR-134 through Eagle Rock (Route Option F3) or the side-running bus lanes treatment should the BRT operate on Colorado Boulevard (Route Option F2). Regarding Colorado Boulevard, the comment supports having two mixed-flow traffic lanes and opposes removal of medians. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro anticipates local bus service will provide connections to the Hollywood Burbank Airport.

Ed Stevens

PH1-12 This comment expresses support for the center-running bus lanes treatment (Route Option F1) on Colorado Boulevard through Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The comment expresses a desire to improve the pedestrian experience. Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Anonymous

PH1-13 This comment expresses opposition to the Proposed Project.

Sean Nasseri

PH1-14 Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, Metro intends to preserve as much parking as possible along the route. Note the side-running bus lanes configuration developed for Olive Avenue (between Buena Vista Street and Lake Street) since the circulation of the Draft EIR retains the on-street parking in this segment of the Proposed Project.

Regarding the contents of the Draft EIR, the State CEQA Guidelines, Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Natalie Freidberg

PH1-15 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. The Project does not include street widening in Eagle Rock. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. Overall, the Proposed Project would enhance walkability in the station areas.

Andrew Jacobs

PH1-16 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

While pedestrian and bicycle safety has been considered during this project's development, Metro does not have the authority to construct traffic calming measures unrelated to BRT operations. Please contact your local elected representative for assistance with this matter.

John Kerr

PH1-17 The comment expresses disappointment that the Proposed Project appears to be designed around the needs of private motorists. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the revised design is consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

The VMT presented in the Draft EIR is for the countywide roadway network, which is the reason the total VMT reduction appears negligible. It is anticipated that the Proposed Project would reduce the regional VMT by 86,659 miles daily in 2042.

Fred Dresch

PH1-18 This comment expresses opposition to the Proposed Project operating along Colorado Boulevard through Eagle Rock (Route Options F1/F2) due to the possibility of increased congestion and zoning density. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a

discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented and mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Regarding outreach, to encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. The hearings also provided simultaneous Spanish translation, and previous meetings for the Proposed Project included live Spanish and Armenian translators.

Chloe Renée Ziegler

PH1-19 This comment expresses support to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The comment also expresses support to preserve medians and preference for new landscaping. There is potential for tree and vegetation removal within the City of Los Angeles. Based on observations during the windshield survey, the area is fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs that are not protected under the City of Los Angeles Protected Tree

Relocation and Replacement Ordinance. In accordance with Mitigation Measure **VIS-1**, 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. Metro would replace street trees at a 2:1 ratio, as specified by City standards.

Metro acknowledges and appreciates the public involvement in Eagle Rock throughout the CEQA process, including the Land Use Committee members of the Eagle Rock Neighborhood Council.

Alejandro Pardo

PH1-20 This comment expresses opposition to removing a mixed-flow travel lane and expresses general concerns related to traffic and parking. Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Regarding business access, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in the corridor. Refer to Master Response No. 2.

Kim

PH1-21 This comment expresses opposition to the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and support for the BRT operating on SR-134. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the

Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

DASH bus service is operated by the City of Los Angeles. DASH is a local service that would not meet all Project Objectives listed in Chapter 2, Project Description, which include enhancing connectivity to Metro and other regional transit services.

Emergency evacuation is addressed in Section 4.1.2, Hazards and Hazardous Materials, of the Draft EIR. As stated therein, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 Freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Although lane closures are anticipated, full street closures are not anticipated, and roadway access would be maintained to accommodate response to emergencies. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities. After construction, the bus lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

The Proposed Project would operate on existing roadways and would not affect the ability of emergency services to serve the Project Area in the event of an emergency or disaster. Bus-only lanes would be open to emergency vehicles, which could reduce response times. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Ben Foushee

PH1-22 This comment expresses concerns related to the Proposed Project sharing lanes with other bus services and bicycles under Route Option F2. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Pat Niessen

PH1-23 This comment generally expresses support for the Proposed Project operating on Colorado Blvd through Eagle Rock (Route Options F1/F2). This comment urges Metro to prioritize bicycles and the pedestrian experience. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Zachary Rynew

PH1-24 This comment expresses support for the Proposed Project, although the comment asserts that the current design would not provide adequate service. The comment also states that center-running bus lanes are the preferred solution.

Joyce

PH1-25 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

The Proposed Project does not propose reducing the number of existing buses. Metro monitors existing Metro bus services and makes changes to Metro bus routes where warranted based on ridership, demand, efficiency and other factors.

DASH bus service is operated by the City of Los Angeles. It is a local service that would not meet all Project Objectives listed in Chapter 2, Project Description, which include enhancing connectivity to Metro and other regional transit services.

Felicia Garcia

PH1-26 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to

development of the two design options and the selection process. The design option converting one travel lane in each direction would have fewer conflicts with the ATP curb extensions being implemented by the City of Los Angeles than the design option retaining both travel lanes in each direction.

Regarding outreach, to encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. The hearings also provided simultaneous Spanish translation, and previous meetings for the Proposed Project included live Spanish and Armenian translators.

Marc Caraan

PH1-27 The comment expresses support for the Proposed Project, including a dedicated bus lane. The comment does not support shared bus and bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR and to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Severin Martinez

PH1-28 The comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock but expressed concern with the design options in the Draft EIR (Route Options F1/F2). The comment expresses support for context sensitive design that supports walking, biking, and transit. Metro is designing a project that maximizes walking, biking, and transit. Refer to the Project Description in the Final EIR for related changes to the Proposed Project and Master Response No. 1 for additional details related to bicycle and pedestrian infrastructure proposed for the Final EIR.

Ava V.

PH1-29 The CEQA Guidelines do not directly address social justice and equity. Metro has considered social justice and equity through the deliberate location of stations to service populations. Metro takes social justice and equity very seriously with its own Metro Board adopted Equity Platform. Metro's Office of Equity and Research is responsible for enacting the adopted goals of the Equity Platform and ensure that the Proposed Project meets equity needs. Metro has also prepared a Title VI Equity Analysis which was reviewed by the Federal Transit Administration.

Elliot The Colorist

PH1-30 The comment expresses general support for the Proposed Project, although opposition to reducing Colorado Boulevard in Eagle Rock to one lane in each direction.

Michael Sweeney

PH1-31 This comment expresses general support for the Proposed Project but states concern that the road configurations proposed for Route Options F1/F2 do not appear to adequately ensure pedestrian and bicycle safety. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. The refined Project route eliminated Route Option F2 from further consideration. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Potential impacts to transit, pedestrian, and bicycle facilities and safety are addressed in Section 3.1, Transportation, of the Draft EIR. The Proposed Project's potential impacts related to greenhouse gas emissions in section 3.8, greenhouse gas emissions. As discussed in impacts related to transportation, safety, and greenhouse gas emissions. Metro is designing a project that maximizes walking, biking, and transit. Refer to the Project Description in the Final EIR for related changes to the Proposed Project and Master Response No. 1.

Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits, obey traffic laws in a similar manner as automobiles, and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas.

Fred Dresch

PH1-32 This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. For a discussion of the

Proposed Project's potential land use and planning impacts, refer to Section 4.1.4, pages 4-13 to 4-16 of the Draft EIR; for a discussion of the Proposed Project's population and housing impacts, refer to Section 4.1.6, pages 4-18 to 4-19 of the Draft EIR; for a discussion of growth-inducing impacts, refer to Section 4.3, pages 4-32 to 4-33 of the Draft EIR. The Proposed Project could indirectly affect development in the Project Area by focusing growth on housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented and mixed-use neighborhoods with accommodations for bicyclists. Importantly, the SCAG 2020-2045 RTP/SCS indicates that most of the Project Area is already located within a High Quality Transit Area including the entirety of Colorado Boulevard. The Proposed Project would also be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor.

Joyce

PH1-33 Metro acknowledges that accidents on SR-134 can cause traffic on parallel surface streets. This is part of the existing condition that would not change with implementation of the Proposed Project.

Barbara Kremins

PH1-34 Emergency evacuation is addressed in Section 4.1.2, Hazards and Hazardous Materials, of the Draft EIR. As stated therein, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 Freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Although lane closures are anticipated, full street closures are not anticipated, and roadway access would be maintained to accommodate response to emergencies. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities. After construction, the bus lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to

emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

After construction, the bus lanes could potentially be used to facilitate an evacuation if required. Emergency services would be allowed to access the bus lanes. Operational activities would also not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response or evacuation plan.

Regarding small businesses, CEQA does not require social and economic impacts to be evaluated in an EIR. Metro notes, however, that the transit project would improve access to many key activity centers, including local businesses. The increased foot traffic near station areas would support and benefit local businesses.

Natalie Freidberg

PH1-35 The comment expresses support for the Proposed Project and states that the BRT would benefit local businesses.

Cherryl Weaver

PH1-36 Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities, although Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Eagle Rock.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Pat Niessen

PH1-37 The comment expresses support for the Proposed Project, but would like a better balance between bike safety, pedestrian safety, and providing improved transit along Colorado Boulevard. After consideration of public comments and further public

engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Public Hearing on November 14, 2020

Marcel W.

PH2-1 This comment expresses support for the Proposed Project operating on SR-134 as the primary route (Route Option F3). Secondarily, this comment expresses support for the side-running bus lanes treatment on Colorado Boulevard in Eagle Rock (Route Option F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro standard practice is to coordinate with local jurisdictions to minimize construction effects. In addition, as shown in the Executive Summary, Mitigation Measures **TRA-1** through **TRA-4** are designed to reduce potential for construction activities to effect traffic and transportation. Mitigation Measure **NOI-1** is designed to control construction noise. Regarding businesses and parking, Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities, although Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines, Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Sam Lerman-Hahn

PH2-2 This comment expresses support for the Proposed Project operating in center-running bus lanes on Colorado Boulevard through Eagle Rock (Route Option F1) and in Glendale (Segment D and E). The comment also expresses opposition to the Project operating on SR-134 (Route Option F3). The comment further expresses opposition to shared bus and bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. The Proposed Project would operate in median-running bus lanes along Glenoaks Boulevard through the City of Glendale from Alameda Avenue to Central Avenue.

Paul Dyson

PH2-3 The comment expresses general opposition to the Proposed Project stating that the Proposed Project does not seem matched to the corridor's transit needs. The commenter believes the ridership projections are optimistic and prefers a distribution of investment into the individual corridor cities to provide improvements to their local transit services. It should be noted that the Line 501 bus has far fewer stops compared to the proposed BRT service, which is one of the reasons why higher ridership is forecasted.

Sergio Hernandez

PH2-4 This comment expresses support for the Proposed Project operating as a center-running treatment on Colorado Boulevard through Eagle Rock (Route Option F1). The comment also expresses opposition to the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Birgitta Martinez

PH2-5 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and prioritizes bus only lanes and protected bike lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer

to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Joanne Knokomodo

PH2-6 This comment expresses general opposition to the Proposed Project.

Niall Huffman

PH2-7 The comment expresses support for the Proposed Project and states preference for street-running alternatives in order to maximize access points to businesses. The comment also encourages Metro to prioritize active transportation modes. Refer to Master Response No. 1.

Tim

PH2-8 This comment does not address the contents of the Draft EIR but expresses concern over bus window design. The commenter requests that buses for the Proposed Project have the ability to open the windows to allow greater air filtration. In this regard, bus design throughout the Metro system has incorporated fixed closed windows to maximize heating, venting, and air conditioning (HVAC) system.

The commenter suggests operating buses on Colorado Boulevard through Eagle Rock (Route Options F1/F2) on weekends and operating buses on SR-134 (Route Option F3) during the weekdays. A hybrid operational route is not being considered for the Proposed Project. Metro Rapid Line 780 has been consolidated with Line 180 as part of Metro's NextGen Bus Plan. Line 180, which connects Pasadena to the I-10 and I-110 Freeways, operates every 10 minutes throughout most of the day on weekdays and with a slightly reduced frequency on weekends.

John Vu

PH2-9 This comment expresses opposition to the Project operating on SR-134 (Route Option F3) and opposition removal of bicycle lanes on Colorado Boulevard in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Kim

PH2-10 This comment expresses skepticism about the Proposed Project due to declining regional ridership trends. The comment further expresses support for route options which utilize the SR-134 freeway versus local roadways to provide faster service. After consideration of public comments, the Metro Board selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1. Route Options B and G1 include operations on the SR-134 in Burbank and Pasadena. It should be noted that the alternatives analysis projected higher ridership for alternatives operating primarily along local roadways despite slower end-to-end travel times in part due to the fact that more stations would be served.

Cyndi Otterson

PH2-11 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and opposition to not including dedicated bicycle lanes (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced

network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Jared Berenholz

PH2-12 This comment expresses support for the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2) and preservation of bicycle lanes. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Laura Gonzalez

PH2-13 This comment expresses opposition to the removal of bicycle lanes on Colorado Boulevard in Eagle Rock. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Brandon Yung

PH2-14 The comment expresses concern for bicycle safety. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Refer to the Project Description in the Final EIR. Refer to Section 3.1, Transportation, of the Draft EIR for a discussion on bicycle safety. In addition, in response to public comments, the Proposed Project includes buffers to existing Class II lanes where present, or upgrades of Class II lanes to Class IV cycle-tracks, and incorporation of bicycle by-pass lanes at curbside stations to eliminate bicycle conflicts with buses at loading zones.

Tamala Takahashi

PH2-15 The comment identifies existing safety concerns within the City of Burbank at the Olive Avenue/Sparks Street/Verdugo Avenue intersection and the Olive Avenue bridge that should be considered in the design of the Project. Additionally, the comment notes the importance of Metro's NextGen Bus Plan and expresses concern with how the Project would affect curb parking, including delivery vehicles.

Chapter 5.0, Cumulative Impacts, of the Draft EIR identifies the Olive Avenue/Sparks Street/Verdugo Avenue Intersection Improvements as a related project which was reviewed for potential cumulative effects and conflicts. As discussed in Chapter 5.0, it

is anticipated that the Proposed Project would be integrated with the planned improvements at the intersection. It should be noted that the Project no longer includes any improvements to the Olive Avenue bridge.

As stated in Section 3.1, Transportation, of the Draft EIR, the Proposed Project would be designed per applicable State, Metro, and city design criteria and standards. The safety measures of the Proposed Project include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations, at which a traffic signal with special bus indications would display a bus-only phase. This would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic.

The Proposed Project has been integrated into the planning effort for the NextGen Bus Plan and both projects are compatible with each other. The NextGen Bus Plan is discussed in Chapter 5.0, Cumulative Impacts, of the Draft EIR, and no significant cumulative impacts or conflicts between the projects were identified.

John Gordon

PH2-16 This comment expresses support for the Proposed Project, in particular a center-running bus lanes treatment on Colorado Boulevard through Eagle Rock that maintains bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Jonathan Matz

PH2-17 This comment expresses support for the Proposed Project, in particular a center-running bus lanes treatment on Colorado Boulevard through Eagle Rock that maintains bicycle lanes. The comment also expresses opposition to BRT stations being located on SR-134. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR.

Aaron Stein-Chester

PH2-18 This comment expresses support for the Proposed Project, in particular a center-running bus lanes treatment on Colorado Boulevard in Eagle Rock that maintains bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Marcel W.

PH2-19 This comment is acknowledged and does not address the contents of the Draft EIR.

Christopher Cotton

PH2-20 This comment expresses support for the Proposed Project. The comment advises route options that connect Central Avenue to Colorado Boulevard (Route Option E2) and recommends a future extension of a light rail line connecting the Metro G Line (Orange) busway to Pasadena, as well as integration with the existing Metro Line 501 bus route. The comment also expresses support for design options that include buses, cars, and bikes.

Amanda Colligan

PH2-21 This comment expresses support for the Proposed Project but states opposition to the removal of the dedicated bicycle lanes along Colorado Boulevard in Eagle Rock (Route Option F2). The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design

options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Ashley Atkinsin

PH2-22 This comment expresses support for Proposed Project but requests consistency with the Take Back the Boulevard project. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. Refer to Master Response No. 1 for additional details.

Natalie Freidberg

PH2-23 This comment expresses support for the Proposed Project, specifically the center-running treatment through Eagle Rock (Route Option F1). The comment also expresses support for maintaining bicycle lanes and consistency with the Mobility Plan and the Take Back the Boulevard initiative. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. Refer to Master Response No. 1 for additional details.

Implementation of Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Further, the revised design is consistent with the City of Los Angeles Mobility Plan, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle

Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the Final EIR's design options on Colorado Boulevard in Eagle Rock are consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and motor vehicles) when designing a complete street that includes multiple transportation modes. Refer to Master Response No. 1 for additional details.

Felicia Garcia

PH2-24 This comment expresses support for the Proposed Project, in particular a design that maintains bicycle lanes. The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock.

After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Regarding outreach, to encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. The hearings also provided simultaneous Spanish translation, and previous meetings for the Proposed Project included live Spanish and Armenian translators.

Ben Foushee

PH2-25 This comment expresses general concerns related to the Proposed Project operating on Colorado Boulevard (Route Options F1/F2) and SR-134 (Route Option F3) through Eagle Rock, stating that none of the route options provide adequate transit service. Metro disagrees with the characterization that none of the Proposed Project's Route Options provide adequate service. The Proposed Project has been designed with a goal of advancing a premium transit service that is more competitive with auto travel than existing service.

Geoffry Nutting

PH2-26 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Don

PH2-27 This comment expresses support for the Proposed Project and the development and maintenance of alternative transportation infrastructure.

Christopher Cotton

PH2-28 This comment suggests a potential extension of the route to the Sierra Madre Villa Station. A connection to this station is not being considered at this time. The Project will connect with the Metro L Line (Gold) at Memorial Park Station in Old Pasadena.

Natalie Freidberg

PH2-29 To encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/ Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts.

Benjamin Phelps

PH2-30 This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and encourages improving pedestrian safety. After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process. With regard to the intersection of Vineland Avenue and Lankershim Boulevard, the Proposed Project would add a crosswalk to shorten the crossing distance for pedestrians across Lankershim Boulevard. In addition, the traffic signal will protect pedestrians from cross-

traffic and will provide adequate pedestrian crossing times. Finally Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily and approximately 9,418 lbs/day of CO_2e in 2042.

4.8 RESPONSES TO WRITTEN QUESTIONS AND ANSWERS AT PUBLIC HEARING

Public Hearing on November 12, 2020

Anonymous

Comment 1: I want my kids to have access to effective public transit on the corner of my block!

Response 1: The comment requests convenient transit access.

Comment 2: Angelinos love their cars. Adding more buses is not going to make them ride them. During rush hour, Glen Oaks is jammed packed. And now you're thinking removing a lane and dedicating it to a mode of transportation which is not desirable? I can forsee in five years this project just bleeding money.

Response 2: The comment expresses opposition to the Proposed Project.

Ben Foushee

Comment 1: have any considerations been given to the fact that the stretch of Colorado through Eagle Rock was once Route 66?

Response 1: Metro is aware that Colorado Boulevard through Eagle Rock was part of Route 66. It has no bearing on the CEQA impact analysis associated with operating a BRT line on this street.

Comment 2: how do all buses utilizing the same lane when other buses have at least 4x more stops than the 2 for BRT? and so all buses will merge into traffic when approaching bike in the proposed F2 option?

Proposed Project - F2

Colorado Boulevard: -

Response 2: The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock. Route Option F2 was eliminated from further consideration. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Comment 3: is consideration being given to the fact that their may be less commuters post covid, with more businesses and school embracing working remotely?

Response 3: Metro anticipates that regional ridership will return to pre-COVID level prior to the Proposed Project opening date of 2024. Please note that many commuters are not able to work remotely due to job requirements (e.g., essential services).

Comment 4: please explore using funds to improve and extend existing bus lines, Alternative 2, seems to be the best move forward with the stress the pandemic has caused to all businesses

Response 4: The comment expresses support for Alternative 2 to the Proposed Project, which is discussed in the Alternatives Section of the Draft EIR. Alternative 2 would implement improved bus service instead of a new BRT line.

Comment 5: but on montrose they don't have 5 bus lines running?

Response 5: The comment is not clear enough to allow a response.

Comment 6: why in consideration of F3, is there no thought of having the stops on the actual freeway. i am told F3 is not considered because of time it takes to get on and off the freeway. keep bus on freeway. have a stop below freeway. have an elevator and real-time info when bus arrives. make the stop a hub. look at sales force in SF

Response 6: This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Comment 7: how will the entry to 134 look using F2?

Response 7: After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Route Option F2 has been eliminated from further consideration. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Bill Lam

Comment 1: If the BRT segment is built on a freeway or locally, then will it conflict with any other bus lines such as Metro Local lines, Metro Rapid lines, Metro Express lines, or other municipal bus lines? I feel like the center median is not a good choice if almost all of the local segment is chosen because it's blocking cars turning left on the center lane maybe run at the side or curb running lane.

Response 1: Regarding conflicts with existing transit services, the Proposed Project has been designed to be compatible with existing bus services including the reimagined Metro bus network resulting from the NextGen Bus Plan.

Comment 2: I also want to add the mixed flow option on my Q&A comment which is my top choice for the BRT project

Response 2: The comment expresses support for mixed-flow operations.

Chloe Renée Ziegler

Comment: It would be nice if you acknowledged the residents and business owners of Eagle Rock, giving their time and attention to this meeting. Also the Eagle Rock Neighborhood Council board members, including the Land Use Committee members who have been participating in this DEIR?

Response: Metro acknowledges and appreciates the public involvement in Eagle Rock throughout the CEQA process, including the Land Use Committee members of the Eagle Rock Neighborhood Council.

Clyde B. Brown

Comment: Regarding proposed bus lane down the middle of Colorado Blvd. in Eagle Rock.... many reasons for this project to be stopped: the fire department is on the boulevard and needs tremendous space to get in and out of their station... businesses along the Blvd. need huge delivery truck access day and night. traffic detours send every car up to Las Flores or Hill Drive, both being way too narrow for extra traffic and are in neighborhoods full of children, resulting in large accident risks. Crosswalks are in jeopardy for people being struck, including so many children who cross to get to school and also church. The businesses on Colorado are already struggling because of no parking. The busses that go thru Colorado boulevard now do not have a good ridership as it is. We, of all towns, do NOT need any kind of bus or vehicle running down the middle of the Main Street. The Bus needs to go along the 134 freeway... it's such a total "no brainer". My wife has lived here her entire life, 77 years, her parents before her and her grandparents were two of the founding families. My daughter chose to live here with her family because Eagle Rock is a wonderful small town to be in and to raise a family. And now the bureaucrats want to ruin one of the last small,

quiet and beautiful communities left in Los Angeles. It's an insane idea! If they would take the time to interview the business owners in E.R. and some of the long-time residents, they would become informed as to what a disaster this project will bring upon hundreds of people who love this community as it is. Our Eagle Rock is wonderful just like it is.

Response: This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3) and opposition to the BRT operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Metro puts the highest priority on public safety. The BRT system will follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits, obey traffic laws in a similar manner as automobiles, and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, and signage to provide for convenient and safe access to boarding areas.

Regarding fire department access, it is Metro standard practice to coordinate with emergency services during final design to confirm that station access is not inhibited in any way. Regarding crosswalks, the Proposed Project would improve pedestrian safety by adding signalized crosswalks to Colorado Boulevard. As stated in Section 3.1, Transportation, of the Draft EIR, emergency vehicles would be permitted to use the Proposed Project's dedicated bus lanes, and emergency response time would be no worse than under current conditions and would likely be improved.

Regarding businesses and parking, Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, Metro intends to preserve as much parking as possible along the route.

CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is

coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

Regarding the contents of the Draft EIR, the State CEQA Guidelines Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Dex

Comment: Colorado blvd is constantly congested with vehicles running from Glendale to Pasadena and vice versa. There are already a few buses and Dash that are currently underutilized. We do not need more traffic and a dedicated bus line. It will just add to the congestion. You ought to use the 134 fwy and bypass Colorado Blvd. This project can only benefit property developers and not the house owners of Eagle Rock, CA.

Response: This comment expresses support for the Proposed Project operating on SR-134 through Eagle Rock (Route Option F3). This comment expresses opposition to the Proposed Project operating on Colorado Boulevard in Eagle Rock (Route Options F1/F2). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Ellen Goldberg

Comment: I do live right near the intersection of Lankershim and Camarillo and Vineland and I am very concerned with the impact on this already difficult intersection. Especially for pedestrians. It's a very walkable area except for this intersection as

it is. Any implementation of the BRT needs to upgrade pedestrian planning or risk making this intersection a bigger nightmare.

Response: This comment asks Metro to upgrade the pedestrian plans at the intersection of Lankershim/Camarillo/Vineland in North Hollywood. Metro puts the highest priority on public safety for all street users. Safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, along with signage to provide for convenient and safe access to boarding areas.

Manuel Eduardo Hernández

Comment: What's going to happen with the 501? Will it be cancelled as a result due to duplication?

Response: The Proposed Project would not affect the Metro Line 501. The Metro Line 501 maintains connection between the North Hollywood Station and Pasadena under the NextGen Bus Plan. NextGen weekday service frequency on Metro Line 501 Line is every 20 minutes in the AM and PM peak periods, with service every 30 minutes in the weekday off-peak periods.

Mona Field

Comment 1: Where is rep. For councilman de Leon?

Response 1: The comment does not address the contents of the Draft EIR.

Comment 2: Is Eagle Rock chamber of commerce here?

Response 2: No members of the Eagle Rock Chamber of Commerce identified themselves at the first Draft EIR public hearing.

Pat Niessen

Comment 1: Thank you Metro for providing this opportunity and for allowing the public an opportunity to provide feedback. There is an opportuntity being lost here to make streets equitable for all - pedestrians, bike riders, and all multi-modal forms of transit. Giving the priority to car traffic over alternative means of transit set up the city to never get to where it can be. I'm a lifelong transit rider, and will continue to use it, but please consider all possible safety possibilities for bike riders and pedestrians.

Response 1: This comment asks Metro to consider all possible safety possibilities for bike riders and pedestrians. Metro puts the highest priority on public safety. Safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb

ramps, along with signage to provide for convenient and safe access to boarding areas. Refer to Chapter 2, Project Description, in this Final EIR for additional details regarding the Proposed Project's active transportation improvements, including pedestrian and bicycle infrastructure.

Comment 2: Why is Fred given 2 opportunities to speak?

Response 2: All speakers were allowed equal opportunity to provide multiple comments.

Patricia Yossen

Comment: My name is Patricia Yossen and I am a 10 year Eagle Rock resident and I support the BRT on Colorado with a dedicated lane. We live a block and a half from Colorado and have children at Dahlia Heights elementary. I think this is a important transportation option for my family and neighbors and also for people from outside the area who otherwise may find it hard to visit and patronize local businesses. It is a socially just option that will benefit people of a diverse economic background, enhance public safety, and be more environmentally friendly. This should not be a NIMBY situation: Eagle Rock will benefit economically in the long term if better public transportation reaches here; a bus lane on the freeway will simply push people around the area and will actually hurt businesses in the long term. Thank you.

Response: This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) but opposition to the Proposed Project operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Sean Nasseri

Comment: I am a business owner in Burbank. The proposed route would greatly negatively impact my business as it would take away any parking options for customers. What steps is Metro taking to make sure businesses are not negatively impacted?

Response: Metro acknowledges that the Proposed Project would remove parking in some locations. Note the side-running bus lanes configuration developed for Olive Avenue (between Buena Vista Street and Lake Street) since the circulation of the Draft EIR retains the on-street parking in this segment of the Proposed Project. Regarding the contents of the Draft EIR, the State CEQA Guidelines, Section

15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible in Burbank. Refer to Master Response No. 2.

Tim Lindholm

Comment: I support any option in eagle rock that uses colorado boulevard and not the 134.

Response: This comment expresses support for the Proposed Project operating on Colorado Boulevard through Eagle Rock (Route Options F1/F2) and opposition to the BRT operating on SR-134 (Route Option F3). After consideration of public comments and further public engagement, the Final EIR includes two design options on Colorado Boulevard. Refer to Chapter 2, Project Description, in this Final EIR for an explanation of the two design options. The Metro Board will select one of the design options after considering the Final EIR. Refer to Master Response No. 1 for additional details related to development of the two design options and the selection process.

Public Hearing on November 14, 2020

Adrian

Comment: We currently have Dash, Metro, Metro Rapid, Uber and Lyft. Why do we need another bus line in Eagle Rock? Has a needs assessment been done? There is no need to take another lane and parking away. Our small businesses are already hurting. Not giving customers a place to park will further impact these businesses.

Response: Project Objectives, as listed in Chapter 2, Project Description, include enhancing connectivity to Metro and other regional transit services. This would not be achieved through reliance on limited, local DASH service or private rideshare companies. Similarly, Metro local service would not provide the connectivity

associated with the BRT. The NextGen Bus Plan began in 2018 and is not part of the Proposed Project.

This comment opposes the removal of a mixed-flow traffic lane and parking. Regarding businesses and parking, Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible along the route.

Regarding the contents of the Draft EIR, the State CEQA Guidelines, Section 15131, Economic and Social Effects, states that "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes." As a result, the Draft EIR does not consider economic impacts as environmental impacts. The indirect environmental effects of the Proposed Project's social and economic impacts are assessed, as applicable, in the individual resource sections of the Draft EIR. Metro values local business and is committed to reducing potential negative effects of the Proposed Project. Refer to Master Response No. 2.

Adriana Quinn

Comment: Anything that will elminate parking is NOT acceptable.

Response: The comment opposes parking removal related to the Proposed Project. Metro acknowledges that the Proposed Project would remove parking in some locations. The State CEQA Guidelines do not require Lead Agencies to assess the effects of a project on parking facilities; however, Metro has studied the effects of the Proposed Project on parking and is coordinating with local jurisdictions to alleviate effects. During future design phases of the Proposed Project, it is Metro's intention to preserve as much parking as possible.

Allen Carter

Comment: Will the dedicated bus lanes be protected from other vehicles using them? Perhaps using either raised curbs, plastic bollards, or police enforcement?

Response: As the design for the Proposed Project is advanced, options for barriers between the bus lanes will be investigated. Options along the route may include signage and pavement markings, raised delineators, rumble strips, and raised curbs or medians. Regarding enforcement of bus lane restrictions, Metro will coordinate with the City and local police service agencies to develop appropriate enforcement strategies. Per newly enacted legislation under Assembly Bill (AB) 917, operations of the Proposed Project may incorporate camera enforcement on the buses.

Anonymous

Comment 1: what's being done to ensure speed? Current BRTs & LRTs in LA are excruciatingly slow.

Response 1: This comment expresses concern about route travel times. The Proposed Project is a premium transit service that includes dedicated bus lanes, enhanced stations, all-door boarding, limited stops, and transit signal priority. These components improve travel time when compared to local bus service in mixed-flow traffic lanes. For example, transit signal priority expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within several cities, as well as the City of Los Angeles, and is expected to be available in all the affected jurisdictions served by the time the Proposed Project is in service. Potential transit signal priority 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 light 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 transition across lanes or make a turn.

With these improvements, it is estimated that the projected end-to-end travel time from the North Hollywood terminus to the Pasadena terminus would be approximately one hour, with an average operating speed of about 17 miles per hour, which includes time for boarding and alighting at the transit stations. The anticipated average speed along the route is substantially faster than typical Metro buses operating on surface streets in lanes shared with vehicular traffic.

Comment 2: As a reminder for everyone else, it certainly doesn't feel like it but covid is temporary.

Response 2: This comment does not address the contents of the Draft EIR.

Comment 3: Can we show these options again?

Response 3: The following response was provided during the meeting, "Thank you for your question, can you please clarify which options?"

Comment 4: I feel like the business owners of Eagle rock have taking an anti BRT stance. What is being done to prevent this powerful interest group from dictating how the project will be built. As a bus rider I was heckled a few years ago at the meeting at Eagle Rock city hall by people that are anti BRT.

Response 4: Metro values all public comments and considers all comments with equal weight.

Comment 5: What about the traffic impacts for the residents of Eagle Rock? That all residents north or surrounding Colorado Blvd are going to be facing serious impacts with losing lanes on Colorado Blvd.

Not to mention when the city continues to issue filming permits in this area with large trucks parked along Hill Drive and then additional traffic on that street to avoid Colorado Blvd.

Has the safety measures and increase in traffic accidents been looked at? Is this safe for the local residents?

Response 5: CEQA does not require intersection or roadway segment congestion impact analyses (e.g., Level of Service). Although the effects of a project on traffic congestion are no longer considered under the CEQA Guidelines, Metro is coordinating with cities transected by the Proposed Project outside of the CEQA process to assess traffic conditions. Additionally, the Proposed Project is expected to result in a reduction of regional vehicle miles traveled (VMT) by 86,659 miles daily in 2042.

Metro puts the highest priority on public safety. Operations of the BRT bus system would follow the traffic signals and other safety measures required of passenger vehicles. Buses will operate at posted speed limits and Metro drivers receive regular driver safety training. General safety measures associated with BRT operations include signal-protected pedestrian movements, barriers to protect and route pedestrians, ADA-compliant curb ramps, along with signage to provide for convenient and safe access to boarding areas. The stations near Eagle Rock Boulevard and Townsend Avenue would be built on loading islands accessible by signalized crosswalks. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an

intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Since other traffic would be observing a red signal during the bus phase, adverse safety impacts would be minimal.

Changes to pedestrian facilities are discussed on page 3.1-20 in Section 3.1, Transportation, of the Draft EIR. Operation of the Proposed Project is not expected to result in substantial changes to pedestrian circulation or facilities. At some locations, stations placed on sidewalks would require bus patrons to share portions of the sidewalk with general pedestrian traffic, and where on-street bicycle lanes exist, bikes may be routed onto the sidewalk in a shared zone behind the bus loading area to avoid conflicts with the bus loading zone. The Project includes curb extensions to reduce pedestrian crossing distances, upgrades unsignalized crosswalks with rectangular rapid flashing beacons to pedestrian actuated signalized crossings, and, specific to Eagle Rock, adds a new traffic signal at Dahlia Drive to improve pedestrian access to Dahlia Heights Elementary School. Overall, the Proposed Project would enhance walkability in the station areas.

Ben Foushee

Comment 1: Utilizing the F3. Option with stops on the freeway.

In my opinion there is an abundance of potential in the development of a NELA transit hub with community services and outreach. Creating a need to move through our city, through neglected and overlooked pockets of our community and maybe to become a beacon of the future as opposed to holding onto conventional ideas of how public transportation should work. I have been on those platforms on the freeway I do not agree with the idea they are polluted eyesores. If anyone has had the fortune of riding other forms of public transportation that reside underground, I venture that these are possible more contaminated, susceptible to neglect and places of caution. None the less I will ride them happily if they provide the service of being affordable, safe and efficient in getting me to my destination in a reasonable time. Give the bus the HOV lane. Make boarding at the freeway level. Have intelligent bus stops that know the arrival/departure times accurately.

Response 1: The comment does not address the contents of the Draft EIR.

Comment 2: have optional secure waiting areas on freeway level and below with simple notification of arrivals. Have amenities, kiosks, e-bikes, postal service, homeless outreach. Job services. Solar panel sunscreens. The 134 was created as a connecting corridor. City and state officials had a vision of running it directly through Eagle Rock along Las Flores as opposed to the current location along the ridge. It cost more. It spared 100s of homes from demolition. And in my

opinion it relieved Colorado Blvd (RTE66) from the burden of receiving the incoming commuters from the east creating a comfortable community as opposed to a pass-through speedway.

Response 2: The comment appears to support the Proposed Project operating on SR-134 (Route Option F3) through Eagle Rock and suggests various station-related amenities. Station amenities associated with the Proposed Project would be designed using a "kit of parts" approach, similar to Metro rail stations. Although the kit of parts approach is under development by Metro, station elements would likely include a canopy with lighting, monument sign, seating and/or leaning rails, trash receptacles, bicycle parking, transit information panel(s) and wayfinding signage. Station-related access improvements would include safe, well-lit and accessible paths of travel for transit riders, including those accessing stations on foot, bike and other modes.

Comment 3: in options F1 and F2. both will require a complete regrade of Colorado Blvd for the entire stretch through Eagle Rock. The Red Road is asphalt. Will other services, electric water sewer be upgraded during this process?

Response 3: As discussed in Chapter 4.0, Other Environmental Considerations, of the Draft EIR, construction of the Proposed Project is not anticipated to require or result in the construction or relocation of utilities which could cause a significant environmental impact because utility relocations would be coordinated with utility companies.

Comment 4: For Eagle Rock. in the renders we see a portion of the proposed routes. How does it look entering and exiting Eagle Rock. I just really have a hard time visualizing how F1 would merge into the 134 at Linda Rosa.

Response 4: Buses would enter and depart Colorado Boulevard in Eagle Rock from Pasadena via the existing SR-134 ramps just east of Linda Rosa Avenue. With Route Option F1, an eastbound bus-only left-turn lane would be added to provide a "queue jump" onto the SR-134 on-ramp. In the westbound direction, buses would access Colorado Boulevard from the SR-134 off-ramp and operate in mixed-flow traffic for several blocks before transitioning to a dedicated bus lane at Dahlia Drive.

Diane Trout

Comment 1: Will other bus routes be able to use the Bus lane? at least part of the route is shared with foothill transit 187.

Response 1: The Proposed Project would add dedicated bus lanes in Los Angeles, Burbank, and Glendale. The bus lanes could potentially be utilized by other Metro bus services, as well as other buses operated by LADOT, the City of Burbank and the

City of Glendale, although such uses would require further coordination with other bus operators.

Comment 2: Also wouldn't the be greater environmental impacts from car and truck use under the no-project alternative?

Response 2: The Proposed Project would result in higher transit ridership and an overall vehicle miles traveled (VMT) reduction compared to the No Project Alternative. The No Project Alternative includes the existing transportation network and land use developments that generate environmental impacts. The No Project Alternative does not include any specific action that would cause an environmental impact. However, under the No Project Alternative, Metro would not be able to improve ridership and the environmental benefits accrued by improved ridership would not be realized. However, the potential construction-related impacts of the Proposed Project would not occur under the No Project Alternative. See Section 6.0: Alternatives of the Draft EIR for further information about the environmental impacts under the No Project Alternative.

Comment 3: (As an aside I want to complement staff on the design of the virtual meeting, the ground rules, and the the style of moderation. I hope that post covid pandemic, that metro could regularly include at least one virtual meeting for project outreach)

Response 3: This comment does not address the contents of the Draft EIR. This comment compliments Metro on the meetings and requests regular virtual meetings after the COVID pandemic is over. This request has been noted by Metro.

Lynne Nishihara

Comment 1: Question: You mentioned there may be a stop at Pasadena City College. Will that stop be close to Caltech also? Will the stop be close to Hill Ave and Del Mar? I couldn't tell from the map you showed. Thanks.

Response 1: The Pasadena City College Station would be located near Colorado Boulevard and Hill Avenue. Refer to Figure 2-2 in the Chapter 2, Project Description, of the Draft EIR.

Natalie Freidberg

Comment 1: Is Metro doing outreach in Spanish & Tagalog?

Response 1: The following response was provided during the meeting, “Hi Natalie, thank you for your question, we have done outreach in Spanish, Armenian, and Tagalog.”

Regarding outreach, to encourage the submittal of comments during the Public Scoping period and Draft EIR review period, legal advertisement notices were

published in 11 newspapers and 178,198 notices were mailed to occupants, property and business owners located within 500 feet of the route and route options or within 0.25 mile of proposed stations. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bi-lingual (English/Spanish) notices and distributing multi-lingual (English/Armenian/Tagalog/Spanish) electronic noticing to the Proposed Project database of contacts. The hearings also provided simultaneous Spanish translation, and previous meetings for the Proposed Project included live Spanish and Armenian translators.

Comment 2: https://nextcity.org/daily/entry/how-oakland-is-helping-small-businesses-survive-during-the-pandemic

Response 2: This comment does not address the contents of the Draft EIR.

Paul Dyson

Comment: Why are you showing Orange Line footage on your video? There is no separate right of way in this project, except for a few feet at NoHo.

Response: The Metro G Line (Orange) was used in the video to demonstrate BRT. While the Proposed Project does not include a totally separate right-of-way like the G Line (Orange), the Proposed Project does include dedicated bus lanes within the public right-of-way.

Robin Gemmill

Comment 1: How are social justice and equity integrated into the project so some Angelenos are not adversely impacted?

Response 1: The CEQA Guidelines do not directly address social justice and equity. Metro has considered social justice and equity through the deliberate location of stations to service all populations. Metro takes social justice and equity very seriously with its own Metro Board adopted Equity Platform. Metro has also prepared a Title VI Equity Analysis which was reviewed by the Federal Transit Administration.

Comment 2: How is the bike lane protected from the bus lane?

Response 2: It is not clear what bike lane is being referenced in the comment. In North Hollywood, with the Proposed Project route, the existing Class II bike lanes along Chandler Boulevard would be upgraded with buffers; along Vineland, bicycles would operate in a two-way cycle-track along the west curb of Vineland Avenue, protected by a buffer zone. In Glendale, bicycles will operate in bike lanes along the outside travel lanes of Glenoaks Boulevard, whereas the bus lanes will be in the median so buses and bicycles will not be adjacent to each other. Should the

service operate along Central Avenue south of Pioneer Drive, bicycles will operate in the existing Class II bike lanes, which are delineated with striping. The Class II Bike Lanes on Central Avenue would be routed behind the station platform near the Central Avenue/Lexington Drive intersection. Along Broadway, the existing Class III bike route is a shared facility where vehicles and bicycles share the outside travel lane. The Proposed Project would replace the lane with a dedicated bus lane providing a shared bus/bike facility which would be safer than existing conditions as a low volume of buses relative to existing traffic would share the facility with bicyclists. In Eagle Rock, the Proposed Project no longer includes shared bus and bicycle lanes along Colorado Boulevard and both options under consideration provide bicycle facilities where bicyclists would be afforded a dedicated, continuous and buffered Class II bicycle lane, and separated from traffic by parking-protection where feasible. Refer to the Project Description in the Final EIR. In Pasadena, there are no existing bike lanes along the Proposed Project route. However, the City is planning to construct a two-way cycle track along the south curb of Union Street (for Route Option H2, westbound buses would operate along the north side of Union Street).

The Big Dog

Comment 1: Will Metro provide detail about how many riders get off and on in Eagle Rock?

Response 1: The regional ridership forecast is provided in Table 3.1-1 of Section 3.1, Transportation, of the Draft EIR. Regarding local ridership, preliminary forecasts for the Proposed Project indicate daily boardings for the three potential stations in Eagle Rock would be approximately 300 riders at Eagle Rock Plaza, 620 riders at Eagle Rock Boulevard, and 520 riders at Townsend Avenue.

Comment 2: If Colorado bl is used, how many stops will be made in Eagle Rock?

Response 2: The Proposed Project includes three stations in Eagle Rock. The stations would be located in proximity to Colorado Boulevard/Eagle Rock Plaza, Colorado Boulevard/Eagle Rock Boulevard, and Colorado Boulevard/Townsend Avenue.

Comment 3: There are already many empty busses going east and west on Colorado. How many will be eliminated?

Response 3: The Proposed Project does not propose reducing the number of existing buses. However, the NextGen Bus Plan is realigning Metro's bus network based upon data of existing ridership and adjusting bus service routes and schedules to improve the overall network. Service on the portion of the Line 180 between Glendale and Pasadena could be adjusted.

Teresa G.

Comment: I missed the presentation - would I be able to watch it and make comments after?

Response: The following response was provided during the meeting. “Hi Teresa, absolutely. You can review the presentation again at https://nohopasbrt.com. To submit a written comment once you have reviewed the presentation, you may send it through nohopasbrt@metro.net.”

Tony

Comment: Bus lanes are a good addition to community and the service BRT provides will be beneficial to those who aren't able to drive, primarily those who need handicap access. Buses and the lanes they are on provide more people throughput vs cars at the same time, this lane can be used by emergency vehicles. I'm in another part of the SFV and my community will lose parking too to LRT, but we see the future LRT service as highly beneficial to the community it serves. Glendale is a destination for Southern Californians that doesn't have Metro Rail access and the NoHo-Pasadena BRT (with electric buses) will be a good compromise on providing high-quality transit service without the high cost of rail. I hope Metro looks into camera enforcement on this BRT and other BRT service to enforce bus lanes. Thanks.

Response: This comment expresses support for the Proposed Project, in particular for its improved transit connection between Glendale and the surrounding communities. The comment also suggests considering using cameras as an enforcement tool for the bus lanes. It is possible to equip buses with cameras, but presently camera enforcement is not allowed and would require authorization in the California Code.

5. Mitigation Monitoring and Reporting Program

5.1 INTRODUCTION

Section 21081.6 of the PRC requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

5.2. PURPOSE

Table 5-1 has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in **Table 5-1** and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action: The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Responsible Party for Implementing Mitigation: The entity accountable for the action.
- Enforcement Agency and Monitoring Phase: The agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 5-1 – Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
AESTHETICS			
CUL-1: 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.	Conduct review of historic resources identified in the Historical Resources Project Area to determine Project's consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Lead Engineer and Architectural Historian	1. Metro 2. Final Design
VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements: • Street trees shall be replaced in accordance with the regulations established by each affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk. • Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services. • 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.	Prepare a Landscape Replacement Study; Replace plant material from center medians and sidewalks according to jurisdictional requirements.	Lead Engineer/Landscape Architect	1. Metro 2. Final Design through Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
VIS-2: 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.	After conducting a Landscape Replacement Study, design median, barriers, or other dividers with patterns or decorative features in accordance with local streetscape design guidelines.	Lead Engineer/ Landscape Architect	1. Metro 2. Final Design through Construction
BIOLOGICAL RESOURCES			
BIO-1: To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures: • 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. • 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. • 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. • 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	Limit construction to outside the bird nesting season and outside the maternal and non-active bat season. Should vegetation be removed during these times, proper mitigation for habitat loss, vegetation replacement, and species protection shall be conducted.	Construction Contractor	1. Metro 2. Pre-Construction/ Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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. To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures: • Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats. • 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 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. • 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. • 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.			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
• 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. • 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).			
CULTURAL RESOURCES			
Refer to **CUL-1**	Refer to **CUL-1**	Refer to **CUL-1**	Refer to **CUL-1**
CUL-2: A Qualified Archaeologist, 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	A qualified archaeologist shall remain on call for all ground-disturbing activities to ensure Contractor is properly trained in WEAP. Unanticipated archaeological resources discovered shall be handled, removed, and preserved according to the applicable requirements of PRC Section 21083.2.	Construction Contractor/Archaeological Monitor	1. Metro 2. Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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. 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.			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
GEOLOGY AND SOILS			
GEO-1: 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.	Design Proposed Project according to applicable regulations; conduct geotechnical investigations prior to construction to determine risks associated with liquefaction.	Lead Engineer/ Geotechnical Consultant	1. Metro 2. Final Design
NOISE			
NOI-1: Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} or more at a noise sensitive use, 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	Prepare Noise Control and Monitoring Plan and Submit to Metro	Construction Contractor	1. Metro 2. During Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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. 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: • City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA L_{eq} within one hour for construction lasting more than one day, 5 dBA L_{eq} 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. • 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 L_{eq} 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 L_{eq} 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. • 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 L_{eq} 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			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
5 dBA L_{eq} at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday. • City of Pasadena: Construction noise levels that exceed 85 dBA L_{eq} at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA L_{eq} 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. Noise-reducing methods that may be implemented include: • Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used. • Limit unnecessary idling of equipment. • Install temporary noise barriers or noise-control curtains, where feasible and desirable. • Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers. • Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.			
NOI-2: 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, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. 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: • The contractor shall minimize the use of tracked vehicles.	Prepare Vibration Control Plan	Construction Contractor	1. Metro 2. Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
• The contractor shall avoid vibratory compaction within 25 feet of buildings. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.			
NOI-3: 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 or 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: • The contractor shall minimize the use of tracked vehicles and vibratory equipment. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.	Prepare Vibration Control Plan	Construction Contractor	1. Metro 2. Construction
TRANSPORTATION			
TRA-1: 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	Prepare a Traffic Management Plan	Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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.			
TRA-2: 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.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction
TRA-3: 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	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
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.			
TRA-4: 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.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction
TRA-5: 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 County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase. In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.	Design Proposed Project to safely integrate bicycle and automobile lanes	Lead Engineer/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Final Design

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
TRA-6: 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.	Prepare a Traffic Management Plan and submit to Metro	Construction Contractor/Metro/City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	1. Metro 2. Pre-Construction
TRIBAL CULTURAL RESOURCES			
Refer to **CUL-2**	Refer to **CUL-2**	Refer to **CUL-2**	Refer to **CUL-2**

SOURCE: Terry A. Hayes Associates Inc., 2022.

APPENDIX A

Public Outreach Report

PUBLIC AND AGENCY OUTREACH

Beginning in February 2021, the Los Angeles County Metropolitan Transportation Authority (Metro) began an additional round of public outreach to update the communities along the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor on revisions made to the project alternatives presented in the Draft Environmental Impact Report (EIR). These revisions were made in response to the nearly 450 comments received during the Draft EIR public review period and what the project team heard at the two virtual Public Hearings conducted in November 2020. Upon further evaluation of the comments, the project team made several refinements to the Proposed Project, particularly in Burbank and along Colorado Boulevard in Eagle Rock. In order to present these refinements to the community, the project team held several elected official briefings/presentations, attended coordination meetings with key City staff, and conducted several key stakeholder and business roundtable meetings, as well as several virtual community meetings.

Throughout this public engagement effort, the project team gathered feedback on any technical aspects of the Proposed Project and any refinements proposed to the alignment along Colorado Boulevard in Eagle Rock or Olive Avenue in Burbank. This effort provided multiple opportunities for key groups and businesses, as well as the communities of Eagle Rock and Burbank, to provide feedback on any new refinements made to the project since the release of the Draft EIR. These additional opportunities for comment were designed to be transparent and inclusive, and allowed community members optional and/or extended meeting times to have all of their many questions and comments adequately responded to. Due to the COVID-19 pandemic and Los Angeles County Safer at Home orders, all meetings were held virtually to allow the public to attend from the safety of their homes. In addition, the meetings were recorded and made available on the project website along with the meeting presentation materials.

This report documents the additional outreach activities completed from February 2021 through January 2022. The initial outreach efforts from February through May 2021, focused primarily on the earlier refinements made to the project prior to its approval by the Metro Board at its May 2021 meeting. Although the Board approved the project alignment and proposed design options, staff was also directed to continue working with the corridor cities on the exact bus lane configurations, particularly in Eagle Rock and Burbank. As a result, a number of additional refinements, including a new side-running concept for a segment of Olive Avenue in Burbank, were subsequently developed. From September through January 2022, the outreach efforts then focused on providing additional updates on these newer project refinements and on soliciting and receiving the community's feedback. The community input received will help inform the Final EIR and the final Project to be considered for certification and approval by the Metro Board in early 2022.

ENGAGEMENT ACTIVITIES: SPRING 2021 (FEBRUARY – MAY)

Elected Officials, City Staff and Key Stakeholder Briefings

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Spring 2021 outreach process.

As shown in **Table 1**, the briefings and presentations included the following agencies and key stakeholders:

Table 1. Elected Officials and City Staff Briefings

Meeting Date	Agencies
February 12, 2021	Burbank Councilmember Anthony and Schultz
March 11, 2021	Metro Board Staff
March 26, 2021	Office of Assemblymember Wendy Carillo; Office of Los Angeles County Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti
March 30, 2021	Burbank City Council
April 1, 2021	Arroyo Verdugo Communities Joint Powers Authority
April 7, 2021	San Fernando Valley Service Council
April 12, 2021	San Gabriel Valley Service Council
May 6, 2021	Los Angeles Department of Transportation; Bureau of Street Services; Office of Los Angeles County Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti; Office of Los Angeles City Council Kevin de Leon
May 17, 2021	City of Burbank technical staff and Office of Glendale City Councilmember Najarian
May 18, 2021	Office of Los Angeles City Councilmember Kevin de Leon
May 25, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon, Offices of Mayor Eric Garcetti and Office of Los Angeles County Supervisor Hilda Solis

STAKEHOLDER AND BUSINESS ROUNDTABLE MEETINGS

In March 2021, Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting them to the public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school and university organizations.

Key Stakeholder Roundtable Meetings

Two virtual key stakeholder roundtable meetings were conducted for Eagle Rock stakeholders on Tuesday, March 16, 2021. These two meetings were held at alternate times in order to accommodate the many stakeholders' schedules. At each roundtable meeting, Metro provided an update on the additional refinements being proposed for Eagle Rock, an updated project timeline, next steps and an opportunity

for dialogue and discussion in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback on the project and/or project refinements.

Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in both English and Spanish, with an email open rate of approximately 41% out of the total who received the e-blasts. **Table 2** provides a list of these meetings.

Table 2. Key Stakeholder Roundtable Meetings

Meeting Date	# of Attendees
Tuesday, March 16, 11 AM – 12:30 PM	33
Tuesday, March 16, 5:30 PM – 7:00 PM	36
Total	**69**

The following key takeaways were received from the key stakeholder roundtable meetings:

- Strong support for the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period which included, among other design features, one travel lane in each direction. Participants would like to see the community-driven proposal for Colorado Boulevard executed to the maximum extent possible—especially with the sidewalk-level bike lanes.
- General support across breakout rooms for the proposed refinements to Route Option F1 from the Draft EIR, including a travel lane reduction on Colorado Boulevard east of Eagle Rock Boulevard.
- Many participants want to see the Eagle Rock Boulevard station pushed east to Caspar and Maywood because it's more pedestrian-friendly.
- Strong desire among many participants for native and drought-tolerant plants and shade included with the project, and concerns about ensuring business signs are not blocked by landscaping.
- Concerns throughout breakout rooms regarding construction impacts and whether a Business Interruption Fund could be implemented.
- Strong desire to preserve as much parking as possible along Colorado Boulevard.
- Want to make sure the concept is safe for pedestrians and bikes by implementing traffic calming measures, widening sidewalks, implementing sidewalk-level bike lanes and providing higher visibility for bike lanes and crosswalks. No shared bus and bike lanes.
- Several requests for traffic calming measures to be put in place on side streets near Colorado Boulevard.
- General concerns about the transition from side- to center-running bus lanes; some preferences for a single lane all along Colorado Boulevard to avoid traffic delays from interactions with buses and vehicles crossing over from side-running to center-running.
- Some willingness to sacrifice some bike lane buffering if it increases transit reliability and speed.
- Request for Zone 1 station to be closer to Sierra Villa Drive.
- Safety needs to be prioritized because of the schools in the project area.

Business Roundtable Meeting

A virtual roundtable meeting was conducted with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the meeting, Metro provided an overview of the project, an update on the project refinements proposed for Eagle Rock, the project timeline, next steps, and an opportunity for dialogue and discussion with the project team. The meeting format allowed attendees to ask questions and provide feedback on the project and/or proposed refinements.

Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts), with an open rate of approximately 34% out of the total who received the e-blasts. Additionally, flyers notifying businesses of the meeting were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting. **Table 3** provides the date of the Business Roundtable meeting and the number of attendees.

Table 3. Business Roundtable Meeting

Meeting Date	# of Attendees
Friday, March 26, 11 AM – 12:30 PM	12

The following key takeaways were received from the business roundtable meeting:

- Several concerns about the effects of reducing travel lanes on traffic, especially when someone is parallel parking, and potential bottlenecking of traffic.
- Concerns about where left turns and U-turns will be eliminated in the one-lane zones.
- Questions about parking safety with car doors potentially opening directly into traffic and bike lanes.
- Questions about loading zones remaining open for deliveries.
- Desire for parking structures to be added.
- Questions about the potential availability of a Business Interruption Fund.
- Some support for refined Route Option F1, which included a travel lane reduction on Colorado Boulevard, east of Eagle Rock Boulevard.
- Questions about signal timings and their implementation with the Proposed Project.

SPRING 2021 COMMUNITY MEETING

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined changes and/or alignments in Eagle Rock and Burbank and to seek their feedback.

Community Meeting Notices

A targeted outreach effort to inform project stakeholders of the upcoming community meeting was conducted in a number of ways, including emails (e-blasts), door-to-door flyers, press releases, and notifications on Metro's "The Source" website. Additionally, local news media sources displayed the notices on digital platforms. A total of five e-blasts were sent with an average email open rate of

approximately 30% out of the total who received the e-blasts. An additional e-blast was sent after the community meeting thanking those who participated and providing guidance on where to find the meeting information presented, how to access the meeting recording and next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in both English and Spanish were also distributed within the community of Eagle Rock prior to the meeting.

Table 4. Community Meeting

Meeting Date/Time	# of Attendees	# of Speaker Comments	# of Written Comments
April 1, 2021, 5:30 – 9:30 PM	369	50	28
	Total Comments	**78**	

Community Meeting Format and Materials

The format of the virtual community meeting consisted of a PowerPoint presentation given by Metro staff followed by a facilitated question and answer period. During the PowerPoint presentation, Metro staff provided an overview of the Proposed Project, including refinements made since the Draft EIR, and discussed next steps. Due to the number of attendees who requested to ask questions and/or provide comments, the meeting time was extended by an additional two hours. Similar to an in-person open house, no time limits were placed on public speakers to allow for all questions and comments to be heard. In addition to simultaneous Spanish interpretation during the virtual meeting, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Community Meeting Comments

The majority of the attendees that provided feedback at the community meeting generally supported the project and the need for improved transit service. Additionally, the majority of feedback received during the meeting related to the Eagle Rock portion of the study area. Attendees also provided comments on their preference between the two Colorado Boulevard design options that were presented by Metro during the prior month's Eagle Rock stakeholder roundtable meetings.

The following key takeaways were received from the community meeting:

- Bike Lanes: Some stakeholders voiced the need for incorporating bicycle lanes into the project and advocated for additional safety measures, including protected lanes, raised lanes and lanes separated from traffic.
- Businesses: Some stakeholders expressed concerns that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders also expressed concerns that removal of parking would negatively affect businesses and that the removal of a traffic lane would increase traffic and discourage patrons from accessing businesses along Colorado Boulevard. A few stakeholders commented that the project would benefit businesses along Colorado Boulevard and allow for transit users to access them.

- Construction: Comments and questions were raised regarding impacts during the construction of the project and if businesses would receive compensation and/or if a Business Interruption Fund would be available during construction.
- Design Option Preference: Many stakeholders expressed an overall preference for the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period to be included as part of the project. Many stakeholders voiced a preference for the Refined F1 alignment presented during the meeting. A few comments mentioned a preference for the original F1 alignment in the Draft EIR, or a preference for the SR-134 Freeway alignment.
- Landscape/Greenspace: Many concerns were expressed about loss of landscape and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, some stakeholders expressed the need for landscape improvements and/or trees and vegetation with the project.
- Outreach: A few stakeholders stated the need for more outreach and/or expressed lack of outreach conducted for the project. Additionally, some stakeholders expressed concern that opportunities for stakeholders to participate in the process, especially businesses and those unable to access virtual meetings, were limited due to the COVID-19 pandemic.
- Parking: Stakeholders expressed concerns about the loss of parking, the replacement of parking and safety concerns of parking (such as car doors opening into traffic and/or bicycle lanes) with only one travel lane in some segments on Colorado Boulevard in Eagle Rock.
- Safety/Security: Many stakeholders voiced concerns about pedestrian and overall safety, especially near crossings on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project. Some stakeholders advocated for more general safety measures for pedestrians, cyclists, and vehicles with the Proposed Project.
- Traffic/Lane Removal: Many comments expressed concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock. Some concerns were voiced that an increase in traffic congestion would negatively affect safety and the environment from increased pollution from vehicle emissions idling in traffic. There were also some concerns about left-turn lanes and U-turns being eliminated with the lane removal and how that could affect access to businesses on Colorado Boulevard and access to neighborhood streets in Eagle Rock.

Community Feedback During Spring Outreach

During the community outreach process from February 2021 leading up to the Metro Board meeting in May, where the Draft EIR was presented along with recommended refinements to the project, additional comments were received via email and voicemail. The majority of comments received during that timeframe generally supported the project with preferences for design options and comments related to impacts. Additionally, the majority of comments were in reference to the Eagle Rock community or Eagle Rock design options.

Key takeaways included:

- Bike Lanes: Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic.

- Businesses: Many comments mentioned the need to preserve parking for businesses and voiced concerns that implementation of the project could negatively affect businesses along Colorado Boulevard.
- Design Option Preference: Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among other design features, one travel lane in each direction. Many comments voiced a preference for the Refined F1 alignment presented to stakeholder groups in March. Some comments mentioned a preference for a SR-134 Freeway alignment.
- Landscape/Greenspace: Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscape in Eagle Rock. Some concerns were expressed about loss of landscape and/or trees with the project in Eagle Rock.
- Parking: Stakeholders expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock.
- Traffic/Lane Removal: Some comments voiced concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock with some concerns of spillover traffic onto neighborhood streets. There were also some concerns and questions about the project's effect on existing left-turn lanes and U-turns with the lane removal and how access on Colorado Boulevard in Eagle Rock could be affected.

ENGAGEMENT ACTIVITIES: SUMMER – FALL 2021 (JUNE – DECEMBER)

Elected Officials, City Staff and Key Stakeholder Briefings

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Summer/Fall 2021 outreach process.

As shown in **Table 5**, the briefings and presentations included the following agencies and key stakeholders:

Table 5. Elected Officials and City Staff Briefings

Meeting Date	Agencies
June 2, 2021	North County Cities
June 17, 2021	City of Burbank technical staff, Offices of Glendale City Councilmember Najarian and Office of Los Angeles County Supervisor Barger
July 8, 2021	Burbank Vice Mayor Talamantes and City Councilmember Anthony
July 15, 2021	Metro Technical Advisory Committee Streets and Freeways Subcommittee
July 21, 2021	Glendale City Councilmember Najarian, Office of Los Angeles County Supervisor Barger
August 3, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon
August 31, 2021	Office of Los Angeles City Councilmember Kevin de Leon

Meeting Date	Agencies
September 15, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon
September 16, 2021	Metro Board Staff
September 29, 2021	North County Cities
October 7, 2021	Arroyo Verdugo Communities Joint Powers Authority
October 11, 2021	Metro San Gabriel Valley Service Council
October 14, 2021	City of Pasadena and Pasadena City College technical staff
October 15, 2021	Office of Los Angeles City Councilmember Kevin de Leon
October 21, 2021	San Fernando Valley Council of Governments Board
November 3, 2021	San Fernando Valley Service Council
November 18, 2021	Burbank City Councilmembers Springer and Schultz, Vice Mayor Anthony
December 2, 2021	Arroyo Verdugo Communities Joint Powers Authority
December 14, 2021	City of Glendale technical staff
January 10, 2022	Burbank Mayor Talamantes
January 21, 2022	Burbank City Councilmember Frutos

Transit Rider App and Intercept Interviews

Outreach efforts to existing transit riders were also conducted to help ensure that transit users within the project area and the adjacent corridor communities such as Burbank, Eagle Rock and North Hollywood were aware of the project. This outreach effort was also intended to get their feedback on the project and/or project refinements on Colorado Boulevard in Eagle Rock and on Olive Avenue in Burbank. In order to accomplish this, transit rider intercept interviews were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the NoHo B/G Line (Red/Orange) station in North Hollywood.

Additionally, a survey was sent out to transit riders within the project study area via Metro's Transit App. The survey was designed to better understand the characteristics of transit riders in the project study area and to understand what elements of the Proposed Project in Eagle Rock and Burbank they find most important. Two surveys were made available on the Transit App: one with a targeted geographic audience in Eagle Rock and one with a targeted geographic audience in Burbank. Both surveys were available from September 27, 2021 – October 10, 2021 and were available in Spanish.

Table 6. Transit Rider Intercepts

Meeting Date/Time	Bus Stop Location	# of Intercept Comments
Friday, October 1, 2021 7:00 – 8:00 AM	Eagle Rock: Colorado Bl & Sierra Villa Dr	10
Friday, October 1, 2021 8:10 – 9:10 AM	Eagle Rock: Colorado Bl & Eagle Rock Bl	13
Friday, October 1, 2021 4:00 – 6:00 PM	Eagle Rock: Colorado Bl & Eagle Rock Bl	19
Wednesday, October 8, 2021, 7:15 – 8:00 AM, 8:20 – 9:20 AM	Burbank: Downtown Burbank Station, Front St	12
Wednesday, October 8, 2021, 4:00 – 6:00 PM	Burbank: Downtown Burbank Station, Front St	19
Wednesday, October 13, 2021, 6:45 – 8:45 AM	North Hollywood: NoHo Station, Lankershim Bl	22
Total Intercept Comments		**95**

The following key takeaways were received from the transit rider intercept interviews:

- Majority of riders interviewed did not know about the project but were generally supportive.
- Many comments voiced the need for more frequency and better reliability for the project when comparing to existing services.
- Some comments expressed minimizing traffic congestion as a priority.
- Some comments expressed a need or preference for bus only lanes.
- A slight preference for the two-lane design option on Colorado Boulevard in Eagle Rock.
- A slight preference for the side-running design option on Olive Avenue in Burbank.
- Some safety concerns were expressed, specifically at crosswalks, boarding areas and on the buses.

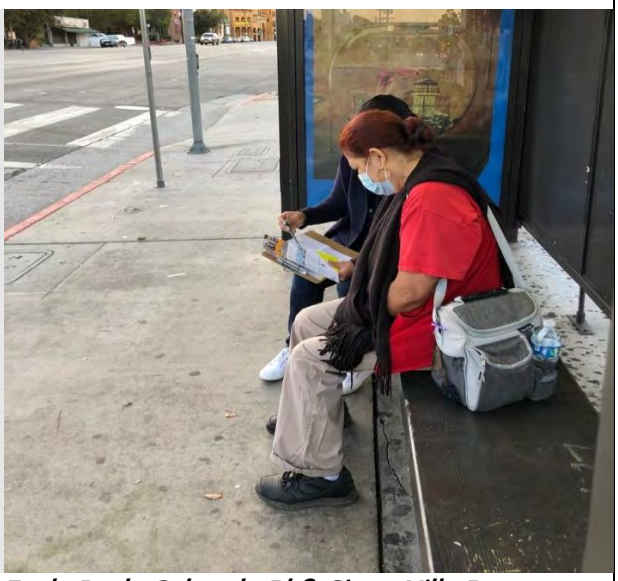
Table 7. Transit App Surveys

Transit App Survey Targeted Audience	# of Completed Surveys
Eagle Rock Survey (English)	185
Eagle Rock Survey (Spanish)	36
Burbank Survey (English)	131
Burbank Survey (Spanish)	34
Total Completed Surveys	**386**

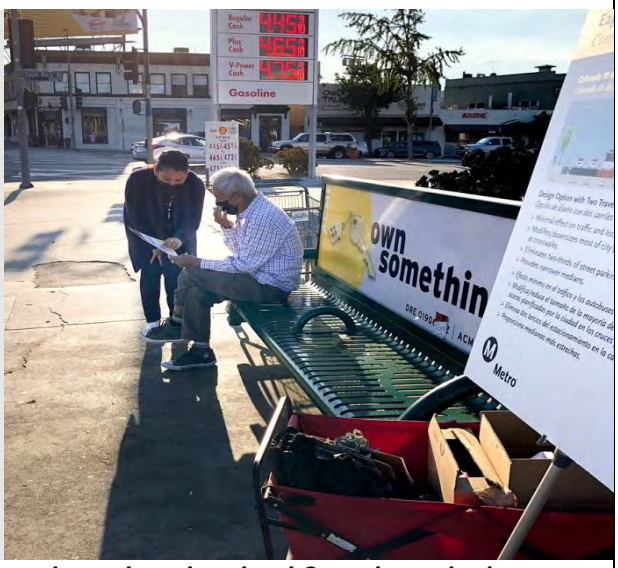
The following key takeaways were received from the Transit App surveys:

- The top priorities for the project in Eagle Rock are improving crosswalks for pedestrians and minimizing traffic congestion
- The top priority for the project in Burbank is improving transit speed and reliability

Figure 1. Transit Rider Intercepts



Eagle Rock: Colorado Bl & Sierra Villa Dr



Eagle Rock: Colorado Bl & Eagle Rock Bl



North Hollywood: NoHo Station



North Hollywood: NoHo Station

FALL 2021 COMMUNITY MEETINGS

A total of four virtual community meetings were held to provide an update on the Proposed Project as well as project refinements being considered in Eagle Rock and Burbank. One of these refinements included the introduction of a new side-running option along a segment of Olive Avenue in Burbank. The first two virtual meetings were held on September 23, 2021 and focused on the two design

options being considered for Colorado Boulevard in Eagle Rock. The second two virtual meetings were held on October 7, 2021 and focused on the project refinements being considered in Burbank, including the new side-running concept. The intent of these meetings was not only to provide updates to the community on the Proposed Project and refinements, but to continue to solicit public feedback and respond to any of the questions and/or concerns. Both meeting dates provided an opportunity for the public to attend either a lunchtime or evening meeting in order to accommodate the community's varying schedules. All meetings were held virtually with Spanish interpretation provided.

Community Meeting Notices

Noticing of the community meetings to project stakeholders was accomplished via emails (e-blasts), door-to-door flyers, car cards on Metro buses, a notification on Metro's "The Source" website and through local and City news media. A total of seven e-blasts were sent notifying the public about the community meetings with an average email open rate of approximately 32% out of the total who received the e-blasts. Additionally, an e-blast was sent following all of the community meetings thanking those who participated and providing guidance on where to find the meeting materials presented, how to access the meeting recordings and a discussion on next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in English, Spanish and Tagalog were also distributed within the community of Eagle Rock leading up to the community meetings. Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard to specifically notify them of the upcoming meetings. A total of 20,000 flyers in English, Spanish and Armenian were also distributed within the community of Burbank leading up to the community meetings.

Table 8. Eagle Rock Community Meetings

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
September 23, 2021, 11:00 AM – 1:00 PM	130	233
September 23, 2021, 5:00 – 7:00 PM	85	120
	Total Comments	**353**

Table 9. Burbank Community Meetings

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
October 7, 2021, 11:00 AM – 1:00 PM	72	86
October 7, 2021, 5:00 – 7:00 PM	49	54
	Total Comments	**140**

Community Meeting Format and Materials

The format of both the Eagle Rock and Burbank virtual community meetings consisted of a PowerPoint presentation given by Metro staff followed by a moderated question and answer session right after. To allow for sufficient time to respond to the community's questions and/or concerns, questions and comments were only received via the Zoom Q&A function or via a dedicated text message line. All comments and questions were accepted during the meeting, but only responded to following the presentation. During the PowerPoint presentations for the two Eagle Rock meetings and two Burbank meetings, Metro provided an overview of the two design options being considered for Colorado Boulevard and Olive Avenue, respectively. In addition to simultaneous Spanish interpretation during the virtual meetings, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Eagle Rock Community Meeting Comments

The majority of the comments and questions received at the Eagle Rock community meetings expressed concerns with or asked clarifying questions regarding the Proposed Project and refinements presented for Colorado Boulevard in Eagle Rock.

The following key takeaways were received from the community meetings:

- Businesses: Some concerns were expressed that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders expressed concerns that removal of parking would negatively affect businesses and access to businesses. A few questions and concerns were received about impacts to outdoor dining and sidewalks in front of businesses.
- Design Option Preference: Some comments voiced a preference for the two-lane design option on Colorado Boulevard in Eagle Rock. Some comments mentioned a preference for a SR-134 Freeway alignment.
- Landscape/Greenspace: Some questions and concerns were received about loss of landscaping and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, questions were received about how tree types and landscaping will be replaced.
- Parking: Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Colorado Boulevard in Eagle Rock, and spillover parking in neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Colorado Boulevard in Eagle Rock.
- Safety/Security: Some comments and questions were raised about pedestrian and vehicle safety, especially near crossings on neighborhood streets from spillover traffic and on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project.
- Traffic/Lane Removal: Many comments expressed concern of an increase in traffic on Colorado Boulevard in Eagle Rock from implementation of the project. Some questions and concerns were raised about the traffic simulation video and if it takes into consideration other factors, such as accidents, neighborhood street traffic and cars parking. There were also some concerns about left-turn lanes being eliminated with the lane removal and how it could affect access to businesses, like Trader Joe's on Colorado Boulevard in Eagle Rock.

Burbank Community Meeting Comments

The majority of comments received at the Burbank community meetings expressed concerns, such as parking, impacts to businesses and traffic related to the Proposed Project and refinements presented for Olive Avenue in Burbank.

The following key takeaways were received from the community meetings:

- Bike Lanes: Some questions and comments raised concerns about bike access and bike lane removal on streets in Burbank and throughout the Proposed Project. Some stakeholders raised questions about use of current bike lanes in Burbank and how they might be affected by the Proposed Project.
- Businesses: Some concerns were expressed that implementation of the project could negatively affect businesses along Olive Avenue in Burbank. Some concerns mentioned that removal of parking would negatively affect businesses.
- Design Option Preference: Some comments voiced a preference for the side running design option on Olive Avenue in Burbank. Some stakeholders raised questions about existing bus lines, ridership, type of buses being implemented, number of stops and frequency related to the Proposed Project on Olive Avenue in Burbank.
- Parking: Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Olive Avenue in Burbank, and spillover parking on neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Olive Avenue in Burbank.
- Safety/Security: Some comments and questions were raised about pedestrian safety on Olive Avenue with implementation of the project, especially near crossings at major intersections on Olive Avenue in Burbank.
- Traffic/Lane Removal: Some comments and questions expressed concern of an increase in traffic from implementation of the project on Olive Avenue in Burbank.

Community Feedback During Fall Outreach

During the community outreach process from early-September 2021 through mid-October 2021, including the Eagle Rock and Burbank community meetings held in late September and early October where updates to the Proposed Project and refinements were presented, additional comments were received via email and voicemail. The comments mostly supported the project with a preference for specific design options and/or pertained to potential impacts relating to the alignments on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. The majority of comments referred to the project design in Eagle Rock, and some comments referenced the project design in Burbank.

Key takeaways included:

- Bike Lanes: Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic on Colorado Boulevard in Eagle Rock.
- Businesses: Many comments mentioned the need to preserve parking for businesses and expressed concerns that implementation of the project could negatively affect businesses along Colorado Boulevard. Many comments voiced concern with preserving outdoor dining and access to businesses along Colorado Boulevard in Eagle Rock, especially during COVID-19 restrictions.

- Design Option Preference: Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among other design features, one travel lane in each direction. Some comments mentioned a preference for the study of other alignments or design options, including the SR-134 Freeway or operating the BRT in mixed-flow traffic on Colorado Boulevard through Eagle Rock.
- Landscape/Greenspace: Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscaping on Colorado Boulevard in Eagle Rock.
- Parking: Many comments expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock. Some stakeholders mentioned the need to preserve parking on Olive Avenue in Burbank, especially for businesses.
- Safety/Security: Some comments were raised about pedestrian, transit rider and overall safety, especially near crosswalks in Eagle Rock and Burbank.
- Traffic/Lane Removal: Some comments voiced concern of an increase in traffic from the removal of a travel lane and implementation of the project on Colorado Boulevard in Eagle Rock. Some concerns were expressed regarding spillover traffic onto neighborhood streets from implementation of this project on Colorado Boulevard in Eagle Rock. There were also some concerns and questions about the project's effects on left-turn lanes and U-turns and overall access in Eagle Rock.

Council District 14 Hosted Open House

Council District 14 and Councilmember Kevin de Leon hosted an in-person open house meeting in Eagle Rock on Saturday, October 2 from 10:00 AM – 5:00 PM. Community members were asked to RSVP to the community meeting in advance in order to ensure that COVID-19 public health guidelines and social distancing could be maintained. Metro project team members were in attendance during the meeting to answer questions and provide information on the design options being considered for Colorado Boulevard in Eagle Rock. Informational boards and survey forms developed by Council District 14 were provided at the meeting to receive feedback on the project in Eagle Rock. More than 200 community members attended the open house and Council District 14 received approximately 176 survey responses to their distributed surveys.

The following key takeaways are from the 176 surveys received and developed by Council District 14 and presented to the project team. All takeaways below are in reference to the project study area in Eagle Rock:

- Nearly half of the responses expressed a preference for the one lane design option on Colorado Boulevard in Eagle Rock. Some comments expressed the need for alternative design options on Colorado Boulevard in Eagle Rock, including mixed flow traffic and the SR-134 Freeway.
- When asked to rank design elements by importance, the number one response was pedestrian safety followed by air quality and sustainability. The third highest response was convenience for drivers.

- All respondents identified as living, working, playing, learning, shopping, eating or some form of travel through Eagle Rock.
- Many comments expressed the need for some form of support for businesses during construction, such as a Business Interruption Fund.
- Many comments expressed the need for additional landscaping elements as a project mitigation measure.
- Many comments voiced concerns for loss of parking and an increase in traffic with implementation of the project.

BUSINESS DOOR-TO-DOOR OUTREACH

Outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted to help further inform business owners and employees in the project area about the project and capture their feedback on the design options being studied on Colorado Boulevard and Olive Avenue. Door-to-door outreach was conducted on Colorado Boulevard between El Verano Avenue and Holbrook Street in Eagle Rock and on Olive Avenue between Buena Vista Street and Lake Street in Burbank. Flyers providing project background information, the design options being studied and contact information were distributed to these businesses.

Table 10. Business Door-to-Door Outreach

Date/Time	Location	# of Businesses Contacted*
Friday, November 5, 2021 9:00 AM – 12:30 PM	Eagle Rock: Colorado Bl	42
Friday, November 12, 2021 8:30 AM – 2:00 PM	Burbank: Olive Av	54
Friday, November 12, 2021 10:00 AM – 2:00 PM & 3:00 – 5:00 PM	Eagle Rock: Colorado Bl	63
Saturday, November 13, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	23
Thursday, December 2, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	24
Friday, December 3, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	31
Saturday, December 4, 2021 10:00 AM – 12:00 PM	Eagle Rock: Colorado Bl	9
Total Businesses Contacted		**246**

*Open businesses that were contacted by project team members and provided project information.

The following key takeaways were received from the door-to-door business outreach conducted on Colorado Boulevard in Eagle Rock:

- Majority of businesses contacted knew about the project but were generally not supportive of it.
- Loss of parking was the most frequently raised concern with the project.
- Some businesses expressed concern about increased traffic with implementation of the project.

The following key takeaways were received from the door-to-door business outreach conducted on Olive Avenue in Burbank:

- Many of the businesses contacted knew about the project and were generally in support of a design option that keeps the existing parking on Olive Avenue. Many businesses did not know there were two design options being studied and initially were not in support of the project due to assumptions that there would be loss of parking.
- Many concerns were raised about the loss of parking.
- Some comments expressed a preference for the side running option on Olive Avenue.
- Some concerns about increased traffic with implementation of the project were expressed.

NEXT STEPS

During the next phase of the environmental review process, the Metro Board of Directors will consider certifying a Final EIR presented by Metro staff. The Final EIR is anticipated to be released in early 2022 for public review. The Final EIR will be available for review prior to the Metro Board meeting, and the public will have the opportunity to comment on the Final EIR at the Metro Board meeting.

APPENDIX B

Updated Capital Costs Report

MEMORANDUM

To:	Scott Hartwell, Project Manager
From:	Greg Kyle, AICP Kimley-Horn and Associates, Inc.
Date:	March 10, 2022
Subject:	North Hollywood to Pasadena Bus Rapid Transit Corridor Project Summary of Capital Cost Updates

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The capital cost estimate for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project was updated to reflect several scope and basis of design decisions in late 2021 and early 2022. This memorandum summarizes these assumptions and corresponding revisions to the capital cost estimate, provides an updated 2022 Cost Estimate Summary Table, and presents the capital cost estimate in the main worksheet of the Federal Transit Administration's (FTA) Standard Cost Categories (SCC) format.

Overall capital cost estimate factors and project-wide elements that were revised, updated, or confirmed as part of this update included:

- Updated the base year for the unit prices of the capital cost estimate from 2020 to 2021.
    - o A 5% increase was applied to unit prices from the 2020 capital cost estimate, except for the cost of asphalt which was increased more based on latest cost information.
- Updated the inflation rate used for year-of-expenditure (YOE) calculations from 3% to 5% to reflect current market conditions.
- Did not adjust contingency or professional services assumptions.
- Confirmed public art allowance is calculated as 0.5% of the overall estimated construction cost.
    - o Excluded from the calculation of the public art allowance: temporary and permanent right-of-way acquisitions, vehicle procurement, professional services, and unallocated contingency.
- Reduced red colored pavement for dedicated bus lanes from full extent treatment to application only at emphasis locations (this approach is consistent with Advanced Conceptual Engineering (ACE) drawings prepared for the Eagle Rock segment of the Project).
- Reduced fiber optic duct bank assumptions for station communications from ¼ mile per station to 300 feet per station, assuming there will be opportunities to

connect with existing commercial fiber networks based on input of Metro Systems and Telecommunications Engineer.

- Revised vehicle costs to match information provided in Table 8-2 of the LA Metro ZEB Master Plan. The revised vehicle costs include spare parts and procurement support. Allocated contingency and inflation were not applied to the vehicle costs.
- Revised costs for electric vehicle charging units at the Metro Bus Division where the Project's vehicles will be stored, based on information obtained from the LA Metro ZEB Master Plan. Allocated contingency and inflation were not applied to the electric vehicle charging units.
- Adjusted the estimate so that contingency, professional services, and inflation factors are not applied to the allowances established for improvements at the Bus Operation Center (BOC).

Cost estimate revisions for the new design option in the Burbank segment of the Project included:

- New route alignment from Olive Avenue to Alameda Avenue to Buena Vista Street and back to Olive Avenue.
    - This new route alignment eliminated the need for roadway widening, milling, and resurfacing on Olive Avenue between Alameda Avenue and Buena Vista Street.
- Consolidated stations.
    - Eliminated station at Olive Avenue/Alameda Avenue.
    - Added station at Alameda Avenue/Naomi Street.
    - Eliminated station at Olive Avenue/Buena Vista Street.
- Relocated the station serving the Burbank – Downtown Metrolink Station from the Olive Avenue bridge to the Olive Avenue/Lake Street intersection.
    - Removed costs associated with improvements to the Olive Avenue bridge.
- Mixed-flow operations for the BRT on Glenoaks Boulevard between Olive Avenue and Providencia Avenue.
    - Eliminated the need for roadway widening, milling, and resurfacing.

Cost estimate revisions for new design options in the Eagle Rock segment of the Project included:

- Updated the cost estimate per the ACE drawings prepared for the one travel lane per direction and the two travel lanes per direction design options.
- Removed active transportation improvements (curb extensions) that will be constructed by others (City of Los Angeles) based on ongoing coordination for consistency with the Project's design configuration.

Cost estimate revisions for the Glendale segment of the Project included:

- Added an allowance for bicycle facility improvements along Glenoaks Boulevard, which will be coordinated with the City of Glendale.

The table below summarizes the current Year 2022 capital cost estimate for the Project, reflecting the adjustments described above.

2022 Cost Estimate Update		
SCC	**Cost Category**	**2022 Estimate YOE (x,1000)**
20	Station Stops	$22,949
40	Roadway / Utilities / Special Conditions	$115,207
50	Systems	$40,502
10-50	**Construction Subtotal**	**$178,657**
60	Right-of-Way	$18,275
70	Vehicles	$22,308
80	Professional Services	$63,054
90	Unallocated Contingency	$26,609
10-100	**Total Project Cost**	**$308,904**
	Low (-15%)	**$262,568**
	High (+25%)	**$386,129**

Attachment:

- FTA SCC Main Worksheet - Build

MAIN WORKSHEET - BUILD

North Hollywood to Pasadena Bus Rapid Transit

Los Angeles County, California

Proposed Project (Route Options A1, B, C, D, E1, F-2-Lane, G1, H1)

Today's Date **3/9/22**

Yr of Base Year $ 2021

Yr of Revenue Ops 2024

	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency (X000)	Base Year Dollars Allocated Contingency %	Base Year Dollars TOTAL (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	Escalation Per Annum @ 3% to 5% (X000)	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	0	0		**0**	**0%**	**0%**		**0**
10.01 Guideway: Surface Streets				0				
10.02 Guideway: Freeway				0				
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	15,691	4,707		**20,399**	**13%**	**8%**	**2,550**	**22,949**
20.01 At-grade station, stop, shelter, mall, terminal, platform	15,691	4,707	30%	20,399	13%	8%	2,550	22,949
20.02 Aerial station, stop, shelter, mall, terminal, platform	0	0		0				
20.03 Underground station, stop, shelter, mall, terminal, platform	0	0		0				
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.	0	0		0				
20.05 Joint development	0	0		0				
20.06 Automobile parking multi-story structure	0	0		0				
20.07 Elevators, escalators	0	0		0				
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	0	0		**0**	**0%**	**0%**	**0**	**0**
30.01 Administration Building: Office, sales, storage, revenue counting	0	0		0				
30.02 Light Maintenance Facility	0	0		0				
30.03 Heavy Maintenance Facility	0	0		0				
30.04 Storage or Maintenance of Way Building	0	0		0				
30.05 Yard and Yard Track	0	0		0				
40 SITEWORK & SPECIAL CONDITIONS	78,947	23,459		**102,406**	**64%**	**38%**	**12,801**	**115,207**
40.01 Demolition, Clearing, Earthwork	1,108	332	30%	1,440	1%	1%	180	1,620
40.02 Site Utilities, Utility Relocation	7,029	2,109	30%	9,138	6%	3%	1,142	10,280
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	111	33	30%	144	0.09%	0.05%	18	162
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks	0	0		0				
40.05 Site structures including retaining walls, sound walls	0	0		0				
40.06 Pedestrian / bike access and accommodation, landscaping	10,243	3,073	30%	13,316	8%	5%	1,664	14,980
40.07 Automobile, bus, van accessways including roads, parking lots	41,828	12,323	29%	54,151	34%	20%	6,769	60,920
40.08 Temporary Facilities and other indirect costs during construction	18,017	5,405	30%	23,422	15%	9%	2,928	26,350
40.09 Public Art Allowance	612	184	30%	796	1%	0.29%	99	895
50 SYSTEMS	28,397	7,604		**36,001**	**23%**	**13%**	**4,500**	**40,502**
50.01 Train control and signals	0	0		0				
50.02 Traffic signals and crossing protection	15,590	4,587	29%	20,177	13%	7%	2,522	22,699
50.03 Traction power supply: substations	2,750	0	0%	2,750	2%	1%	344	3,094
50.04 Traction power distribution: catenary and third rail	0	0		0				
50.05 Communications	9,217	2,765	30%	11,982	8%	4%	1,498	13,480
50.06 Fare collection system and equipment	840	252	30%	1,092	0.69%	0.40%	137	1,229
50.07 Central Control	0	0	0%	0	0%	0%	0	0
Construction Subtotal (10 - 50)	123,036	35,771		**158,807**	**100%**	**59%**	**19,851**	**178,657**
60 ROW, LAND, EXISTING IMPROVEMENTS	6,450	435		**6,885**		**3%**		**18,275**
60.01 Purchase or lease of real estate	1,450	435	30%	1,885	1%	1%	189	2,074
60.02 Relocation of existing households and businesses	0	0	0%	0				
60.03 Allowance for Bus Operations Center Contribution	5,000	0	0%	5,000	3%	2%	0	5,000
61.03 Allowance for Vehicle Chargers at Division	11,201	0	0%	11,201	7%	4%	0	11,201
70 VEHICLES	22,308	0		**22,308**		**8%**		**22,308**
70.04 Bus	21,672	0	0%	21,672	14%	8%	0	21,672
70.05 Procurement Support	120	0	0%	120			0	120
70.06 Non-revenue vehicles	0	0	0%	0				
70.07 Spare parts	516	0	0%	516	0%	0%	0	516
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	58,758	0		**58,758**		**22%**	**4,296**	**63,054**
80.01 Project Development	9,528			9,528	6%	4%	429	9,957
80.02 Final Design	12,705			12,705	8%	5%	572	13,276
80.03 Project Management for Design and Construction	15,881			15,881	10%	6%	715	16,595
80.04 Construction Administration & Management	7,940			7,940	5%	3%	993	8,933
80.05 Professional Liability and other Non-Construction Insurance	1,588			1,588	1%	1%	199	1,787
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.	6,352			6,352	4%	2%	794	7,146
80.07 Surveys, Testing, Investigation, Inspection	3,176			3,176	2%	1%	397	3,573
80.08 Start up	1,588			1,588	1%	1%	199	1,787
Subtotal (10 - 80)	**210,552**	**36,206**		**246,758**		**91%**		**282,294**
90 UNALLOCATED CONTINGENCY				**23,056**		**9%**		**26,609**
Subtotal (10 - 90)				**269,814**		**100%**		**308,904**
100 FINANCE CHARGES				**EXCLUDED**				**EXCLUDED**
Total Project Cost (10 - 100)				**269,814**		**100%**		**308,904**

Allocated Contingency as % of Base Yr Dollars w/o Contingency	17.20%		
Unallocated Contingency as % of Base Yr Dollars w/o Contingency	10.95%		
Total Contingency as % of Base Yr Dollars w/o Contingency	28.15%		
Unallocated Contingency as % of Subtotal (10 - 80)	9.34%	**Low (-15%)**	**$262,568**
YOE Construction Cost per Mile (X000)			
YOE Total Project Cost per Mile Not Including Vehicles (X000)		**High (+25%)**	**$386,129**
YOE Total Project Cost per Mile (X000)			

APPENDIX C

Public Comments on the Draft EIR

AGENCIES

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

December 7, 2020

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

RE: North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project – Draft Environmental Impact Report (DEIR)
SCH# 2019060110
GTS# 07-LA-2019-03399
Vic. SR-170, SR-134, SR-2, SR-710, I-210, and I-5

Dear Scott Hartwell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. 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 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 Proposed Project would provide enhanced transit service and improve regional connectivity and mobility by implementing several key BRT elements, including dedicated bus lanes on city streets, transit signal priority (TSP), and enhanced stations with all-door boarding. TSP facilitates buses through signalized intersections and improves transit travel times and reliability. 1-1

After reviewing the DEIR, Caltrans has the following comments:

Caltrans supports the primary proposed route as it most effectively achieves the highest ridership, mode-shift, connectivity to activity centers, and will improve the mobility of Californians. Caltrans also concurs that the primary proposed route will have a less than significant impact to motor vehicle circulation on both the highway as well as local streets. 1-2

Caltrans also recommends that a new design option be considered for the primary route along Colorado Boulevard that creates dedicated BRT lanes while maintaining the existing Class 2 bike lanes and any existing or proposed curb extensions. Protecting and creating better infrastructure for people walking and riding bikes will guarantee a more successful transit project. 1-3

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage 1-4

alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals. 1-4 (cont.)

Any changes to Caltrans Right-of-way (ROW) or SR-134 ramps will require additional review and approval from Caltrans through the Office of Permits. Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak periods. 1-5

Finally, in the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-03399. 1-6

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

COMMENT LETTER 2

State of California — Transportation Agency

M e m o r a n d u m

Date: November 5, 2020

To: Southern Division

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Special Projects Section

File No.: 063.A10212.A14630.Noc.Doc

Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE
SCH# 2019060110

Special Projects Section (SPS) recently received the referenced "Notice of Completion" environmental impact document from the State Clearinghouse (SCH).

Due to the project's geographical proximity to Southern Division, please use the attached checklist to assess its potential impact to local Area operations and public safety. If it is determined that departmental input is advisable, your written comments referencing the above SCH number must be sent to the lead agency and emailed to state.clearinghouse@opr.ca.gov. Your written comments must be received by SCH no later than **December 10, 2020**. For reference, additional information can be found in General Order 41.2, Environmental Impact Documents. 2-1

For project tracking purposes, SPS must be notified of Southern Division's assessment of the project (including negative reports). Please e-mail a copy of Division's response to Associate Governmental Program Analyst Leah Mora at LeMora@chp.ca.gov. For questions or concerns, please contact Mrs. Mora at (916) 843-3370.

L. NARVAEZ, SSM III
Commander

Attachments: Checklist
Project File

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2019060110

Project Title: North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project

Lead Agency: Los Angeles County Metropolitan Transportation Authority | Contact Person: Scott Hartwell

Mailing Address: One Gateway Plaza, Mail Stop: 99-22-6 | Phone: (213) 922-2836

City: Los Angeles | Zip: 90012 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Los Angeles, Burbank, Glendale, Pasadena

Cross Streets: Vineland, Lankershim, Pass, Olive, Glenoaks, Central, Broadway, Colorado | Zip Code:

Longitude/Latitude (degrees, minutes and seconds): 34 ☐ 8 ☐ 46.63 ☐ N / 118 ☐ 14 ☐ 48.17 ☐ W | Total Acres: 18 miles

Within 2 Miles: State Hwy # 134 | Waterways: Los Angeles River

Airports: N/A | Railways: BNSF | Schools: Multiple

Document Type:

CEQA: ☐ NOP ☒ Draft EIR ☐ Early Cons ☐ Supplement/Subsequent EIR ☐ Neg Dec Prior (SCH No.) ☐ Mit Neg Dec Others:

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

OTHER: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Planned Unit Development ☒ Other: BRT

Development Type:

☐ Residential: Units Acres
☐ Office: Sq. ft. Acres Employees
☐ Commercial: Sq. ft. Acres Employees
☐ Industrial: Sq. ft. Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD

☒ Transportation: Type: Bus
☐ Mining: Mineral
☐ Power Type MW
☐ Waste Treatment Type MGD
☐ Hazardous Waste Type
☐ Other

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☐ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☒ Geologic/Seismic
☐ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☐ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☐ Vegetation
☒ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other:

Present Land Use/Zoning/General Plan Designation:

Roadway

Project Description: *(please use a separate page if necessary)*

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 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 Proposed Project would provide enhanced transit service and improve regional connectivity and mobility by implementing several key BRT elements, including dedicated bus lanes on city streets, transit signal priority (TSP), and enhanced stations with all-door boarding. TSP facilitates buses through signalized intersections and improves transit travel times and reliability.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
X	California Emergency Management Agency		Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District # 7	X	Public Utilities Commission
	Caltrans Division of Aeronautics		Regional WQCB #
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date October 26, 2020 Ending Date December 10, 2020

Lead Agency (Complete if applicable):

Consulting Firm: Terry A. Hayes Associates Inc.
Address: 3535 Hayden Avenue, Suite 350
City/State/Zip: Culver City CA, 90232
Contact: Sam Silverman, Senior Associate
Phone: (310) 839-4200

Applicant: Los Angeles County Metropolitan Transportation Authority
Address: One Gateway Plaza, Mail Stop: 99-22-6
City/State/Zip: Los Angeles, CA 90012
Phone: (213) 922-2836

Signature of Lead Agency Representative: **Date:**

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

COMMENT LETTER 3

CITY OF BURBANK

OFFICE OF THE CITY COUNCIL

December 20, 2020

Metropolitan Transportation Authority
Attn: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR Comment
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Burbank Comments on Draft Environmental Impact Report for the Metro North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Dear Members of the Board of Directors:

The City of Burbank wants to thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for Metro's North Hollywood to Pasadena Bus Rapid Transit Corridor Project. As the City of Burbank is located along the proposed corridor and would have several stations located within the city, we are committed to ensuring that the proposed project expands the Los Angeles County regional transit network, connects Burbank jobs to reliable and convenient transit, and supports Burbank's goal of connecting 12,000 new housing units to transportation alternatives. In meeting these goals, the City also wishes to ensure Metro builds the project in a way that ensures that the interests of Burbank's residents and businesses are protected from significant adverse environmental impacts caused by the project. With the release of the DEIR, the City submits the following comments to ensure that the Project's environmental impacts are fully disclosed, analyzed, considered, and mitigated. 3-1

Insufficient Range of Project Alternatives

The DEIR fails to include an adequate range of project alternatives to mitigate potential project impacts. Specifically, the nature of Bus Rapid Transit allows for different BRT elements and roadway cross sections to be implemented depending on the local context of the project. The DEIR includes a project alternative with full BRT implementation including dedicated bus lanes and transit priority lanes on virtually the entire corridor. It also includes an "Improved Existing Bus Service Alternative" that would implement regular transit service frequency improvements but would construct no BRT improvements. This "all or nothing" project alternative approach fails to comply with CEQA's requirement to evaluate a reasonable range of feasible alternatives. The DEIR does not acknowledge that the implementation of targeted BRT elements, like bus lanes or queue jumps, installed at high-congestion and other critical areas, can dramatically 3-2

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

improve travel time and potentially meet project objectives without creating a significant adverse environmental impact. To be legally adequate, the DEIR should include a project alternative that includes targeted BRT elements in areas where they would have highest impact to improving transit service in the corridor. 3-2 (cont.)

Also, more disruptive BRT elements, such as dedicated bus lanes, have tradeoffs with existing roadway elements like sidewalks, travel lanes and parking. And BRT elements have varying levels of transit improvement relative to adjoining vehicle traffic congestion and delays. The DEIR does not include adequate information on the existing congestion levels and delays on the corridor relative to the proposed transit service for the public and decision makers to evaluate the relative improvement and tradeoffs that BRT elements like dedicated bus lanes have along different segments of the project corridor. The DEIR therefore does not include adequate project alternatives nor information on existing roadway congestion levels to fully disclose the relative benefits, tradeoffs, and impacts that the project has on the environment. In particular, there is insufficient information in the DEIR for the public and decision makers to evaluate whether the proposed bus lanes on Olive Avenue and Glenoaks Boulevard should be implemented as peak-only bus lanes, or whether buses should travel in more mixed-flow segments because existing vehicle congestion and delay in the existing general purpose lanes is low and therefore bus lanes are not warranted. 3-3

The project alternative proposes to install a new BRT transit station at the top of the Olive Avenue overpass to directly connect BRT riders to the Downtown Burbank Metrolink Station below. The City of Burbank suggested and proposes this direct connection. However, the implementation of this connection as described in the DEIR introduces substantial transportation policy and safety impacts by reducing travel lanes on Olive Avenue contrary to the Burbank General Plan and creating a pedestrian crossing and travel lane merge movements along an old bridge vertical curve that will likely introduce new safety impacts. The construction of the proposed station is also likely infeasible because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will likely compromise the structural integrity of the existing bridge. The DEIR should include a project alternative that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. This project alternative would eliminate several project impacts identified above, and would likely contribute to an environmentally superior project alternative. 3-4

The Project Alternatives section identifies that the No Project Alternative is environmentally superior, and then identifies the "Improved Existing Bus Service Alternative" (Alternative 2) as the environmentally superior alternative of the remaining two build alternatives. The project alternative is not identified as environmentally superior and the DEIR fails to address how the project alternative meets the stated project objectives better than the environmentally superior alternative to warrant it being chosen 3-5

over the environmentally superior Alternative 2. Based on this omission, the public and decision makers are led to believe that Alternative 2 should be selected as the preferred project, rather than the proposed project. As such, the alternatives analysis is legally inadequate. 3-5 (cont.)

Transportation Plan, Policy, and Safety Impacts not Identified and Mitigated

The DEIR indicates that the project would have a less-than significant transportation impact because the project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. While the proposed project is consistent with some City of Burbank Mobility Element policies related to transit facilities as documented in the DEIR, , the DEIR fails to document several inconsistencies with numerous other Burbank Mobility Element policies related to roadway, transit, bicycle, and pedestrian facilities which are not disclosed in the DEIR. The proposed project is inconsistent with the following transportation program, plans, or policies: 3-6

Roadway Policy Impacts

- *Burbank2035 General Plan Mobility Element Roadway Circulation Street Classifications.*
  The DEIR fails to disclose the significant adverse impact the project will cause on maintaining the City's circulation network and street classifications. The Burbank General Plan designates Olive Avenue as a Major Arterial (General Plan Exhibit M-2) with five travel lanes. Major arterials should give priority to regional transit and auto traffic, and should encourage good transit and automobile progression using traffic signal timing (General Plan Page 4-11). The DEIR indicates that Olive Avenue would retain two travel lanes on Olive Avenue in each direction, but fails to disclose that the project would remove one travel lane in each direction on the Olive Avenue overpass of Interstate 5, which reduces the number of travel lanes from five lanes to three and conflicts with the General Plan street classification and roadway cross section requirements for major arterials which requires two lanes in each direction. The DEIR is inadequate in disclosing this significant roadway policy impact and in failing to identify appropriate mitigation measures for this impact. The DEIR must disclose congestion and potential impacts to public safety caused by narrowing of Olive Avenue to one lane in each direction. The DEIR must include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railing, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. 3-7
- *Burbank2035 General Plan Mobility Element Policy 1.2: Recognize that…wholesale changes to street rights-of-way are infeasible.*
  The DEIR is inadequate in failing to disclose a roadway policy impact with Burbank General Plan Mobility Element Policy 1.2. The project proposes to 3-8

widen the entire length of Olive Avenue by one to two feet through the entire length of the City to accommodate a transit-only bus lane. Burbank2035 General Plan Policy 1.2 does not support "wholesale changes to street rights-of-way," therefore the project is inconsistent with Policy 1.2. 3-8 (cont.)

- *Burbank2035 General Plan Mobility Element Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.*
  The DEIR is inadequate in identifying roadway policy significant impacts with the Burbank General Plan Mobility Element. The project would require the curb-to-curb street width of Olive Avenue and Glenoaks Boulevard to be widened by up to four feet along the entire length of the project, which conflicts with Mobility Element Policy 3.4. The DEIR does not investigate feasible mitigation measures to address this policy impact, such as project alternatives that preserve the existing street roadway width consistent with this policy. Further, the DEIR does not identify the numerous locations along Olive Avenue where the half-street street right-of-way width is only 40 feet, , which may be insufficient to accommodate the proposed project's 36-foot wide half-street width (72-foot total width)without eliminating sidewalks. Providing ADA-accessible sidewalks in these locations may require property acquisition which is not disclosed in the DEIR, and which is inconsistent with Policy 3.4. 3-9
- *Burbank2035 General Plan Mobility Element Policy 6.1: Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.*
  The DEIR is inadequate in assessing the proposed project's impact on Olive Avenue and Glenoaks Boulevard arterial street efficiency, and does not disclose whether the project will cause arterial spillover traffic into adjacent residential neighborhoods. The proposed project includes transit signal priority and transit queue jumps at intersections, but does not disclose how these improvements may influence arterial street traffic. In particular, Olive Avenue is a diagonal street that intersects other north-south and east-west arterial streets. Implementing transit system priority signal timing on this diagonal arterial may introduce unacceptable delays on all other north-south and east-west streets near the proposed project, and may prevent the City from synchronizing its other arterial streets. The DEIR must disclose and analyze how potential transit system signal priority will affect the City's arterial traffic signal coordination and synchronization. 3-10

<u>Transit Policy Impacts</u>

- *Burbank2035 General Plan Mobility Element Policy 4.1: Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas*
  The proposed project corridor passes by, but does not serve, the Disney Studio Campus and St. Joseph's Hospital and related medical complexes at the 3-11

intersection of Buena Vista Street and Alameda Avenue. Because the proposed project passes near, but does not serve this major employment center, the project conflicts with Burbank General Plan Policy 4.1 which requires transit to serve the City's major employment centers. DEIR should study a route alternative to divert the project alignment onto Alameda Avenue and Buena Vista Street to serve this major employment and community center and including a stop at the Buena Vista Street / Alameda Avenue Intersection. 3-11 (cont.)

- *Burbank2035 General Plan Mobility Element Policy 4.3: Improve and Expand Transit Centers; create a new transit center in the Media District*
  The Burbank2035 General Plan identifies a future bus transit center to be located within the Burbank Media District, at a location where local and regional bus lines intersect. The proposed project includes a station located where this future transit center is identified. However, the DEIR fails to analyze how the proposed project supports or inhibits the development of this transit center. The DEIR should evaluate how the construction of the proposed project's stop at Hollywood Way / Riverside Drive / Olive Avenue can serve as the foundation for a future bus transit center in the Media District, specifically how the proposed project's station will provide connections to BurbankBus, Metro Local, and Metro Express service in the Media District while supporting the required first-last mile improvements necessary to support the station. 3-12
- *Burbank2035 General Plan Mobility Element Policy 4.8: Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.*
  The DEIR fails to analyze how the proposed project is compatible with Burbank2035 General Plan Mobility Element Policy 4.8 relating to the project's seamless connection between the Downtown Metrolink Station as well as the City's existing and planned off-street bicycle network that serves the Downtown Burbank Metrolink Station. The proposed transit station on the Olive Avenue overpass does not support a seamless connection to the existing Burbank Channel Class I Bikeway, and the future Chandler Extension Class I Bikeway because it requires eastbound riders to navigate a circuitous route across Olive Avenue and down the existing elevator. The proposed project should promote a more seamless connection to these other transportation systems by implementing this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. 3-13

The DEIR fails to analyze the proposed project's potential ridership impacts to the existing BurbankBus Pink Route service in conflict with Burbank2035 General Plan Mobility Element Policy 4.8. The Pink Route provides local 3-14

service along the Olive Avenue corridor and connects the Universal City Red Line Station and Downtown Burbank Metrolink Station to the Media District. This impact is especially pertinent as the City is being asked to become the primary local transit provider in the corridor due to the NextGen Bus Plan eliminating Metro 155 service. 3-14 (cont.)

Pedestrian Policy Impacts

- *Burbank2035 General Plan Mobility Element Pedestrian Transportation Sidewalk Standards*
  The DEIR fails to disclose a significant policy impact with Burbank2035 General Plan Mobility Element standard sidewalk width requirements. The project would widen Olive Avenue and Glenoaks Boulevard by one to two feet in both directions to convert the existing on-street parking into a bus-only lane. This would require sidewalks widths on Olive Avenue and Glenoaks Boulevard to be reduced below the standard widths identified in the Burbank2035 General Plan (Table M-2 – Sidewalk Standards, Page 4-21). The sidewalk width standards are generally 15 feet along the project corridor, and the required street widening would reduce these widths to 14 feet. In some locations on Olive Avenue, sidewalk widths would be reduced to 4 feet, which does not meet ADA minimum width standards. The DEIR fails to identify a significant transportation impact, nor does it identify feasible mitigation measures to this significant impact. *Burbank General Plan Mobility Element Policy 9.2: Address the needs of people with disabilities and comply with the requirements of the ADA during the planning and implementation of transportation improvement projects.* 3-15
  The DEIR fails to disclose a significant policy impact with the Burbank General Plan Mobility Element because the project proposes to reduce sidewalk widths on Olive Avenue in certain segments to four feet wide, which is below the ADA minimum width.

Bicycle Policy Impacts

- *Burbank2035 General Plan Mobility Element Bicycle Routes*
  The DEIR fails to disclose a policy impact with the Burbank General Plan Mobility Element Planned Bicycle Routes and the Bicycle Master Plan Top Priority Projects, which both include the addition of Class II bicycle lanes on Glenoaks Boulevard between Providencia Avenue and Alameda Avenue, with connections to the Class III bicycle route on Providencia Avenue. Further, the project precludes the City from connecting this planned facility to the Downtown Burbank Metrolink Station via Glenoaks Boulevard between Providencia Avenue and Verdugo Avenue, which is a bicycle network gap identified in the City's Complete Streets Plan. The DEIR must identify a mitigation measure for this policy impact. 3-16

Other Transportation Impacts

The DEIR fails to disclose a potential transportation impact by introducing a hazard due to a geometric design feature. The project proposes to construct a transit station at the top of the Olive Avenue Overpass, and install a signalized pedestrian crosswalk at the crest of the overpass. The DEIR did not analyze of the placement of this pedestrian crossing at the top of a 60 year old overpass with poor vehicle sightlines due to high roadway grades caused by the profile of the overpass. The project proposes to construct two roadway travel lane drops on the overpass immediately approaching the proposed station platform, and the DEIR does not disclose or analyze whether the introduction of this roadway design feature on the existing overpass creates a potentially significant adverse impact. The project also proposes to introduce additional pedestrian traffic travelling to and from the new station platform. These pedestrians will be boarding and alighting buses mixed with through pedestrian traffic on the bridge's existing seven foot sidewalks. These sidewalks are located along bridge railings that are of substandard height (39 inches) separating pedestrian traffic from falling to the Interstate 5 freeway below. 3-17

The DEIR fails to analyze whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. A midblock crosswalk on the Olive bridge is likely hazardous for pedestrians and vehicles due to creating a visibility issue on the bridge's vertical curve. The DEIR did not adequately investigate whether a signalized crosswalk can be constructed on the existing Olive bridge given the types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits that will be required and may likely compromise the structural integrity of the existing bridge. The DEIR is inadequate in analyzing these potential safety impacts and identifying mitigation measures for those potentially significant adverse impacts. The DEIR should include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to maintain four travel lanes, expand pedestrian sidewalks, improve substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. 3-18

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing bus left turn movements to westbound Olive Avenue from the far-most right turn lane of northbound Glenoaks Boulevard. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts. Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users. 3-19

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing to install center-running median bus lanes on Glenoaks Boulevard at the Alameda Avenue and Providencia Avenue 3-20

intersections across conflicting left turn movements to these streets. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts. 3-20 (cont.)

The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed. 3-21
The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation.

The DEIR fails to adequately analyze if including 11 foot bus only curb lanes adjacent to the existing 10 foot travel lanes on Olive Avenue and Glenoaks Boulevard will create a potentially significant adverse safety impact. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections. 3-22

Cumulative Impacts Not Fully Disclosed

The DEIR appears to use the "related projects list" method of analyzing potential cumulative impacts. The list of cumulative projects (Table 5-1, Page 5.2) included in the Cumulative Impact section of the DEIR omits several projects in the City of Burbank, including approved entitlements for the City's three major studio campuses. The City of Burbank's cumulative project list can be provided to Metro to add the additional cumulative projects located within ½ mile of the project alignment 3-23

The DEIR related projects list includes the City of Los Angeles Colorado Boulevard Specific Plan, but does not include the two City of Burbank Specific Plans that the alignment passes through (Media District and Burbank Center Specific Plans). Further, the Burbank Center Plan is not considered in the Population and Housing Section of the DEIR. 3-24

The DEIR related project list includes the unfunded Metro Los Angeles – Glendale – Burbank Feasibility Study, but does not include the funded Antelope Valley Line Improvement Project, which will fund capital improvements to expand Metrolink service to 30 minute, all-day, bi-directional service. The DEIR's failure to include these service improvements as a cumulative project makes the DEIR inadequate in analyzing the need for the BRT project to seamlessly connect to this important regional connection, and 3-25

inclusion of this cumulative project would likely provide support for the Olive Avenue / Metrolink transit stop improvements described elsewhere in this comment letter. 3-25 (cont.)

The DEIR identifies the Metro / City of Burbank Olive/Verdugo/Sparks intersection improvement project as a related project, but does not identify the conflict the proposed project would have with the City's planned improvement of this intersection, which would construct pedestrian, bicycle, and vehicle channelization improvements that would preclude the installation of bus lanes through the intersection. 3-26

The DEIR identifies the City of Burbank Olive Avenue Bridge Improvement project as a related project, but does not disclose that the proposed narrowing of Olive Avenue to one lane in each direction is in conflict with one of the purposes of the bridge improvement, which is to improve operational efficiency while also adding bicycle and pedestrian improvements to the bridge. Constructing a transit stop at the top of the bridge in the middle of the travelled roadway would conflict with this project. These numerous omissions and inconsistencies render the Cumulative Impacts analysis legally inadequate because the findings and conclusions are not supported by substantial evidence. 3-27

Aesthetic and Biological Resources Not Addressed

The DEIR identifies that a significant aesthetic impact would occur if the project would "substantially damage scenic resources, including...trees..." and identifies several impacts to existing mature tree landscape elements along the corridor outside the City of Burbank (Page 3.2-14). However, the project does not apply this threshold to the City of Burbank and therefore does not identify impacts to mature street trees in the City of Burbank. In particular, the project would require the removal of several rows of large mature street trees on Olive Avenue and Glenoaks Boulevard in Downtown Burbank. These trees would be removed because the project is required to widen Olive avenue by one to two feet for the proposed project. By applying the project's aesthetic impact significance thresholds to the City's street trees, the DEIR should identify a significant impact to aesthetic resources in Burbank by removing these trees, and should identify feasible mitigation measures to lessen these impacts. In addition, the DEIR must analyze the removal of these trees as a significant Biological Resources impact give the contribution these mature street trees give to the City's urban forest resources. Without this additional analysis, the Aesthetics and Biological Resources impact analyses are legally inadequate because they are not supported by substantial evidence. 3-28

Public Service Impacts Not Identified

The DEIR indicates that the proposed project will cause no impact to police public services because it will not lead to an increase in police service calls or the local jurisdictional service ratio. However, there is no evidence to support this conclusion (Page 4-22). The DEIR states that the project will be subject to Metro's transit police strategy including Transit Services Bureau officers and contracted polices services. But it does not state directly if the proposed project will be patrolled and staffed by Metro transit police or local jurisdictional police, and if local police will be contracted to provide 3-29

police service. Also, the DEIR is silent on whether local or Metro law enforcement will be required to enforce bus-only lanes and other transit-only facilities, and fails to define the requirements and costs to enforce bus-only facilities. The DEIR fails to adequately identify if the project will pose a significant adverse impact to police service. Therefore, the Public Service impact analysis is legally inadequate because it is not supported by substantial evidence. 3-29 (cont.)

Utility Systems and Roadway Infrastructure not Analyzed

The DEIR indicates that the project will have no impact to electric utility systems, but does not document why this statement is true. Metro is proposing to utilize electric transit vehicles for the project, which could require substantial electrical utility system improvements if vehicle charging is expected to occur within the City of Burbank. The DEIR indicates that "the location of charging stations for electric buses would be analyzed and located where sufficient capacity is located" (Appendix S, Page 29) but does not include this analysis in the DEIR. The DEIR is insufficient in determining whether the proposed project will create a significant impact to the City's electrical utility system. 3-30

The DEIR fails to identify a significant impact to the City's recycled water interconnect with the City of Glendale located in the Glenoaks Boulevard median south of Alameda Avenue. The proposed project will likely impact this critical recycled water interconnect including hydrants, valves, vacuum/air release valves, meter boxes, and a fiber optic communication pull box. The DEIR should identify this significant impact and identify mitigation measures to mitigate it. 3-31

The DEIR fails to identify the impacts caused by several miles of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, street trees, street lights, sidewalk furniture, landscape, etc. The DEIR should disclose any potential significant impacts to public infrastructure. As such, the Utility Systems impact analysis is legally inadequate because it is not supported by substantial evidence. 3-32

The DEIR fails to document the increased annual pavement maintenance costs to the City's streets caused by frequent heavy bus service operating in the curb lane of Olive Avenue and Glenoaks Boulevard. Identifying impacts to increased pavement wear could require mitigation measures such as strengthening the roadway cross section in the bus lanes to accommodate heavy bus travel. The DEIR also fails to identify maintenance costs for other roadway elements including signs, striping, traffic signals, and other roadway infrastructure. Additional comments related to civil public infrastructure are attached to this comment letter. 3-33

Other Project Considerations

The City recognizes that impacts to public parking are not considered CEQA impacts. Nonetheless, the project proposes to eliminate 500 curb parking spaces along Olive Avenue and Glenoaks Boulevard without identifying a parking program or plan to address this lack of curb parking. These parking spaces currently serve a significant amount of 3-34

mid-century, single story strip commercial development that does not include on-site parking. Removing parking for these land uses without providing a parking program to address this parking loss would create an economic impact on these strip commercial businesses who rely on this curb parking. Removing all parking inventory for these businesses would impact the business viability and prevent use and re-use of these older buildings. Further, wholesale removal of curb parking would push parking demand into adjacent residential neighborhoods, likely requiring the City of Burbank to implement additional permit parking zones in these residentially-adjacent neighborhoods. The DEIR should disclose this potential economic affect and provide a program or plan to offset the loss of parking caused by the proposed project. The DEIR should also propose project alternatives to the implementation of full-time bus lanes in areas where loss of curb parking will impact adjoining land uses. 3-34 (cont.)

The DEIR fails to disclose if new transit stations will induce additional parking demand around them, especially if parking demand will impact sensitive residential or strip commercial land uses. Bus Rapid Transit is meant to operate similarly to light rail transit, but BRT stations, unlike light rail stations are built without parking. The DEIR should disclose the number of new transit riders at each station who are expected to arrive by automobile and identify potential parking demands caused by the proposed project. 3-35

Thank you again for providing an opportunity to comment on the DEIR for the Noho to Pasadena Bus Rapid Transit Corridor Project located in the City of Burbank. If you have any questions regarding the contents of this letter, please feel free to contact David Kriske, Assistant Community Development Director with the Community Development Department, at 818.238.5269 or via email at dkriske@burbankca.gov. 3-36

Sincerely,

Sharon Springer, Mayor

Bob Frutos, Vice Mayor

Jess A. Talamantes, Council Member

Emily Gabel-Luddy, Council Member

Timothy M. Murphy, Council Member

Attachment: Memorandum

MEMORANDUM

PUBLIC WORKS

DATE: November 30, 2020

TO: David Kriske, Assistant Community Development Director

FROM: Daniel J. Rynn, Chief Assistant Public Works Director – City Engineer

SUBJECT: Project No. Metro Bus Rapid Transit Project
Located at North Hollywood to Pasadena

Project Description:

On October 26, 2020, Metro released a Draft Environmental Impact Report (DEIR) for its North Hollywood to Pasadena Bus Rapid Transit Project. The Proposed Project would run from the North Hollywood Red/Orange Line 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. Bus Rapid Transit is high capacity, frequent bus service that operates on local streets in both mixed-flow and dedicated bus lanes with fixed transit stops like a rail line. 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. Attachment 1 shows the project corridor. In Burbank, the route is proposed to operate as a dedicated bus lane along Olive Avenue and Glenoaks Boulevard.

The bus lane would be constructed by generally widening these streets by one to two feet on each side and eliminating on-street parking. Stations are proposed in public right of way on Olive Avenue at Hollywood Way, Alameda Avenue, I-5 Olive overpass / Metrolink Station, and San Fernando. A station is also proposed on Glenoaks Boulevard at Alameda Avenue. The project would be served by electric transit buses.

ENGINEERING DIVISION

General Requirements:

- The City's arterial paving program has identified portions of Olive Ave to be repaved by 2022. Any impacts to the pavement on these segments of Olive Ave will have to be repaired per the City of Burbank Standards. 3-38

- Bus pads will be required at all bus stops. 3-39

- The Olive Ave bridge currently has two lanes of traffic in each direction. Creating one lane in each direction as a dedicated bus lane may cause additional traffic congestion and additional pedestrian traffic over the bridge and to the Metrolink access point. The DEIR should consider widening the bridge to create the dedicated bus lanes and/or bus turnouts. At a minimum, the sidewalk widths should be increased and the substandard safety barrier rails on both sides of the bridge should be upgraded. 3-40

For additional information or questions, please contact Anthony Roman, Civil Engineer Associate, at (818) 238-3945. 3-41

Checked by: ___Anthony Roman_____ Date: _November 18, 2020_

WATER RECLAMATION AND SEWER

SECTION 2.9 – CONSTRUCTION: 3-42

- Proposed stations/stops located near City of Burbank and/ or County of Los Angeles catch basins must include trash receptacles.

SECTION 2.10 – PERMITS AND APPROVALS: 3-43

- Altering any part of the existing storm drain infrastructure requires approval and permits from the City of Burbank and/ or the County of Los Angeles.

SECTION 4.1.3 – HYDROLOGY AND WATER QUALITY:

- In addition to SWPPP and County SUSMP requirements, the City of Burbank has a Low Impact Development (LID) ordinance. Due to the proposed construction activities, revise document to include the aforementioned City LID ordinance. 3-44

SECTION 4.1.9 – UTILITIES AND SERVICE SYSTEMS:

- Best Management Practices shall apply to all construction projects and shall be required from time of land clearing, demolition or commencement of construction. Refer to BMC 9-3-407 for additional information. 3-45

- Certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's **Low Impact Development** (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220. 3-46

- The project will disturb more than 5,000 SF within the City's transportation corridors (i.e., public streets, parkway areas, and public parking) and as such, is subject to the City's Green Streets Policy requirements. This policy can be reviewed at the following address: http://file.burbankca.gov/publicworks/OnlineCounter/permits/app_docs_procedures/greenstreet/gspolicy.pdf 3-47

For additional information or questions, please contact Eden Lopez at (818) 238-3930.

Checked by: __Stephen Walker_____ Date: _November 19, 2020_ 3-48

TRAFFIC ENGINEERING

General Requirements:

CONDITIONS:

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction. 3-49

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals. 3-50

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction. 3-51

- The DEIR also fails to identify the feasibility of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, sidewalk furniture, landscape, etc. 3-52

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals. 3-53

- Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users. 3-54

- The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed. 3-55
- The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation. The DEIR does not disclose traffic congestion as a result of the dedicated bus lanes in combination with narrowing of the roadway at bus stations via curb extension.

- The DEIR showed cross sections but fails to identify locations where existing lane width is substandard and fails to analyze the potentially hazardous condition as a result of addition of dedicated bus lanes in the already congested and substandard travel lanes. City of Burbank requires minimum 10.5 feet travel lane and 12 feet curb lane where there is transit service. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, 3-56

particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections. Should curb parking be modified to provide a dedicated bus lane or queue jump, the project DEIR should analyze how these elements may reduce travel lanes below 10.5 feet, curb lanes below 12 feet. 3-56 Cont.

For additional information or questions, please contact Vikki Davtian, Principal Engineer – Traffic, at (818) 238-3922. 3-57

Checked by: Vikki Davtian Date: November 30, 2020

FIELD SERVICES

General Comments:

Utilities and Service Systems:

- The proposed project would utilize electric-powered vehicles, which may require recharging using electrical networks. The project should analyze the potential to create electrical system impacts associated with powering required transit vehicle charging stations located in the City of Burbank. 3-58

- The proposed project would potentially conflict with, or require the relocation/reconstruction of, storm water drainage facilities in roadways along the project's alignment. The Project DEIR should analyze the project's impact of City and County storm water facilities within the project alignment. 3-59

- The unique nature of a BRT project, whereby a regional transit agency constructs capital improvements and operates transit vehicles on public infrastructure owned by another agency, could result in additional impacts to City of Burbank public service systems. In particular, the project DEIR should identify impacts to roadway maintenance of local streets including the increased maintenance needed for pavement, signage, striping, station maintenance, lighting, and other roadway infrastructure used by the project and owned and maintained by the City. Also, the DEIR should analyze right-of-way impacts to land adjacent to streets along the alignment, including any land acquisition required for stations or roadway widening. Also, the City seeks clarification on whether public easements necessary for the project will be required within City right of way. 3-60

Transportation:

- Refer to attached letter. 3-61

For additional information or questions, please contact Public Works Field Services at (818) 238-3800.

Checked by: John Molinar Date: November 23, 2020

COMMENT LETTER 4

CITY OF GLENDALE, CALIFORNIA
Community Development
Planning

633 E. Broadway, Suite 103
Glendale, CA 91206-4311
Tel. (818) 548-2140 Fax (818) 240-0392
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December 28, 2020

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-6
Los Angeles, CA 90012

RE: Comments on the North Hollywood to Pasadena Bus Rapid Transit Corridor Project Draft EIR

Dear Mr. Hartwell,

The City of Glendale appreciates this opportunity to comment on the above referenced project, relative to impacts within in the City of Glendale. We have reviewed the Draft Environmental Impact Report (EIR) and would like to formally submit the following comments concerning the adequacy of the DEIR to address the D (project) segment along Glenoaks Boulevard from Alameda Avenue to Central Avenue and surrounding neighborhoods in the West Glendale Community Plan Area as well as other areas throughout Glendale. 4-1

The following comments address the Areas of Controversy and Issues to be Resolved identified in the DEIR (ES.13):

i) **Loss of travel lanes:** Under the proposed project, travel lanes would be converted into BRT lanes along Glenoaks Boulevard.
ii) **Medians:** Under the proposed project, median modifications would also occur at intersections along Glenoaks Boulevard. 4-2

To mitigate these issues, the City of Glendale requests that Metro:

1. **INCLUDE GRANDVIEW STATION as part of the project, not as an option.** The City of Glendale supports stations at Alameda Avenue, Western Avenue and Pacific Avenue. However, the Pacific Avenue and Western Avenue stations are nearly two miles apart, leaving a large percentage of West Glendale residents and employee without adequate transit access. A station at Grandview will:
   i) Provide direct connectivity within a half mile walk to Kenneth Village and the Disney and Dreamworks campuses.
   ii) Serve numerous community assets and destinations including nearby schools and Pelanconi Park.
   iii) Increase transit ridership. There are numerous long-term redevelopment sites within proximity to a Grandview station that can include transit-supportive uses. 4-3
2. **INCLUDE PROTECTED BIKE LANES along Glenoaks Boulevard as part of the project planning, design, public review, funding, and implementation.** Protected bike lanes and station are consistent with the project goals and objectives set forth by Metro, to: 4-4

i) Enhance local mobility benefits, and to help justify the tradeoffs associated with the lane conversion and median modifications.
ii) Provide convenient first/last mile access to local/regional activity/employment centers, enhanced connectivity to the regional transit network, supporting healthy communities, and supporting the implementation of community plans, many of which have been prepared at the local and regional level.

4-4 (cont.)

The City is currently engaged in the preparation of a West Glendale Sustainable Transportation and Land Use Study. As part of the Study, preliminary protected bike lane options and preliminary analysis have been developed that include Metro's planned BRT center running bus lanes, station locations, and median modification concepts.

4-5

The North Hollywood to Pasadena BRT project should utilize these Study products as a starting point. As a next step, the City requests that Metro collaborate with City staff to refine, analyze, and garner public input concerning Glenoaks protected bike lanes. Key tasks include:

1. **Refine preliminary protected bike lane options and select a preferred design.**

   Preliminary concepts (please see **Attachment A**) demonstrate that protected bike lanes (curb adjacent or median adjacent) are feasible from a geometric perspective and could be implemented with minimal change to the BRT stations and bus lanes and without further change to the median and ultimate Glenoaks travel and parking lane configurations. The only significant change is the location of the bike lanes. Moreover, the proposed protected bike lanes have minimal impacts to signal timing and vehicle or transit delay.

4-6

2. **Refine protected intersection bike lane options at all major intersections, including where BRT stations are planned at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue.**

   Protected intersections will help enhance safety and comfort by limiting conflicts between different modes. The preliminary protected intersection concept is spatially and operationally feasible (please see **Attachment B**). This preliminary analysis reflects minimal adjustments to existing signal timing and preserving future geometries with the North Hollywood to Pasadena corridor project implementation. Additional analysis and design is required to resolve:

   i) Pedestrian signal timing issues:
      - Glenoaks Boulevard is currently timed to allow to be crossed by walkers in two stages, with pushbuttons and pedestrian signal heads in the median.
      - The City of Glendale requests maintaining the two-stage crossing and pedestrian push buttons in the median.
   ii) Left-turn phasing issues:
      - With the current phasing and geometry, eastbound/westbound lefts on Glenoaks Boulevard can operate concurrently.
      - The center-running bus option would push the left-turn pockets closer to the curb requiring wider turns and preliminary auto turn analysis (please see **Attachment C**) shows the new geometry results in conflicting eastbound/westbound left-turn movements on Glenoaks Boulevard and that these movements can no longer operate concurrently. Metro needs to clarify operations of left-turn phasing to address this issue.

4-7

3. Ensure all existing median walking and biking crossings are preserved and the study providing additional crossings.

While the City supports the BRT project that brings more walkers and bikers to the corridor, the introduction of the center running transit lane will make intersection operations more complex and make it harder to cross the street at unmarked crossings along the corridor.

i) Spacing: In light of future changes and Metro's stated objectives for the project, maintaining regular spacing that serves pedestrian generators and is consistent with best practices at crossings between 500-750 feet, the City of Glendale requests that Metro should consider enhancements to midblock crossings that are more compatible with the proposed changes, this would include:
   - Relocate the crossing at Irving Avenue to Thompson Avenue.
   - Explore relocating and/or adding signalized crossings between Pacific Avenue and Grandview Avenue.

4-8

Comments to this point are not only relevant to the operational considerations, but also play a role in determining CEQA impacts as the extent to which these features are incorporated will affect the VMT reduction potential. Furthermore, Appendix G questions pertaining to consistency with policies and the potential for geometric hazard require further study of the topics listed above. The City of Glendale appreciates your review and responses to the comments above and looks forward to partnering in bringing this project to fruition.

4-9

ADDITIONAL COMMENTS

1. Proposed BRT will turn from Central to Broadway or Colorado. Streetcar preferred alignment is on Brand north of Colorado and on Central to the south, so there is generally no direct conflict. However, how the Streetcar will transition from Brand to Central in the southbound direction needs further study. The Streetcar could use Colorado to do this. Therefore, if the BRT selects Colorado over Broadway further coordination on the segment of Colorado between Central and Brand would be required.

4-10

2. Whether BRT is on Broadway or Colorado, location and design of stops at Central should be coordinated with Streetcar to facilitate passenger transfers, particularly taking into consideration the major generator of the Americana between Broadway and Colorado.

4-11

3. Transportation Mitigation measures TRA-2, TRA-3, and TRA-4 should clarify intent and difference between a Traffic Management Plan, and Temporary Traffic Control Plans. The Traffic Management Plan should follow Caltrans Transportation Management Plan Guidelines. Temporary Traffic Control Plans should follow be compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as indicated in TRA-2,3 and 4. This project should include a Traffic Management Plan and associated Temporary Traffic Control Plans to address the construction traffic impacts during construction.

4-12

4. The Proposed Project Scenario E1, on Broadway, reduces the vehicular traffic lanes to one in each direction, making it necessary to implement left-turn pockets at intersections. Many existing cross streets along Broadway do not contain left-turn pockets from Broadway onto the side street. Short block lengths may limit opportunity to transition properly for implementation of left turn pockets, and may lead to extensive loss of on-street parking along the Broadway corridor. This issue should be noted and addressed accordingly in Proposed Project Scenario E1.

4-13

5. Central Avenue Proposed Project Scenario E1 should continue Bus mixed flow travel lanes to Doran Street due to existing traffic congestion at the 134 interchange. 4-14
6. Geometric impacts for left-turning vehicles at signalized cross streets on Glenoaks Boulevard should be evaluated for Proposed Project Scenario D. 4-15
7. Existing signalized pedestrian crossing signals along Glenoaks Boulevard, particularly at the signalized "T" intersections such as Elm Ave, Irving Ave, Justin Ave, and Rosedale Ave, shall be maintained. 4-16
8. The proposed Project should not downgrade any existing bicycle facilities (e.g., from Class 2 to Class 3) or restrict future construction of Class 4 bicycle facilities where currently deemed feasible. 4-17
9. The EIR should include a discussion on what would become of the shared lane markings ("sharrows") that currently exist along Broadway or any other route where the BRT is proposed to run. How would bicycles continue to use these streets safely. 4-18

If you have any questions regarding these comments please, contact me at (818) 937-8156 or via email at ekrause@glendaleca.gov.

Sincerely,



Erik Krause
Deputy Director of Community Development

Cc: Philip Lanzafame, Director of Community Development
Bradley Calvert, Assistant Director of Community Development
Yazdan Emrani, Director of Public Works

CITY OF GLENDALE
METRO NOHO TO PASADENA TRANSIT CORRIDOR COMMENTS
ATTACHMENT A

GLENOAKS BOULEVARD PROTECTED BIKE LANE CONCEPTS

Two conceptual corridor concepts have been prepared. Typical block, intersection and mid-block crossing are provided for both options. An assessment based on the West Glendale projects is provided.

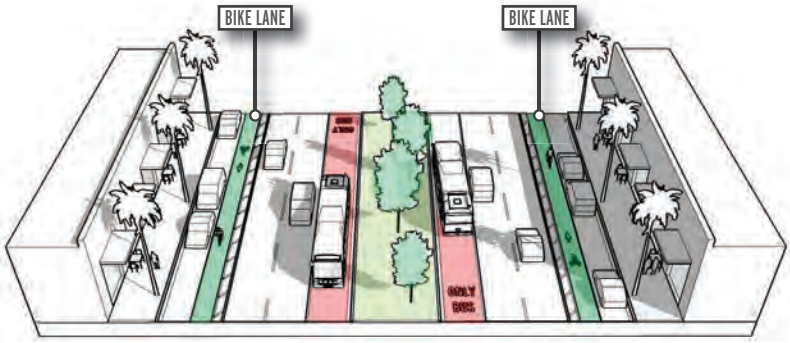
BRT ROUTE SEGMENT D CONCEPTUAL REVISIONS

The Glenoaks protected bikeway concepts generally conform to the Metro design in as much as they maintains the existing curb lines and median and locations of BRT lanes and stations as indicated in the DEIR.

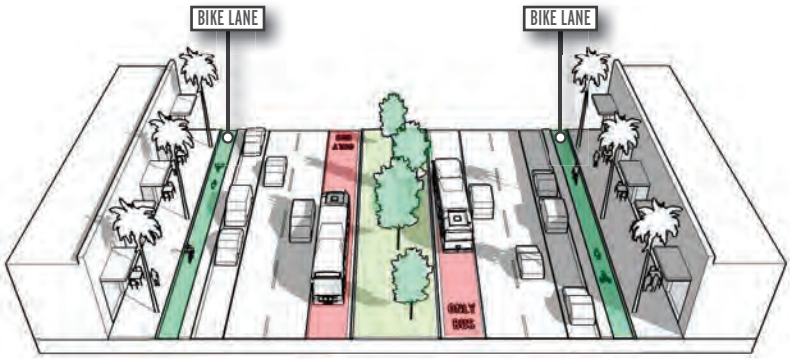
The proposed bike facilities deviate from this plan in two ways.

- The 'Parking Lane Protected Bike Lane' Option locates them directly adjacent to the curb
- The Center Running/ Median Adjacent Protected Bikeway locates them between proposed BRT lanes and the existing median.

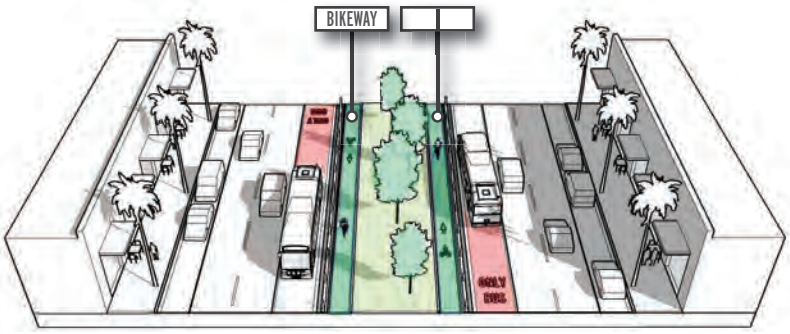
DEIR BIKE LANE



OPTION: CURB PROTECTED BIKE LANE



OPTION: CENTER RUNNING MEDIAN ADJACENT BIKEWAY



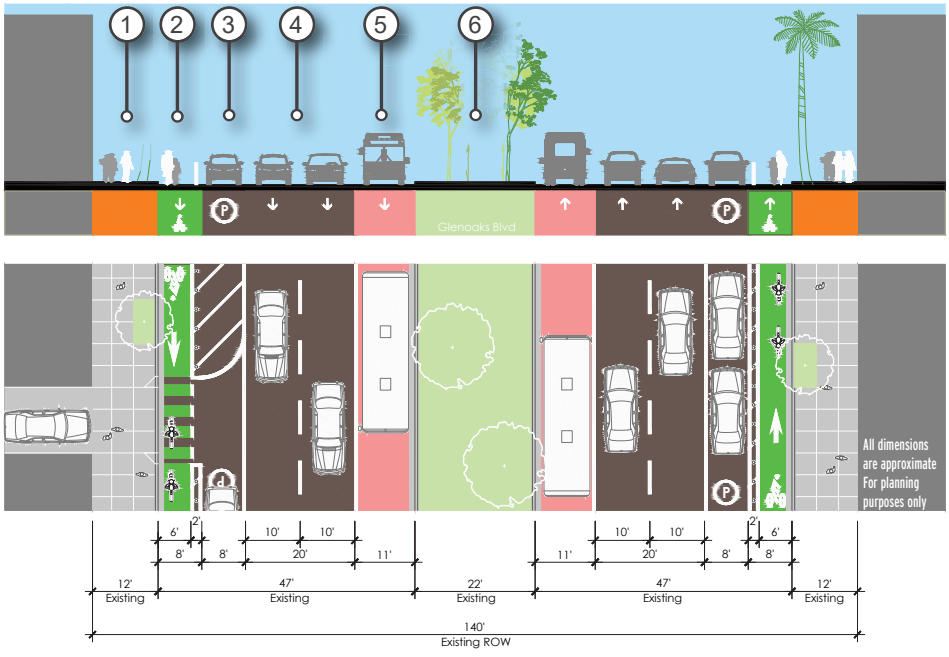
TYPICAL PROTECTED BIKEWAY OPTIONS

PARKING PROTECTED TYPICAL CONCEPT

A curb-adjacent parking protected bikeway locates bicycles between existing curbs and street parking. Section diagram shows typical conditions at a commercial node, where buildings are built to the edge of the right of way and ground floor uses are commercial. In residential segments, sidewalks will be 8 feet with a landscaped strip adjacent to the curb. Bike lanes are protected by a striped 'door zone' buffer with closely spaced bollards. Where parking does not exist a buffer is provided between cyclists and travel lanes. The buffer should be striped as indicated. Where driveways exist, striping indicates bike lane crossing. All dimensions are approximated for planning purposes only.

1. Existing Sidewalks are not changed but should be enhanced with additional canopy trees,street furniture and sidewalk lighting.
2. Protected bike lanes located on the north side and south side of Glenoaks Blvd. Green pavement markings are suggested throughout. They are protected by a 'door zone' consisting of striping and bollards.
3. Parking is located between bike lane and travel lanes
4. Two travel lanes are provided, consistent with the BRT concept plan.
5. Busway is located next to the median, consistent with the BRT concept plan.
6. Existing median is not changed but should have enhanced landscaping.

SECTION



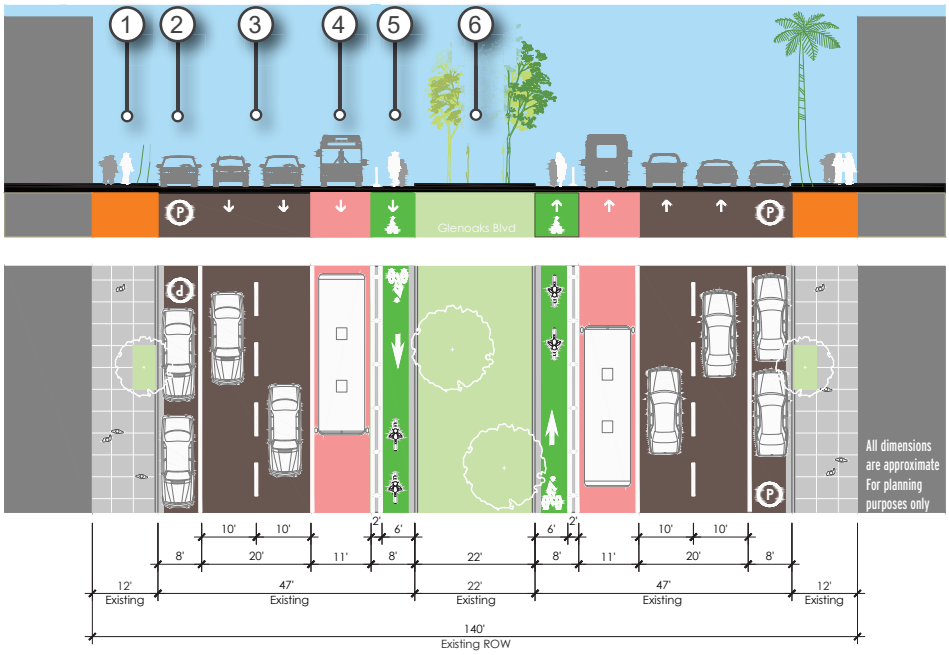
TYPICAL PROTECTED BIKEWAY OPTIONS

CENTER RUNNING MEDIAN ADJACENT TYPICAL CONCEPT

Section diagram shows typical conditions at a commercial node, where buildings are built to the edge of the right of way and ground floor uses are commercial. In residential segments, sidewalks will be 8 feet with a landscaped strip adjacent to the curb. A center running, median adjacent protected bikeway places bike lanes between existing medians and proposed BRT lanes. Bike lanes are separated from BRT lanes by an extruded concrete curb, with closely spaced bollards. The eastbound and westbound lanes join at intersections to form short segments of bi-directional bikeway. Existing mid-block crossings should be maintained and additional mid-block crossings are suggested. Existing driveways and curbside parking are unchanged. All dimensions are approximated for planning purposes only.

1. Existing Sidewalks are not changed but should be enhanced with additional canopy trees,street furniture and sidewalk lighting.
2. Parking is unchanged from present configuration
3. Two travel lanes are provided, consisent with the BRT plan.
4. Busways are provided consistent with the BRT plan, but located approximately 8' outboard of existing median on both sides.
5. Protected Bike Lanes are provided on the north and south sides of the median. Where medians are not present, at intersections, bike lanes form of a bi-directional bikeway.
6. Existing median is not changed but would have enhanced landscaping.

SECTION



CITY OF GLENDALE

METRO NOHO TO PASADENA TRANSIT CORRIDOR COMMENTS

ATTACHMENT B

The following pages display Synchro intersection level of service outputs that are intended to reflect future conditions at Western Avenue and Glenoaks. This is a key intersection with multimodal activity that will increase with the proposed transit corridor project and will be used as the discussion example for the corridor until more information is made available by Metro.

What these sheets demonstrate is that based on forecast of future volumes and lane configurations with the transit corridor project, the inclusion of a protected intersection and phasing for an exclusive bicycle or pedestrian phase is not detrimental to intersection operations and can be compatible with BRT service on the corridor.

The lane configurations at this location are based on the drawings that demonstrate geometric feasibility.

Until Metro releases more details on design and operations for us to conduct further review and analysis, we request Metro review and consider the requested modifications for Glenoaks Boulevard.

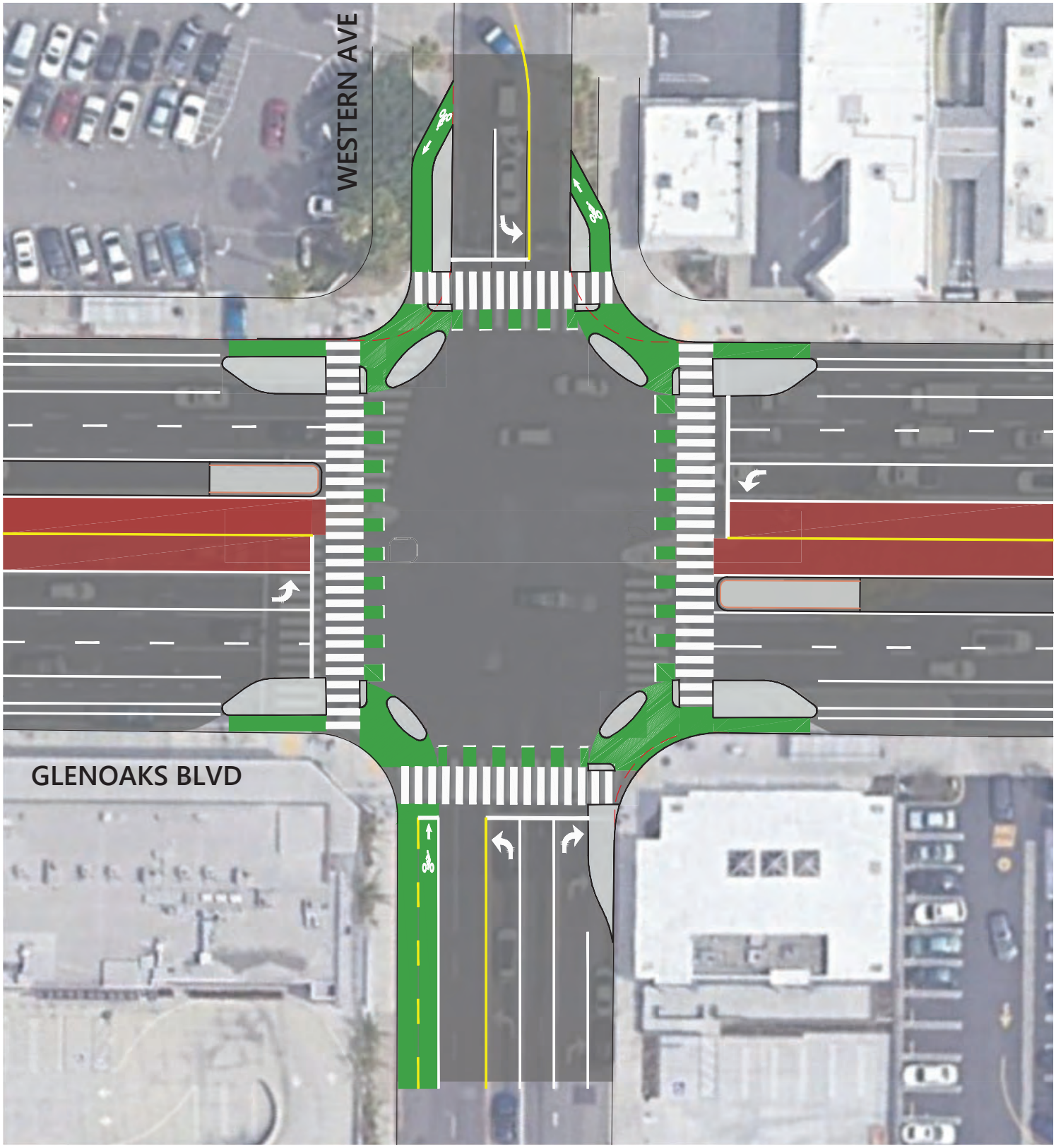
Analysis Summary

The table below shows the future forecast intersection level of service based on estimated future volumes and changes to intersection lane configurations. This analysis was performed through the following steps:

- Future no project conditions: Use City of Glendale's Travel Demand Forecasting Model (TDFM to forecast future no project volumes and lane configurations at key intersections in the future no project scenario
    - This scenario includes the Noho to Pasadena Transit Corridor Project which is a baseline improvement assumed to be in place prior to the Project (the Project would introduce protected bike lanes to the corridor)
    - Changes are expected to occur to the east/westbound approaches of Glenoaks which currently provide one left-turn lane, two through lanes, and one through/right-turn lane and with the center-running BRT concept would in the future provide one left-turn lane, one through lane, and one shared through/right-turn lane (one through travel lane is converted to the bus lane and these assumptions cannot be verified until Metro provides details on their corridor analysis)

- Future with project conditions: Using the same future volumes from the City's TDFM as the no project condition, the Project would introduce protected bike lanes along the corridor and protected intersections at major intersections with proposed transit corridor stops, such as Western Avenue and Pacific Avenue
    - Based on a spatial analysis and conceptual design (see attached concept plans) the inclusion of protected bike lanes and protected intersections is feasible
    - In addition to being feasible, the new lane configurations allow Metro and the City of Glendale to maintain the analyzed lane configurations with the transit corridor project, thereby not degrading LOS and transit operations
- Future with project with a bike phase: This analysis builds upon prior scenarios by testing a separate bicycle phase
    - The intersections can be designed so that bikes use the pedestrian phase, or they can be designed so that bicycles can proceed on a separate phase at some locations
    - Based on the summary results below for this preliminary analysis, the request to include a protected bike facility was tested with a separate bicycle phase and found minimal delay increases with the extension of the signal cycle length. Glendale looks forward to discussing this option with Metro staff.

NO.	INTERSECTION	PEAK HOUR	FUTURE + PROJECT		FUTURE + PROJECT W/ BIKE PHASING		DELAY INCREASE
			Delay	LOS	Delay	LOS	
1	Western Avenue	AM	80.3	F	85.6	F	5.3
	Glenoaks Boulevard	PM	114.7	F	123.4	F	8.7

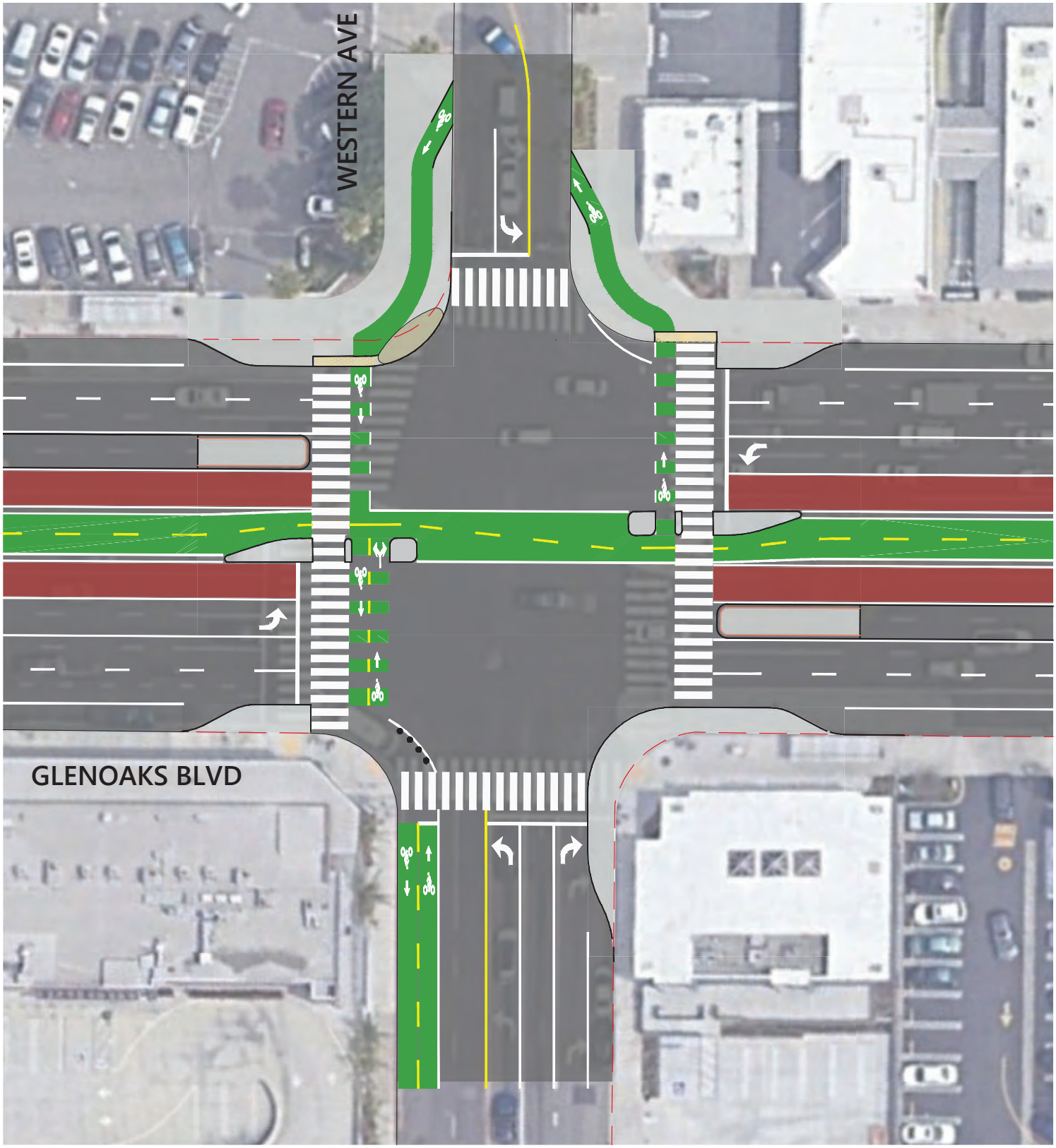


N

N.T.S.

Protected Curb Adjacent Intersection Layout
Glenoaks Blvd & Western Ave

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



N

N.T.S.

Protected Median Running Intersection Layout
Glenoaks Blvd & Western Ave

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

HCM 6th Signalized Intersection Summary
1: Western Ave & Glenoaks Bl

12/18/2020



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	170	1050	150	330	660	40	140	170	160	120	420	20
Future Volume (veh/h)	170	1050	150	330	660	40	140	170	160	120	420	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	1105	158	347	695	42	147	179	168	126	442	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	1085	155	313	1387	84	138	409	346	142	393	17
Arrive On Green	0.12	0.35	0.35	0.18	0.41	0.41	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	1781	3122	445	1781	3405	206	1781	1870	1585	1781	1780	77
Grp Volume(v), veh/h	179	628	635	347	363	374	147	179	168	126	0	461
Grp Sat Flow(s),veh/h/ln	1781	1777	1790	1781	1777	1833	1781	1870	1585	1781	0	1857
Q Serve(g_s), s	12.0	42.3	42.3	21.4	18.5	18.5	9.4	10.1	11.3	8.5	0.0	26.9
Cycle Q Clear(g_c), s	12.0	42.3	42.3	21.4	18.5	18.5	9.4	10.1	11.3	8.5	0.0	26.9
Prop In Lane	1.00		0.25	1.00		0.11	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	207	618	622	313	724	747	138	409	346	142	0	410
V/C Ratio(X)	0.87	1.02	1.02	1.11	0.50	0.50	1.07	0.44	0.48	0.89	0.00	1.12
Avail Cap(c_a), veh/h	309	618	622	313	724	747	138	409	346	142	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	39.7	39.7	50.2	26.8	26.9	56.1	41.1	41.6	55.5	0.0	47.4
Incr Delay (d2), s/veh	10.8	40.5	41.4	83.0	1.2	1.1	96.2	1.1	1.5	44.0	0.0	82.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	25.1	25.4	16.7	8.0	8.3	7.9	4.8	4.6	5.6	0.0	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	80.2	81.1	133.2	28.0	28.0	152.3	42.1	43.1	99.5	0.0	129.8
LnGrp LOS	E	F	F	F	C	C	F	D	D	F	A	F
Approach Vol, veh/h		1442			1084			494			587	
Approach Delay, s/veh		78.5			61.7			75.2			123.3	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	47.7	14.0	34.0	18.7	55.0	14.3	33.7
Change Period (Y+Rc), s	4.6	5.4	4.6	7.1	4.6	5.4	4.6	7.1
Max Green Setting (Gmax), s	21.4	42.3	9.4	26.9	21.1	42.6	9.7	26.6
Max Q Clear Time (g_c+I1), s	23.4	44.3	11.4	28.9	14.0	20.5	10.5	13.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	8.6	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	80.3
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: Western Ave & Glenoaks Bl

12/18/2020



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	230	1180	110	380	1230	80	250	440	260	130	240	30
Future Volume (veh/h)	230	1180	110	380	1230	80	250	440	260	130	240	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	242	1242	116	400	1295	84	263	463	274	137	253	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1085	101	299	1342	87	196	460	389	139	353	39
Arrive On Green	0.10	0.33	0.33	0.17	0.40	0.40	0.11	0.25	0.25	0.08	0.21	0.21
Sat Flow, veh/h	1781	3286	306	1781	3388	219	1781	1870	1585	1781	1654	183
Grp Volume(v), veh/h	242	670	688	400	678	701	263	463	274	137	0	281
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1831	1781	1870	1585	1781	0	1837
Q Serve(g_s), s	12.4	40.2	40.2	20.4	45.3	45.6	13.4	29.9	19.2	9.3	0.0	17.3
Cycle Q Clear(g_c), s	12.4	40.2	40.2	20.4	45.3	45.6	13.4	29.9	19.2	9.3	0.0	17.3
Prop In Lane	1.00		0.17	1.00		0.12	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	181	587	600	299	704	725	196	460	389	139	0	393
V/C Ratio(X)	1.33	1.14	1.15	1.34	0.96	0.97	1.34	1.01	0.70	0.99	0.00	0.72
Avail Cap(c_a), veh/h	181	587	600	299	704	725	196	460	389	139	0	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	40.8	40.8	50.7	35.9	36.0	54.2	45.9	41.9	56.0	0.0	44.4
Incr Delay (d2), s/veh	182.6	82.8	84.5	173.7	25.4	25.7	183.6	43.9	6.2	71.6	0.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	30.8	31.8	23.5	24.2	25.1	16.0	19.4	8.2	7.0	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	237.3	123.6	125.3	224.4	61.3	61.6	237.7	89.8	48.0	127.7	0.0	51.1
LnGrp LOS	F	F	F	F	E	E	F	F	D	F	A	D
Approach Vol, veh/h		1600			1779			1000			418	
Approach Delay, s/veh		141.5			98.1			117.3			76.2	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	45.6	18.0	33.1	17.0	53.6	14.1	37.0
Change Period (Y+Rc), s	4.6	5.4	4.6	7.1	4.6	5.4	4.6	7.1
Max Green Setting (Gmax), s	20.4	40.2	13.4	26.0	12.4	48.2	9.5	29.9
Max Q Clear Time (g_c+I1), s	22.4	42.2	15.4	19.3	14.4	47.6	11.3	31.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	114.7
HCM 6th LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	170	1050	150	330	660	40	140	170	160	120	420	20
Future Volume (vph)	170	1050	150	330	660	40	140	170	160	120	420	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3473		1770	3509		1770	1863	1583	1770	1850	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3473		1770	3509		1770	1863	1583	1770	1850	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	1105	158	347	695	42	147	179	168	126	442	21
RTOR Reduction (vph)	0	6	0	0	2	0	0	0	131	0	1	0
Lane Group Flow (vph)	179	1257	0	347	735	0	147	179	37	126	462	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	16.9	40.7		21.4	45.2		9.4	26.5	26.5	9.8	26.9	
Effective Green, g (s)	16.9	40.7		21.4	45.2		9.4	26.5	26.5	9.8	26.9	
Actuated g/C Ratio	0.14	0.33		0.18	0.37		0.08	0.22	0.22	0.08	0.22	
Clearance Time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	245	1161		311	1303		136	405	344	142	408	
v/s Ratio Prot	0.10	c0.36		c0.20	c0.21		c0.08	0.10		0.07	c0.25	
v/s Ratio Perm									0.02			
v/c Ratio	0.73	1.08		1.12	0.56		1.08	0.44	0.11	0.89	1.13	
Uniform Delay, d1	50.2	40.5		50.2	30.4		56.1	41.2	38.1	55.4	47.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.3	51.8		85.9	0.9		100.5	1.1	0.2	43.4	86.0	
Delay (s)	59.5	92.3		136.1	31.3		156.6	42.3	38.3	98.8	133.4	
Level of Service	E	F		F	C		F	D	D	F	F	
Approach Delay (s)		88.2			64.9			74.9			126.0	
Approach LOS		F			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	85.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	121.7	Sum of lost time (s)	25.3
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	230	1180	110	380	1230	80	250	440	260	130	240	30
Future Volume (vph)	230	1180	110	380	1230	80	250	440	260	130	240	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3494		1770	3507		1770	1863	1583	1770	1831	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3494		1770	3507		1770	1863	1583	1770	1831	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	242	1242	116	400	1295	84	263	463	274	137	253	32
RTOR Reduction (vph)	0	3	0	0	2	0	0	0	127	0	2	0
Lane Group Flow (vph)	242	1355	0	400	1377	0	263	463	147	137	283	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	12.4	39.6		19.4	46.6		13.4	29.8	29.8	9.6	26.0	
Effective Green, g (s)	12.4	39.6		19.4	46.6		13.4	29.8	29.8	9.6	26.0	
Actuated g/C Ratio	0.10	0.33		0.16	0.38		0.11	0.24	0.24	0.08	0.21	
Clearance Time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	180	1136		282	1342		194	456	387	139	391	
v/s Ratio Prot	0.14	c0.39		c0.23	0.39		c0.15	c0.25		0.08	0.15	
v/s Ratio Perm									0.09			
v/c Ratio	1.34	1.19		1.42	1.03		1.36	1.02	0.38	0.99	0.72	
Uniform Delay, d1	54.6	41.0		51.2	37.5		54.1	46.0	38.3	56.0	44.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	187.3	95.5		207.9	31.3		189.9	46.1	0.9	71.4	6.9	
Delay (s)	242.0	136.6		259.0	68.9		244.0	92.0	39.1	127.4	51.4	
Level of Service	F	F		F	E		F	F	D	F	D	
Approach Delay (s)		152.5			111.6			117.5			76.1	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	123.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	121.7	Sum of lost time (s)	25.3
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

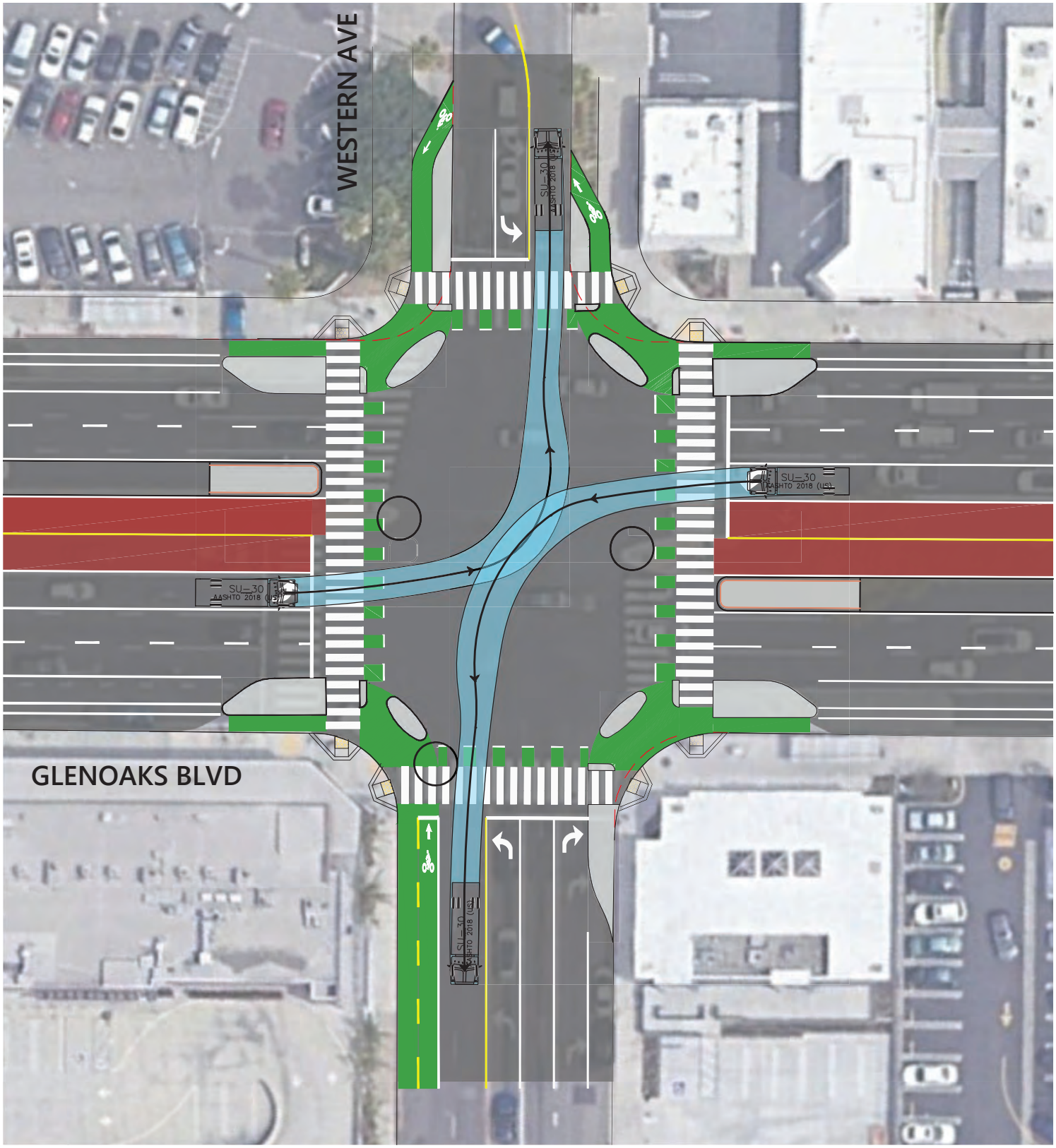
CITY OF GLENDALE

METRO NOHO TO PASADENA TRANSIT CORRIDOR COMMENTS

ATTACHMENT C

During review of feasibility for protected bike lane and intersection options, a review of potential future geometry was prepared. During this review two concerns became apparent for the City of Glendale:

1. Left-turns that can currently operate concurrently may conflict. How will this be operated in the future needs to be resolved.
2. Signal timing and infrastructure allow pedestrians to stop in the median. How this may be affected by center running transit needs to be resolved.



N

N.T.S.

Protected Intersection Layout - Left-Turns
Glenoaks Blvd & Western Ave

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

COMMENT LETTER 5

CITY OF LOS ANGELES

CALIFORNIA

Seleta J. Reynolds
GENERA MANAGER

ER C GARCETT
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

December 28, 2020

Scott Hartwell
Project Manager
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, California 90012

NORT HOL LYWOOD TO PASADENA BUS RAP D TRANS T CORRIDOR PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (DE R) – ADOT REV EW / CO ENTS

Dear Mr. Hartwell:

The City of Los Angeles Department of Transportation (LADOT), in collaboration with the Department o City Planning (LACP). and the Bureau of Street Services (Streets LA), appreciates the opportunity to review the Draft Environmental Impact Report (EIR), dated October 2020, for the proposed North Hollywood to Pasadena Bus Rapid Transit Corridor Project. As cited in the project description, the Project would extend approximately 18 miles from the western terminus at the North Hollywood station for the Metro B/G (Red/Orange) Lines to the eastern terminus at Pasadena City College in Pasadena. The portions of the project alignment that fall specifically within the jurisdiction o the City o Los Angeles have been identified in the project report as segments A and F and consist o the following roadways:

5-1

- Segment A
  - Alignment A1: Chandler Avenue between Lankershim Boulevard and Vineland Avenue, and Vineland Avenue between Chandler Avenue and ankershim Boulevard/Camarillo Street
  - Alignment A2: Lankershim Boulevard between Chandler Boulevard and State Route (SR) 134
- Segment F
  - Alignment F1 and F2: Colorado Boulevard between West Broadway and SR 134

In response to the information and suggested alignment for the proposed project, LADOT offers the following comments and recommendations.

TRANSPORTAT ON ANALYS S

As previously noted in our response to the project's Notice of Preparation (NOP), dated August 13, 2019, LADOT revised its review procedures to comply with recent changes to the California Environmental Quality Act (CEQA) Guidelines pursuant to Senate Bill (SB) 743. LADOT relies on comprehensive

5-2

performance metrics that align with the City's Mobility Plan 2035 to ensure that important safety and accessibility needs are met in addition to the environmental goals captured in the new CEQA emphasis on vehicle miles traveled (VMT). LADOT also recently published an update of its Transportation Assessment Guidelines (TAG), which aims to provide clarity on methodologies, and distinction between impact categories that are required by CEQA from the analyses (non-CEQA) applied to address access, circulation, and safety concerns. 5-2 (cont.)

CEQA ANALYSIS

As noted in the project report, Section 2.3 of the LADOT Transportation Assessment Guidelines provides screening criteria, impact criteria and a method for determining if a transportation project would induce additional vehicle miles travelled (VMT) and, in accordance with this direction, noted that *"LADOT believes transit and active transportation projects that reduce roadway capacity generally reduce VMT and are presumed to cause a less-than-significant impact on transportation"*. The report also further noted that, *"LADOT does not require an induced travel analysis for transit projects and roadway capacity reducing projects."* While ADOT is in general agreement with the consideration o this directive, it should also be noted that LADOT's TAG (Section 2.1) states that a Proposed Project would have a significant impact related to transportation if it would "conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities." 5-3

Again, as previously noted in our response, dated August 13, 2019, to the project NOP, a conflict or inconsistency could result if the project proposes eatures that would obstruct the ability of the City to implement the policies and programs of the Mobility Plan 2035, which include implementing designated modal priority networks. As an example, if the BRT project includes a corridor that is designated along a bicycle network, the analysis should reference Policy 2.9, Multiple Networks to evaluate if the project includes features that either prohibit or permit the City to achieve multiple network priorities that address the safety, and comfort or vulnerable road users. The project report has appropriately acknowledged this potential impact, in its discussion of the F2 proposed project alignment option and proposes a future convening with appropriate ADOT staff as mitigation (TRA-5) in order to resolve conflicts and identify an operational configuration that can best integrate bicycle and BRT facilities. While LADOT accepts this mitigation proposal, it should be noted that all such elements required to achieve this mitigation shall become full responsibilities of the project and approved by LADOT prior to final project design.

When the City Council adopted the Mobility Plan 2035, the City adopted a mitigation monitoring program (Attachment 1) when it certified the environmental impact report pursuant to Section 15094(b)(6) and 15097 of the Cali ornia Code of Regulations. Since the proposed North Hollywood to Pasadena Bus Rapid Transit Corridor Project implements the Mobility Plan 2035 policies and programs in installing a portion of the transit enhanced network (TEN), Metro is responsible for implementing the relevant portions of the mitigation monitoring program that would apply to the project. LADOT requests a project coordination meeting to identify roles and responsibilities in implementing and monitoring mitigation measures that would apply from the Mobility Plan 2035. Contact David Somers, LADOT at david.somers@lacity.org. 5-4

Furthermore, since the release of the NOP, the Governor signed into law Senate Bill 288, which statutorily exempts a broader class of projects from CEQA that are defined as 'Transit prioritization projects'. Section 21080.25.(a)(7) of Public Resources Code defines Transit prioritization projects. LADOT defers to the CEQA Statute in determining how the project is subject to CEQA. 5-5

NON-CEQA ANALYSIS

Again, as previously noted in our response to the project NOP, the adoption of the Mobility Plan 2035 committed the City to continue to communicate to the public the consequences of any major proposed changes to the City's right-o -way that carries out the Plan's vision. LADOT's communication practice relies on evaluating the potential delay, in addition to other metrics where general purpose lanes are to be reduced along streets within the Project-chosen alignment. Therefore, should the final proposed project result in a general purpose lane reduction, a thorough review of the potential effect of said reduction would have on the adjacent street network will be required. 5-6

A IGN ENT CONSIDERATIONS

As previously noted, the project report has identified two street running options for both the A and F segments of the proposed alignment that fall within the jurisdiction of the City o Los Angeles. With respect to both o these segments, LADOT submits the following comments:

Alignment/Configuration A1

As noted in the project report, this alignment/configuration is identified as the preferred option for the proposed project and LADOT concurs with this proposal. Although this option of the alignment is projected to result in a slightly longer travel time and slightly higher implementation cost, unlike option A2, which would require a reduction in the number of through lanes on ankershim north of Camarillo Street, this option retains all existing through lanes and also proposes a Class IV cycle track for bicycles along Vineland Avenue and is therefore better suited to serve the multi-modal objectives that are the prime initiative of the Mobility Plan 2035. 5-7

As proposed, A1 involves the addition of a "buffer" to the bicycle lanes on both sides of Chandler Boulevard (westbound, between Fair Avenue and Vineland Avenue, and eastbound between Lankershim Boulevard and Vineland Avenue). LADOT is currently planning enhancements to the existing Class II bicycle lanes on Chandler Boulevard between Lankershim and Vineland Avenue. Should A1 be selected as the final alignment, LADOT requests that design development or this segment and the intersection o Chandler Boulevard and Vineland Avenue be coordinated closely with LADOT to ensure design of the Proposed Project best integrates these enhancements and achieves the goals of Mobility Plan 2035. 5-8

LADOT recommends that Metro convene the design working group required by Mitigation Measure TRA-5 prior to the Final Design phase to ensure project design responds adequately to the potential conflicts and strategies identified by the working group. The working group shall consider all Proposed Project alignment segments with existing or planned bicycle and pedestrian facilities and shall ensure that existing facilities are at minimum maintained or enhanced, or that alternative active transportation connections are considered prior to removal or downgrading of existing bicycle facilities. 5-9

Should option A2 be selected as the preferred alignment for the project, please note that LADOT will require the preparation of a supplemental analysis, per the non-ceqa directives of the LADOT TAG, as the means to fully disclose the potential affect this alignment would have on the adjacent street system. 5-10

Alignment/Configuration F1

As noted in the project report, configuration F2 is identified as the preferred option for the proposed project, which would require the conversion of an existing exclusive bicycle facility to a shared bus/bicycle lane. However, as previously noted in the analysis discussion above and, as acknowledged in 5-11

the project report impact analysis, the conversion of the existing Class II bike lane to a multi-modal lane would be inconsistent with the Mobility Plan 2035 by degrading the travel experience for bicycle riders. 5-11 (cont.)

In response to this finding the project has suggested the convening of appropriate LADOT staff prior to final project design as mitigation (TRA-5) in order to resolve conflicts and identify an operational configuration that can best integrate bicycle and BRT facilities. However, while ADOT is in general agreement with the suggested mitigation, it is recommended that this action also be applied to option F1. The F1 configuration generally removes parking on the north side o the street to provide a curb-running bike lane. As proposed, this requires narrowing existing bike lanes and the removal of an existing curb extension at Colorado Boulevard and Glen Iris Avenue while also conflicting with future planned curb extensions along Colorado Boulevard. Since Colorado Boulevard is designated in multiple Mobility Plan 2035 networks, including as a Pedestrian Enhanced District (PED), it is necessary to explore how to best achieve the Mobility Plan 2035 goals and potential mitigations across all alignment options. A full exploration o the F1 configuration, and any similar suggested configurations that may arise from the DEIR process should be evaluated prior to considering the removal or degrading of existing bike facilities and pedestrian infrastructure. 5-12

CEQA IMPACT

Const uction

The project report has identified potential Transit, Roadway, Pedestrian, and Bicycle construction impacts and has suggested mitigation for said impacts via the preparation of a Traffic Management Plan (TMP), to be developed in coordination with the appropriate City staff. Therefore, in order to ensure that the appropriate coordination is given to this mitigation, the communication channel for this action can begin with LADOT's Metro Planning and Development Review Division via the office email address at ladot.devreview.cen@lacity.org. 5-13

Emergency Access

The project report has concluded that the proposed project would not result in a significant impact to emergency access. However, it should be noted that some of the project features, such as the left-turn access restriction proposed at the intersection of Lankershim Boulevard and Kling Street, could potentially limit emergency access. To ensure emergency access is adequately maintained LADOT recommends that the Metro project team consults the appropriate City o Los Angeles Fire Department (LAFD) staff and incorporate any needed design considerations. 5-14

oject Description; Biological esources; Cultural Resources; Aesthetics

The draft EIR should evaluate the potential biological impacts including proposed tree removals and impacts to green spaces within the project limits, e.g. Biological Resources, Aesthetics, Cultural Resources, etc., if applicable. The Project Description should include the estimated number of impacted trees and green spaces, as well as indicate the proposed replacement ratio. It should also examine ways to minimize tree removal impacts where feasible. It is highly recommended to consult with the Project Arborist and each City's Representative impacted during project planning /design to identify where tree removals can and cannot be avoided with project design features. *Contact Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.* 5-15

Aesthetics; Impact 3.2-2 perations; VIS-1 & VIS-2 Mitigations

City of Los Angeles policy requires all tree removals to be replaced on 2:1 basis for tree removals within the public right-of-way with a minimum o 3-year establishment period and on 4:1 basis for protected

private property trees. Replacement trees will be required onsite when possible. Replacement trees that cannot be placed directly in the Project area due to site conditions shall be applied within the public rights-of-way on an area-wide basis with concurrence of the Streets A. Planting of replacement trees outside the project limits shall be executed immediately following tree removals to achieve the bene its that trees provide without urther delay. *Contact David Olivo, LACP at david.olivo@lacity.org; or Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.*

The draft EIR or technical appendix should include a detailed itemized (by jurisdiction) tree survey and map for each of the areas impacted by city/jurisdiction, as well as its requirements (e.g. replacement ratios, etc.). Trees in the public right of way and easements in the City o Los Angeles are regulated under the Los Angeles Municipal Code (AMC), thus require a permit for planting, trimming, root pruning or removal including board hearing(s) and replacement as permit conditions. Trees in private property do not require a permit for trimming or planting but do require a permit for removal if the tree species is "protected tree" under LAMC Section 46.00 (Protected Tree Ordinance). These serve as City policy and as conditions o approval for projects to ensure consistency and the goals of preserving/protecting trees, increasing urban canopy cover, and improving urban sustainability per City of Los Angeles' Citywide General Plan Framework and the Mayor's Green New Deal for os Angeles. *Contact Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.* 5-15 (cont.)

Streets LA has concerns with the language that the DEIR includes regarding removed street trees which can be replaced with either a tree/shrub, though DEIR does state that the same species be planted unless approved otherwise by Streets LA. Streets LA would prefer language that states that street trees be replaced with trees of the same species unless otherwise required/approved by Streets A Urban Forestry Division (UFD) and that trees/shrubs removed from median islands be replaced by trees/shrubs of the same species unless otherwise required/approved by Streets LA UFD. All replacements shall be at a 2:1 ratio per the existing policy. It would help to mention forthcoming regulation that will be in effect by the time of construction regarding tree/shrub replacements. *Contact David Olivo, LAC at david.olivo@lacity.org; or Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.*

ACCESS/CIRCULAT ON (NON-CEQA) ANALYSIS

Parking Inventory

As has been noted in the various alignment and configuration discussions of the project report, in order to facilitate implementation, varying measures of on-street parking reduction will be required. Therefore, it should be noted that as part of the project final design process, all proposals for parking removal will require LADOT review and approval, and inasmuch as the determination o where parking removal will or will not be possible can significantly affect the final configuration of the project, a full inventory of the project's potential parking impact should be submitted to ADOT prior to the project final design process. Additionally, the Mobility Plan 2035 mitigation monitoring program requires that, prior to project decision, all businesses that may be directly affected by removal of on-street parking be notified of the project and the potential removal of on-street parking. 5-16

New T affic Control Measures

As noted in the project report, implementation o the proposed project would include the installation of several new traffic control measures in order to facilitate the introduction o new intersection movement operations required by the project. The new traffic control measures proposed under the project's preferred option A alignment, include the following: 5-17

- New traf ic signal at Vineland Avenue & Weddington Street and at Vineland Avenue & McCormick Street
- New pedestrian signal at Vineland/Huston
- New Traf ic signal at Lankershim Blvd & Kling Street

Prior to installation, all new traffic control measures must be reviewed and approved by the appropriate LADOT District Operations staff. Therefore, inasmuch as the determination of this review/approval process can significantly affect the final configuration of the project, a convening with the appropriate LADOT District office will need to be completed in conjunction with the project's final design process. 5-17 (cont.)

Project Review Requirements

As stated in the NOP, since the project would propose to allocate lanes to implement the Mobility Plan 2035, Metro will need to follow the applicable outreach and evaluation procedures as required by the Mobility Plan 2035 Settlement Agreement. Any requirements of the Mobility Plan 2035 Settlement Agreement that apply to the project does not imply that a project has additional impacts pursuant to CEQA. Contact David Somers, LADOT at david.somers@lacity.org to identify which outreach and evaluation procedures would apply to the Project. 5-18

CONC US ION

LADOT supports the proposed Project as an important regional network gap closure that can help reduce the State's overall greenhouse gas emissions and VMT. However, as noted previously in the various discussion areas cited above, there remain a number of access, safety, and circulation issues that need to be addressed prior to completing the final design for the project. There ore, in order to ensure the best possible strategy for fully addressing the potential impacts of this project, the Metro project team should engage LADOT and City staff to discuss the various comments provided in this review prior to moving forward with the development of the final environmental impact report. 5-19

If you have any questions, please contact me at eddie.guerrero@lacity.org.

Sincerely,

Edward Guerrero Jr.

Edward Guerrero Jr.
Senior Transportation Engineer

Attachment

c: Doug Mensman, Office of the Mayor
Nate Hayward, Council District 14
Roy Kim, Tim Fremaux, LADOT District Operations
udy Wong, LADOT Metro Programs
Randall Tanijiri, LADOT Permit & Plan Review
Clare Eberle, ADOT Active Transportation
ose Hernandez, LADOT Parking Meters Division
Ana Tabuena-Ruddy, StreetsLA (Streets LA)
David Olivo, A City Planning

4.0 ITIGATION MONITORING PLAN

Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097 require adoption of a Mitigation & Monitoring Plan (MMP) for all projects for which an Environmental Impact Report (EIR) has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180, which was enacted on January 1, 1989 to ensure the implementation of all mitigation measures adopted through the CEQA process. Specifically, PRC Section 21081.6 states that "...the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program]...shall be designed to ensure compliance during project implementation."

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in CEQA Guidelines Section 15097. However, specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the City of Los Angeles Mobility Plan 2035 (MP 2035 or proposed project) by the decision-maker. In response to established CEQA requirements, the MMP shall be submitted to the City of Los Angeles (Lead Agency) for consideration prior to certification of the EIR. Although the Lead Agency may delegate monitoring responsibilities to other agencies or entities, the Lead Agency "...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The MMP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the Draft and Recirculated Draft EIR and identified in the Final EIR. The MMP for the proposed project will be in place through the planning horizon of the Plan (2035) or until the Plan and EIR are updated again. The City of Los Angeles Department of City Planning (DCP) shall be responsible for administering the MMP activities or delegating them to staff, other City departments (e.g., Department of Building and Safety [DBS], Department of Public Works [DPW], etc.), consultants, or contractors. The City will also ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The City may choose to designate one or more environmental monitor(s) (e.g. City building inspector, project contractor, certified professionals, etc., depending on the provision specified below).

Each mitigation measure is identified in **Table 4-1** and is categorized by environmental topic and corresponding number, with identification of:

- The Implementing Agency;
- The Enforcement Agency and Monitoring Agency this is the agency or agencies that will monitor the measure and ensure that it is implemented in accordance with this MMP.
- Monitoring Phase and Action – this is the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.

All agencies and departments are in the City of Los Angeles, unless otherwise noted.

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
TRANSPORTATION, PARKING, & SAFETY				
T1	Los Angeles Department of Transportation (LADOT) will adjust traffic signal timing after the implementation of the proposed project (both along project routes and parallel roadways if traffic diversions have occurred as a result of the proposed project). This adjustment would be necessary, especially at the intersections where roadway striping would be modified. Signal timing adjustment could reduce traffic impacts at impacted intersections. (LADOT routinely makes traffic signal timing changes and signal optimization on an as-needed basis to accommodate the changes in traffic volumes to reduce congestion and delay in the City.)	DCP, LADOT	LADOT,	Pre-construction, Coordination between DCP and LADOT to identify and implement appropriate signal timing based on the characteristics of the mobility improvement.
T2	The City shall implement appropriate Transportation Demand Management (TDM) measures in the City of Los Angeles including potential trip-reducing measures such as bike share strategies, bike parking, expansion of car share programs near high density areas, bus stop improvements (e.g. shelters and "next bus" technologies), crosswalk improvements, pedestrian wayfinding signage, etc.	DCP	DCP, LADOT	As applicable, the City shall require of development projects, prior to construction, preparation of a TDM report describing TDM trip-reducing measures and procedures for implementation.
T3	In areas where implementation of the proposed project could potentially result in diversion of traffic to adjacent residential streets, LADOT shall monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. If traffic on residential streets is found to be significantly impacted, in accordance with LADOT's Traffic Study Policies and procedures, LADOT will work with neighborhood residents to identify and implement appropriate traffic calming measures.	DCP, LADOT	LADOT,	Periodic Monitoring during operation; Conduct traffic counts and assess whether traffic diversion triggered by the proposed mobility improvements requires traffic calming measures to reduce significant impacts into residential neighborhoods.
T4	In areas where the implementation of the proposed project could potentially affect transportation systems managed by other agencies, such as Caltrans or Metro, or neighboring jurisdictions, the City of Los Angeles shall coordinate with these entities to identify transportation improvements in accordance with the goals and policies of Mobility Plan 2035 and seek opportunities to jointly pursue funding. Mobility solutions shall be focused on safety, enhancing mobility options, improving access to active modes, and implementing TDM measures to achieve both local and regional transportation and sustainability goals.	DCP	LADOT	Pre-construction, Coordination and Identification of Improvements that could be implemented through joint funding agreements.
T5	LADOT, Los Angeles Fire Department (LAFD) and Department of City Planning (DCP) shall coordinate and review design plans involving lane reallocation to ensure that emergency response access is adequately maintained (for example by expanding the Fire Preemption System).	DCP	DCP, LADOT, LAFD	Pre-construction; Coordination to implement design plans that maintain emergency access.

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
T6	Construction activities will be managed through the implementation of a traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. The plan will address construction duration and activities and include measures such as operating a temporary traffic signal or using flagmen adjacent to construction activities, as appropriate.	DCP	DCP, LADOT	Pre-construction; Preparation of traffic control plan to identify potential construction traffic impacts, and the identification of mitigation measures to minimize construction impacts and ensure the safety of proposed improvements.
LAND USE AND PLANNING				
LU1	Prior to the decision to remove on-street parking, the City of Los Angeles shall meet with the affected business and property owners to discuss the potential for the removal of on-street parking to affect the economic viability of the affected businesses. The City shall identify parking replacement options to businesses that do not have off-street parking and would be substantially affected by the permanent removal of on-street parking.	DCP	DCP	During project construction. City to meet with all affect businesses and property owners who would have parking removed as a result of a mobility enhancement and develop suitable parking replacement options to sustain the economic livelihood of affected businesses and property owners.
NOISE AND VIBRATION				
N1	Construction activity that would last more than a day, that could increase ambient noise by more than 5 dBA, and would be located within 500 feet of a sensitive land use shall incorporate measures to reduce noise levels at sensitive receptors including, but not limited to, sound walls, sound blankets on impact equipment, and engine mufflers to reduce noise levels to acceptable levels. The noise reduction levels achieved by the measures shall limit noise increases to less than 5 dBA over the exiting ambient levels.	DCP	DCP	Construction; Preparation of a Noise Control Plan (prepared to professionally accepted acoustical engineering standards) to identify sensitive receptors within 500 feet of the proposed enhancement, conduct ambient noise measurements, and identify the increases in construction noise based on the required equipment to implement the mobility enhancement. The Noise Control Plan would identify measures to reduce noise increases at sensitive receptors within 500 feet to less than 5 dBA over ambient.
N2	A project-specific vibration analysis shall be completed if the City determines that construction equipment would be located within 11 feet of non-engineered timber and masonry buildings (typical of residential buildings and institutional buildings). Potential vibration impacts shall be mitigated such that vibration levels do not exceed 0.3 inches per second at 11 feet. Methods to reduce vibration include, but are not limited to, choosing to use light weight equipment when an option between equipment types is available and avoiding impact equipment (e.g., jackhammers).	DCP	DCP	Pre-construction; Preparation of a Vibration Control Plan (prepared to professionally accepted acoustical engineering standards) for the operation of construction equipment within close proximity to buildings (11 feet).

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
BIOLOGICAL RESOURCES				
B1	*Special-Status Species and Habitat.* For future enhancements occurring within 200 feet of a Significant Ecological Area designated by the County of Los Angeles or within 200 feet of areas containing native vegetation, such as open space and undeveloped areas, a project-specific biological resource survey and assessment shall be conducted and prepared that discloses any potential impacts to special status species and habitats, and mitigates, to the extent feasible, the impacts of the mobility improvements. In addition, prior to implementation of mobility improvements, all required permits must be obtained; permits for work in wetland and riparian habitats frequently require project-specific measures to preserve resources.	DCP	DCP,	During pre construction; Biological Resource Survey, prepared by a qualified biologist, for all enhancements within 200 feet of Significant Ecological areas or areas containing native vegetation, such as open space and undeveloped areas and adherence to mitigation measures identified in survey.
B2	*Wetland Habitat.* For mobility improvements that extend into the Ballona wetlands, all applicable wetland permits shall be acquired. These permits include, but would not be limited to, a Section 404 Wetlands Fill Permit from the United States Army Corps of Engineers, or a Report of Waste Discharge from the Regional Water Quality Control Board (RWQCB), and a Section 401 Water Quality Certification from the RWCQB. Additionally, a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) would be required for development that would cross or affect any stream course. Where feasible, the maximum amount of existing wetlands shall be preserved and minimum 25- to 50-foot buffers around all sides of these features shall be established. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality, or water quantity in the wetland that is to be retained. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through wetland protection plans. Where avoidance of the Ballona Wetlands is not feasible, then mitigation measures shall be implemented for the project-related loss of any existing wetlands on site, such that there is no net loss of wetland acreage or habitat value. Wetland mitigation shall be developed as a part of the Section 404 Clean Water Act permitting process, or for nonjurisdictional wetlands, during permitting through the RWQCB, CDFW and/or USFWS. Mitigation is to be provided prior to construction related impacts on the existing wetlands. The exact mitigation ratio is variable, based on the type and value of the wetlands affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for construction of new wetlands. In addition, a Wetland Mitigation and Monitoring Plan shall be developed that includes the following:	DCP	DCP, CDFW, RWQCB	During preconstruction; Preparation and completion of permitting applications/process.

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
	• Descriptions of the wetland types, and their expected functions and values. • Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five to ten years. • Engineering plans showing the location, size and configuration of wetlands to be created or restored. • An implementation schedule showing that construction of mitigation areas shall commence prior to or concurrently with the initiation of construction. • A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/ or an endowment held by an approved conservation organization, government agency or mitigation bank).			
B3	*Migratory Birds.* To prevent the disturbance of nesting native and/or migratory bird species, the City shall require that clearing of street trees or other vegetation should take place between September 1 and February 14. If construction is scheduled or ongoing during bird nesting season (February 15 to August 31), the City of Los Angeles shall require that a qualified biologists conduct a nesting bird survey within 250 feet of the construction activity, no less than 14 days and no more than 30 days prior to the commencement of construction activities. Surveys shall be conducted in accordance with CDFW protocols, as applicable. If no active nests are identified on or within 250 feet of the construction activity, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the Department of City Planning. If an active nest is identified, construction shall be suspended within 100 feet of the nest until the nesting cycle is complete, as determined by a qualified ornithologist or biologist.	DCP	DCP	Pre-construction; biological survey of street trees by qualified biologist for construction during nesting season.

SOURCE: TAHA, 2015.

COMMENT LETTER 6



Kevin de León
Councilmember, Fourteenth District

December 28, 2020

Scott Hartwell
Project Manager
Metro
1 Gateway Plaza
Los Angeles, CA 90012

RE: PROPOSED NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Mr. Hartwell,

Metro's Draft Environmental Impact Report (DEIR) for the proposed North Hollywood to Pasadena Bus Rapid Transit (BRT) project fails to address both environmental concerns and the concerns of the Eagle Rock community.

The DEIR, as currently drafted, presents three suggested "alternatives" to the project that appear to ignore CEQA requirements that Metro identify environmentally superior options, and do not reflect a thoughtful response to community input. For these reasons, the proposed alternatives are inadequate, and would have negative impacts on Eagle Rock and its residents. 6-1

In spite of Metro's poor communication with the Eagle Rock community throughout the EIR process, stakeholder groups have consistently advocated for the preservation of Colorado Boulevard's parking and landscaped medians, as well as assurance of pedestrian, cyclist, and vehicular safety. 6-2

The Eagle Rock Association (TERA) penned a letter to Metro in August 2020 that laid out specific concerns and proposed several alternatives. The Eagle Rock 411 group has also reached out to Metro on several occasions– both groups seeking to preserve the character, safety, and beauty of their community's primary transit corridor. Unfortunately, the DEIR reflects neither Metro's commitment to, nor the community's interest in,

identifying ways to advance this BRT expansion that would truly benefit the residents of Eagle Rock, the surrounding neighborhoods, and the entire city.

Colorado Boulevard, with its small businesses and historic buildings, is the backbone of the Eagle Rock community and its local economy. Metro needs to re-engage Eagle Rock stakeholders immediately, and on a much deeper level, collaboratively exploring design options that address their concerns, before finally presenting their findings to stakeholders and selecting a Locally Preferred Alternative. 6-2 (cont.)

Metro must also meet CEQA mandates that the lead agency on this project identify the most environmentally superior alternative when analyzing a series of possible approaches to a project - something this DEIR fails to accomplish. A street that reflects the vibrancy of this neighborhood does not deserve this agency's one-size-fits-all approach. 6-3

Aesthetics

In its current form, Option F-2 has a significant impact on the aesthetics of Colorado Blvd, as the proposed westbound Colorado/Eagle Rock station would be placed directly in front of The Center for the Arts at 2225 Colorado Boulevard. This address, the location of the Old Eagle Rock Branch Library, was nominated to be included in the National Register of Historic Places and is also listed as Los Angeles Historic Cultural Monument #292 due to its status as a Carnegie Library. Per the DEIR, the proposed station would be constructed using Metro's "kit of parts", a decidedly modern design, which would degrade the visual character and sightlines of this cherished, historic structure. 6-4

Proposed Mitigations:

- Metro shall design all proposed stations in Eagle Rock specifically to fit the character of the historic neighborhood.
- Metro shall establish a design advisory committee of Eagle Rock stakeholders to inform the design of all station elements including materials, finishes, and public art.
- Metro shall provide permanent, well-lit community marker signs at each station location that match the historic character of the neighborhood.

Biological Resources

With a project of this scale, the impact on the landscape of their community must be clearly conveyed to residents. However, the DEIR fails to accurately detail the biological impacts associated with tree removals along the project corridor. The DEIR Biological Technical Analysis states that the Biological Study Area "...is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs". However, apart from the mention of a Windshield Study on July 9, 2019, there is no data presented on the number or locations of trees that would need to be removed for options F1 or F2. Removing mature trees would reduce shade canopy, increase heat islands, and reduce roosting and nesting habitat for local birds and bat populations, negatively impacting both the health of Eagle Rock residents and the local ecosystem. 6-5

Proposed Mitigations:

- Metro shall provide a detailed list of all trees/shrubs scheduled for removal in the Final EIR and shall include the tree species, trunk size, estimated age, carbon storage potential, and canopy size in their report.
- Metro shall replace all trees removed in Eagle Rock with 36” box trees planted at a 4:1 tree replacement ratio.
- Metrow shall ensure that all replacement trees are species native to this particular region of Southern California and biologically appropriate to support the local ecosystem
- Metro shall conduct a nesting bird survey, much like the preemptive bat roosting habitat assessment, with a qualified biologist during the nesting season the year prior to construction to determine the reliance of the local bird population on these trees for nesting
- Metro shall ensure that all newly planted trees provide sufficient habitat, as determined by a qualified biologist, for the current local bat and bird population, as identified by the nesting bird survey and the bat roosting habitat assessment
- Metro shall work with arborists or other tree experts to develop a 20 year maintenance plan to ensure that newly planted trees develop root systems that promote long life of the trees, reduce or eliminate reliance on artificial watering, and avoid any structural disruptions to the surrounding pavement and subterranean utilities
- Metro shall be responsible for carrying out active maintenance of the newly planted trees and surrounding vegetation for a minimum of five years until the replacement trees and surrounding vegetation is determined by a tree expert to be sufficiently established to transition into less active maintenance
- Metro shall ensure that the maintenance plan for the newly planted trees and vegetation includes provisions for any irrigation system required and with clear guidance and funding for the the repair and maintenance of any such irrigation infrastructure
- Metro shall permanently relocate to the extent feasible any Magnolia trees on Colorado Boulevard to a location where the trees will be able to survive.
- Metro shall consult with the community on the selection of new native tree species for the corridor as well as on any proposed planting location for the transplanted magnolia trees.

6-5 (cont.)

Water Resources And Hydrology

The Impact Analysis in the Water Resources And Hydrology Technical Report incorrectly states that "the Proposed Project would result in a negligible change to impervious surface area" and that "across the watershed, the net change in runoff volume due to this project would be negligible." Removing the medians on Colorado Boulevard without adequate mitigation will increase impervious surfaces, potentially overwhelming existing storm drain systems during rainstorms, and limit groundwater recharge.

6-6

Proposed Mitigations:

- Metro shall replace all median landscaping removed from Colorado Boulevard with the same square footage of landscaping along the project corridor within Eagle Rock.

- Metro shall create a median landscaping advisory committee made up of local stakeholders to inform the design for any new or modified medians.
- Metro shall consult relevant departments to ensure that this project meets or exceeds the City of Los Angeles's goals regarding stormwater capture

6-6 (cont.)

Transportation

All three alternatives would negatively impact access to local businesses during project construction. The DEIR states that "temporary closures may impact existing pedestrian circulation" and that "the potential disruption to pedestrian circulation may result in an impact without mitigation measures". In regards to bicycle facilities, it states that, "[a]lthough temporary, the effect upon bicycle circulation may be disruptive". Yet, "temporary" is not clearly defined and there is no information provided on the duration of sidewalk and lane closures or parking loss during construction. The only proposed mitigation is the creation and implementation of a Traffic Management Plan (TMP).

6-7

Additionally, the proposed side-running alignment, F-2, is in direct conflict with the 2035 Mobility Plan which identifies Colorado Boulevard as a Bicycle Enhanced Network Street. The F-2 alternative would remove the Class II bike lanes on Colorado Boulevard and convert them to a shared lane to be used by bicycles *and* buses. Forcing buses to share space with bicycles and right turning vehicles, presents a safety risk for cyclists and slows down bus traffic.

6-8

In option F-1, Metro proposes to remove 50% of the parking along the corridor, without a plan to mitigate the loss of parking. While lack of available parking is not a factor in meeting CEQA requirements, additional car miles from drivers looking for parking – along with the resulting greenhouse gas emissions, air pollution, and noise *are* impacts requiring mitigation under CEQA. The parcels immediately to the north and south of Colorado are primarily single family residential neighborhoods. Loss of parking will drive visitors and residents alike along the side streets in search of parking, increasing noise and air pollution for local residents.

6-9

Option F-3 is also problematic from a transportation point of view. The eastbound stop at Colorado and Figueroa is positioned directly in front of the loading zone for CALS Charter School. This loading zone is used by parents for student pick up and drop off and the station placement will conflict with this purpose.

6-10

Proposed Mitigations:

- Metro shall ensure that all pedestrian detours are ADA compliant throughout the whole length of the pedestrian detour.
- Metro shall ensure that no full closures of either eastbound or westbound travel lanes of Colorado Boulevard will occur during the construction of the project.
- Metro shall provide off-site replacement parking within walking distance during construction at a 1:1 ratio for parking loss during construction.
- Metro shall create a community traffic advisory committee to provide recommendations on proposed detours and implement suggested mitigations on adjacent streets to prevent cut-through traffic.

6-11

- Metro shall incorporate Class II bicycle facilities on Colorado Boulevard in the proposed project, regardless of which option is selected.
- Metro shall coordinate with the Bureau of Street Services on any redesign of the Take Back the Boulevard ATP project and shall fully reimburse the bureau for any costs incurred due to changes made to accommodate the project such as redesign or increased construction costs.
- Metro shall accommodate the Colorado Boulevard Metro Call for Projects application and provide the same amount of funding to the city even if the BRT will conflict with elements from the Call for Projects application.
- Metro shall provide permanent replacement parking within walking distance of any parking lost permanently. This replacement parking shall include redesigning or expanding LADOT Lot #686 and the Eagle Rock Library parking lot to provide adequate parking for local businesses.
- Metro shall ensure that electric vehicle parking is installed on every block along the project corridor where any changes are made to street parking.

6-11 (cont.)

Land Use and Planning

The DEIR states that there is a "Less Than Significant Impact" on land use and planning and that the project will not divide established communities during construction. The proposed project would undoubtedly involve substantial work to the roadway and sidewalks - making businesses much more difficult to access, straining the local economy. Yet, Metro makes no mention of potential economic impacts in their DEIR.

Proposed Mitigations:

- Metro shall create an *Eat Shop Play* program, similar to what is used for the Regional Connector, to provide free marketing and resources for businesses impacted by construction.
- Metro shall establish a Business Interruption Fund (BIF) to offset the negative financial impacts of construction on local businesses. For impacted businesses, the BIF will provide financial assistance to cover the costs of loss business during construction.
- Metro shall have a public relations team, specifically dedicated to the Eagle Rock portion of the proposed project, who will work to address community concerns and facilitate assistance with the BIF and other Metro programs.

6-12

Air Quality

The DEIR states that the project intends to use zero-emission electric buses but "compressed natural gas (CNG)-powered buses may be required when the Proposed Project first opens." Metro goes on to state that the use of CNG buses would be a "temporary condition and any additional impacts posed by CNG-powered buses would be short-term and negligible."

6-13

However, Metro once again neglects to provide a time frame for this "temporary condition." Furthermore, in 2019 Metro adopted a Climate Action and Adaptation Plan which stipulates that Metro will reduce GHG emissions by 79 percent by 2030. In the fall of 2020, Metro adopted Moving Beyond Sustainability, which officially adopts the Zero Emission Bus Master Plan. The use of CNG buses as a "temporary condition" absolves

Metro of addressing GHGs produced by CNG buses for the project and does not show a commitment to meeting Metro's own stated plans and policies.

6-13 (cont.)

Proposed Mitigation:

- Metro shall ensure that upon initial revenue operation of the project, all buses operating on the line will be zero emission electric buses.

The DEIR as it stands fails to provide an environmentally superior alternative that will pass public muster and improve the quality of life for the residents of Eagle Rock. Metro's first step in rectifying the fatal flaws in their DEIR must be to immediately re-engage Eagle Rock stakeholders and walk through the project's impacts block by block so that the public can understand what is happening along the corridor and is able to provide feedback on what improved. Additionally, Metro needs to fully review all alternative proposals submitted by stakeholder groups and report to the community on each proposal.

6-14

As the author of California's 100% Clean Energy Act (SB 100), I support the development of more energy efficient public transportation – but not at the expense of the public's good will. The success of projects like this across the City of Los Angeles depend on Metro and other agencies' ability to build relationships with local communities, like Eagle Rock, that are based on trust and transparency.

I urge Metro to develop a more collaborative relationship with the Eagle Rock community as it continues to explore more suitable alternatives for the proposed BRT project.

6-15

Should you have further questions about this letter, please do not hesitate to contact Nate Hayward, my Capital Projects Director, at nate.hayward@lacity.org or (213) 473-7014.

Sincerely,

Kevin de León

KEVIN DE LEÓN
Councilmember, 14th District, Los Angeles City Council

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COMMENT LETTER 7

OFFICE OF THE MAYOR

December 3, 2020

Scott Hartwell
Project Manager
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, California 90012

Re: North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report

Dear Mr. Hartwell:

The City of Pasadena has reviewed the North Hollywood to Pasadena Bus Rapid Transit Corridor Project Draft Environmental Impact Report (DEIR) and has compiled a list of comments included as Attachment A of this letter. 7-1

The City appreciates the ongoing coordination between Metro and the City of Pasadena over the last two years and supports this project as a critical component to the regional multimodal transportation network, replacing the current Metro Rapid Bus Line 780 in Pasadena. The City supports 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 Street as the preferred alignment within Pasadena (Segment G1 and H1). 7-2

The alternate routes presented in the DEIR, utilizing the SR 134 on/off ramps at Colorado Boulevard and/or using the Union Street and Green Street one way couplet (Segment G2 and H2), would need to be modified as identified on the last page of the attachment (Lake/Union and South Lake Pedestrian Project) in order for the City to be supportive. The City would support the implementation of the alternate routes should Metro decide to pursue that option. 7-3

The DEIR was reviewed by multiple City departments, and the comments included in Attachment A address planning level topics including consistency with the Mobility Element of the General Plan and the Climate Action Plan, as well as comments related to engineering, construction and operations. 7-4

100 North Garfield Avenue ● Pasadena, CA 91109
(626) 744-4111 ● Fax (626) 744-3727

The City welcomes Metro's continued coordination on the North Hollywood to Pasadena Bus Rapid Transit Corridor Project. Should you have any questions, please contact Sebastián Andrés Hernández, Principal Planner at shernandez@cityofpasadena.net.

Sincerely,

TERRY TORNEK
Mayor

7-4
(cont.)

BB: sah

Attachment:

Attachment A - City of Pasadena Comments on the North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report (DEIR) dated October 2020

c: Steve Mermell, City Manager
Laura Cornejo, Director of Transportation
Tito Corona, Community Relations Manager

Attachment A

City of Pasadena Comments on the North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report (DEIR) dated October 2020

Preferred Route

As a replacement to the Metro Rapid Bus Line 780 in Pasadena, the City supports the Fair Oaks Avenue to Colorado Boulevard alignment as the preferred alignment within Pasadena (Segment G1 and H1). The alternate routes presented in the DEIR, utilizing the SR 134 on/off ramps at Colorado Boulevard and/or using the Union Street and Green Street one way couplet (Segment G2 and H2), are also feasible and the City would support the implementation of the alternate routes should Metro decide to pursue that option. 7-5

On-street Dining

City staff has met with Metro project staff and consultants throughout the development of this project. With the onset of COVID and the "Safer at Home" orders, one aspect of the public right of way that has changed in Pasadena is the addition of on-street dining in Pasadena central business districts. While on-street dining has been implemented as a long-term temporary use of the public right of way, these installations may become a semi-permanent fixture within the central business district. Current on-street dining is located on Colorado Boulevard, Union Street and Green Street. As a result, where there are on-street dining locations, Colorado Boulevard has been reduced to one lane per direction. The Union Street and Green Street couplet have remained with two and three lanes per direction even with the implementation of on street dining along sections of those roadways. Final station layouts for all routes will need to be coordinated with the City to help define areas for potential semi-permanent on-street dining implementation. Based on the existing on-street dining deployment, the westbound station at Colorado Boulevard and Arroyo Parkway would require coordination of potential future permanent on-street dining layouts. Transit signal priority may assist in maintaining traffic flow on Colorado Boulevard, even with a single travel lane, it is anticipated that the these public right of way changes will increase the operating and capital costs of this project due to the impact to travel time speeds and conflicts with station locations along or near both the project and option alignments in Pasadena. 7-6

Construction Related

- **Construction Moratorium**

  Due to the significant amount of preparation activities which occur for the Rose Parade, there is an annual construction moratorium in place from November 15 until the second Monday in January for the central business district and the Rose Parade route along Colorado Boulevard. Construction activity within the public right-of-way associated with the BRT project will not be permitted during the construction moratorium, and this information should be included in the construction schedule and construction bid documents. 7-7

- **Asbestos Abatement**
  The Green Street/Union Street couplet (route option H2) will require close coordination with existing project plans as defined in the report. Special consideration will be needed for the roadway condition of Green Street to accommodate this level of transit vehicles. In addition, sections of Green Street, from Orange Grove Boulevard to Hill Avenue, contain asbestos in the top two inches of asphalt. Specifically, the Los Robles Station falls within a segment of roadway containing asbestos concentrations greater than 1%, considered asbestos containing materials, or ACMs. Any roadway work that disturbs the asphalt along this section of roadway will impact or disturb the ACMs resulting in the creation of airborne asbestos fibers. This will require the construction of the project to adhere to appropriate asbestos abatement regulations. Asbestos abatement methods must comply with Title 8, Section 1529 of the California Code of Regulations (CCR) and the South Coast Air Quality Management District (SCAQMD) Rule 1403, and follow City of Pasadena procedures for excavation of asbestos-containing asphalt on Greet Street.

7-8

ES.13 Areas of Controversy and Issues to be resolved (p. 25)

- **Loss of Parking**
  Although parking loss is not an issue addressed in the CEQA Guidelines and thus not addressed in the DEIR, it is a high priority for the City. It is stated that information on the loss of parking will be provided to the Metro Board for consideration when considering approval of this project. It is a high priority that replacement of lost metered parking, inclusive of replacing technology, within a reasonable distance from impacted area are included in the project.

7-9

Project Description, 2.4 Station Location and Characteristics (p. 2-24)

- **Electric Capacity**
  The City is committed to clean air and zero-emission transportation. As a community-owned electric utility, Pasadena Water and Power (PWP) fully supports the use of electric buses for the proposed North Hollywood to Pasadena Bus Rapid Transit project. PWP is committed to partner and work with Metro in providing sufficient, reliable, and clean power to make this project a success.

  PWP will work with Metro to build electric infrastructure and provide the electric capacity needed to provide a reliable transit service along the proposed routes of this project. In addition, PWP will continue providing competitive electric rates to Metro to lower its operational costs, similar to the way the City has done so for Metro's L (Gold) Line.

  PWP also offers green-e certified Green Power program to assist customers leverage and achieve their environmental and sustainable transportation goals.

7-10

Project Description, 2.4 Station Location and Characteristics (p. 2-19)

- **Mobile Station Kit of Parts**
  The first Rose Parade was held in 1890 and has become an internationally televised event with millions of viewers around the world enjoying the Rose

7-11

Parade. Each year, in order to protect the street furniture and to accommodate the hundreds of thousands of parade spectators that line Colorado Boulevard to view the parade, all the street furniture along the route is removed. Metro will need to develop a "kit of parts" for Colorado Boulevard stations that can be removed annually. The City would consider the use of removable bus bulbs in addition to the concrete bus bulbs proposed to be constructed to the blue "honor line". If used, removable bus bulbs could extend beyond the blue "honor line", and would be required to be removed by Metro before New Year's Day, and replaced following the Rose Parade.

7-11 (cont.)

- **Public Art**
  As noted on page 2-19, "One half of one percent of the overall project construction costs will be set aside for the integration of site-specific public art to promote a sense of place for surrounding neighborhoods." Although many of the proposed station locations in Segment H1 must be prepared to be temporarily removed to make way for the Rose Parade, it is critical that the site-specific public art program is fully funded in Pasadena and complements the City's Public Art Program for City Construction guidelines.

  Pasadena is rich and diverse in its art and culture assets. In fact, Pasadena is one of a handful of United States cities that has committed to the development of arts and culture within its General Plan. In order for the project to integrate into the historic and culturally rich surrounding neighborhoods in Pasadena, the art program must be fully funded in Pasadena despite the need for removable station kits.

7-12

- **Pedestrian Scale Street Lighting**
  As the station design progresses, the City will continue to work with Metro to coordinate design details. Where the stations and the project integrates with existing sidewalks, the approach to stations in Pasadena should include pedestrian scale street lighting where it currently does not exist.

7-13

- **Sidewalk**
  As the station design progresses, the City will continue to work with Metro to coordinate design details. As part of the station design, sidewalk, curb ramp condition and accessibility will be evaluated. Modifications may be required and should be included.

7-14

- **Roadway Elements**
  As the station design progresses, the City will continue to work with Metro to coordinate design details. Concrete street bus pads will be required for the length of the station platform, and along the approach/departure area as needed. Maintenance of the concrete bus pads should be the responsibility of Metro.

7-15

- **Vertical Vehicle Clearance**
  Vertical clearance of the existing Ficus tree canopy along Green Street should be evaluated to ensure adequate clearance for transit vehicles. 7-16

- **Special Consideration**
  A few items that will need to be considered in the final design process include:
  - Raymond Avenue/Holly Street station – A unique sidewalk treatment currently exists on the west side of Raymond Avenue, and any new sidewalk will be required to match this sidewalk treatment.
  - Colorado Boulevard/Arroyo Parkway station – Basements currently exist under the public right of way along Colorado Boulevard, and special consideration must be included in the design process to account for the basements, which may be directly under the sidewalk. 7-17
  - Colorado Boulevard/Lake Avenue, Green Street/Lake Avenue and Union Street/Lake Avenue stations – Coordination required with the current South Lake Avenue Pedestrian Enhancement Project currently in design.

Project Description, 2.7 Vehicles (p. 2-29)

The vehicles identified for the project are 40-foot electric vehicles. Many of the boards used to invite the community to participate at public meetings or describe the project at public meetings include a branded "letterhead" imagery of a 60-foot bus. To avoid confusion, the imagery should reflect a 40-foot bus. 7-18

Air Quality, 3.3 Vehicles (p. 2-29)

The report currently only identifies Pasadena's General Plan as the local ordinance that refers to air quality. Reference to Pasadena's Climate Action Plan should be included. The Pasadena Climate Action Plan includes programs and policies to measure, plan and reduce the City's share of greenhouse gas emissions. It includes an ambitious goal of reducing emissions by more than half by the year 2035. 7-19

Energy Resources, 3.6 Impact Analysis (p. 3.6-19)

The Operations and Existing/Baseline Analysis in the report identified Pasadena City College (PCC) as a potential supplemental charging location for the project. To help meet Metro's Vision 2028 Strategic Plan goal five, "Transform LA County through regional collaboration and national leadership" and Metro's 2020 Sustainable Strategic Plan, charging capacity and physical capacity at the PCC charging station should accommodate future use by Pasadena Transit zero emission electric vehicles. The equipment should use standard charging equipment so that these public transit entities with potentially different manufacturers of zero emission electric vehicles may collaborate to reduce greenhouse gas emissions. 7-20

Other Environmental Considerations Energy Resources, 4.0 Public Services (p. 4-22)

The proposed project includes a charging and layover facility on the east side of Hill Avenue, north of Green Street, situated on college property in Parking Lot 1. 7-21

The City anticipates continuing consultation with Metro, PCC, and the neighbors regarding this facility. All parties share a goal of a solution that reduces adverse effects on traffic on Hill Avenue. Pasadena looks forward to working with Metro and PCC in developing a terminus station that addresses the goals and priorities of all agencies.

7-21 (cont.)

Appendix B Transportation Technical Report

- **Transit Signal Priority, 2.4 (p. 7)**
  The proposed project's transit priority operating characteristics currently state green lights will either be extended or triggered early. It should be noted that in Pasadena the transit signal priority will operate consistent with the currently agreed upon parameters, allowing for priority of buses behind schedule (or headway based), providing for a balanced multimodal signal operations approach. As noted in the DEIR, in order for transit signal priority to be implemented, upgrades to traffic signal controllers, cabinets and other associated hardware may be required depending on the route selected and the existing equipment at the signalized intersections along that route.

7-22

- **Arterial Network, 4.2.2 (p. 21)**
  In preparation for the annual Rose Parade, during the weeks leading up to this event, at least 10 traffic signal mast arms are removed along the proposed BRT route on Colorado Boulevard, temporarily eliminating protected left turns at six intersections. Please note that the Rose Parade is held on New Year's Day except when New Year day falls on Sunday. When it does fall on Sunday, the Rose Parade is held on Monday.

7-23

- **City of Pasadena Bicycle Facilities, 4.3.5 (pp. 23-24)**
  - Fair Oaks Avenue: The DEIR incorrectly identifies Class 2 bike facilities on Fair Oaks Avenue. There are no Class 2 bike facilities on Fair Oaks Avenue.
  - Union Street: For clarification, while some on-street parking will be removed as part of the Union Street Protected Bike Lane Project, a majority of the on-street parking will remain.

7-24

- **Impact Analysis, Transit (p. 42)**
  As part of the Impact Analysis discussion of transit, roadway, pedestrian facility and bike facility consistency with the Mobility Element of the General Plan for the City of Pasadena, consider adding the following objectives from that document:
  - **Policy 1.2 -** Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
  - **Policy 1.9 -** Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.

7-25

- **Policy 1.11 -** Design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- **Policy 1.24 -** Ensure predictable transit travel times by providing traffic signal system priority measures.
- **Policy 1.31 -** Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.
- **Policy 2.1 -** Continue to support the construction of the Gold Line Foothill Extension transit service and the expansion and use of regional and local bus transit service.
- **Policy 2.3 -** Provide convenient, safe and accessible transit stops.
- **Policy 2.4 -** Facilitate coordination between transit providers to improve seamless transit service.

7-25 (cont.)

Appendix Z - Concept Plans

- **Union Street Protected Bike Lane, Sheets 55-61**
  The Union Street Protected Bike Lane project limits are Arroyo Parkway to Hill Avenue. The concept plans incorrectly show the Union Street Protected Bike Lane extending west of Arroyo Parkway to Fair Oaks Avenue.

  The Union Street protected Bike Lane is a bi-directional facility that will typically occupy between 15' - 21' of the south side of Union St (inclusive of parking permitted on the south side of the street). The concept plan provides an outline that could be mis-interpreted as a split protected bike line. Please fill (hatch or shade) the area between the outline to represent the Union Street Protected Bike Lane project area.

7-26

- **Lake/Union and South Lake Pedestrian Project, Sheet 59**
  The South Lake Pedestrian Enhancement Project will eliminate the pork chop island on the northeast corner of the intersection but maintain a westbound right turn lane. The bus stop layout as shown in the concept plans would be in the right turn pocket. The City recommends Metro consider a far side stop or other potential stop location in the vicinity of this intersection.

7-27

- **Hill Street Layover and Charging Facility, Sheet 62**
  The City supports the use of Hill Street as a layover and charging facility. Additional coordination will be required as part of the design process to provide adequate room for buses to charge and layover while not impeding a travel lane. The City anticipates continuing consultation with Metro, PCC, and the neighbors regarding this facility. All parties share a goal of a solution that reduces adverse effects on traffic on Hill Avenue. Pasadena looks forward to working with Metro and PCC in developing a terminus station that addresses the goals and priorities of all agencies.

7-28

END OF COMMENTS

COMMENT LETTER 8

Los Angeles Unified School District
Board of Education.

Jackie Goldberg
Board District 5

December 26, 2020

To: Scott Hartwell, Metro Project Manager (nohopasbrt@metro.net)
Metro Board Secretary Michele Jackson (JacksonM@metro.net)
Los Angeles City Councilmember Kevin de León (councilmember.kevindeleon@lacity.org)

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - support for the "Beautiful Boulevard" Eagle Rock alignment concept

Dear Mr. Hartwell, Councilmember de León, and the Metro Board of Directors,

The North Hollywood to Pasadena Bus Rapid Transit project is an important investment in building a higher quality and more equitable transportation system within Los Angeles County. Improved transit access is an important component of ensuring more convenient and affordable mobility for students, families, and teachers alike. Working to build a better transportation system, however, should not be a choice between high quality transit and safe streets, particularly in proximity to schools. 8-1

I write to communicate my support for the "Beautiful Boulevard" proposal put forth by Eagle Rock parents and community members for the North Hollywood-Pasadena BRT project, which would provide high quality transit service to and from the Eagle Rock community, while improving roadway safety for students, families, and teachers traveling on and across Colorado Boulevard. This project will help provide important transit access to four Eagle Rock-area LAUSD schools: Dahlia Heights Elementary School, Eagle Rock Junior/Senior High School, Eagle Rock Elementary School, and Rockdale Elementary School as well as other non-LAUSD pre-K and primary schools whose student may very well be students at one of these institutions by 2024 when this project is slated to begin operation. 8-2

I am concerned that the current options proposed (and in particular the current side-running option, "F2") will actively make Colorado Boulevard more-dangerous because of the following project elements: 8-3

- The proposed elimination of the existing buffered bike-lanes on Colorado Boulevard in front of Dahlia Heights Elementary School
- The conversion of Colorado Boulevard from a four-lane roadway to a six-lane roadway in front of Dahlia Heights Elementary School, which would make pedestrian crossings less

safe for students, and result in higher driving speeds on a street that is already designated with a 35 mph speed limit

- The lack of crosswalk enhancements or comprehensive traffic calming measures which negatively impact the safety of students, teachers, staff, parents, and families who must cross Colorado Boulevard as part of their daily walk to school for Dahlia, Rockdale, Eagle Rock Elementary, and Eagle Rock High.

8-3 (cont.)

Metro's provided Eagle Rock alternative alignment options are also flawed. The current center-running alternate ("F1"), would remove existing landscaped medians on Colorado Boulevard that provide speed calming. The current freeway-running alternative ("F3") would bypass Eagle Rock and reduce transit service to Eagle Rock schools.

8-4

8-5

In supporting the "Beautiful Boulevard" proposal, I recognize that roadway safety — particularly for our students — must be a priority for Metro in its development of the North Hollywood-Pasadena BRT project. This includes providing safe mobility for all modes that our students and parents use to get to school: for pedestrians, cyclists, vehicular passengers, and transit riders alike.

I urge Metro to study this proposal in full, and adopt it as Metro's proposed alignment alternative within Eagle Rock in order to prioritize the safety of LAUSD's students, teacher, staff, and families.

8-6

Sincerely, and with warm regards,



Jackie Goldberg
LAUSD School Board Member
Board District 5

333 S. Beaudry Avenue, 24th Floor, Los Angeles, California 90017
Telephone: (213) 241-5555 · Email: jackie.goldberg@lausd.net

COMMENT LETTER 9

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017
metrolinktrains.com

December 10, 2020

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-6
Los Angeles, CA 90012

RE: North Hollywood to Pasadena Bus Rapid Transit Corridor Project Draft EIR

Dear Mr. Hartwell:

The Southern California Regional Rail Authority (SCRRA) has reviewed the available North Hollywood to Pasadena Bus RapidTransit Corridor (BRT) Draft EIR documentation. As stated in the EIR, SCRRA operates two Metrolink regional passenger rail lines that intersect the primary route you are studying:

- **Antelope Valley Line (AVL)** – connecting Lancaster to Los Angeles Union Station
- **Venture County Line (VCL)** – connecting Ventura County to Los Angeles Union Station

9-1

We support the potential for the concepts you are studying to link both Metro and Metrolink systems to major employment centers and destinations, providing more incentives for travelers to use the public transit. Our comments are intended to encourage deeper integration and connectivity between the Metro and Metrolink systems, particularly at the Metrolink Burbank Downtown Station.

9-2

SCRRA is a regional transportation provider and is very supportive of projects in the region that provide connectivity between Metrolink rail lines and other modes of transportation. We commend the inclusion of Metrolink Burbank Downtown Station in the route concepts for the proposed BRT Corridor Project. The Metrolink station would link the proposed BRT routes to trains to and from Ventura County (Ventura County Line) and northern Los Angeles County (Antelope Valley Line), providing connections to the many cultural, entertainment, shopping, and employment centers in the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Town Pasadena, and LA Union Station.

9-3

SCRRA requests several design accommodations at the BRT station on the Olive Avenue bridge connecting to the Downtown Burbank Metrolink station to enhance pedestrian safety and convenience. These design accommodations include:

9-4

- Sufficient width on the sidewalk / BRT station platform to accommodate waiting passengers and pedestrians transferring to/from the Metrolink station;
- A new mid-block signalized crosswalk to connect platforms on both sides of the bridge to the existing elevator on the north side of the bridge and the ramps and stairs on the south side of the bridge;
- Upgrades to the station and sidewalk to ensure that the sidewalk station and the signalized crosswalk are ADA compliant; and
- Wayfinding and signage to guide pedestrians to their destinations as they transfer between systems.

9-4 (cont.)

9-5

9-6

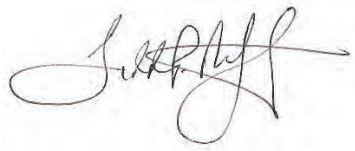
9-7

Thank you for the opportunity to comment on the Draft EIR. We see the Downtown Burbank Metrolink station connection as an opportunity to attract more riders for both transit systems and help accelerate our collective recovery as we emerge from the COVID-19 pandemic. We look forward to our continued participation with Metro on this critical transportation project that will provide many regional benefits.

9-8

Should you have any questions, please feel free to contact me at (213) 452-0468 or via e-mail at McIntyreT@scrra.net or Roderick Diaz at (213)452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,



Todd McIntyre
Chief Strategy Officer

COMMENT LETTER 10



November 13, 2020

Scott Hartwell
Project Manager
Metro
One Gateway Plaza, MS 99-2-6
Los Angeles, California 90012

Re: North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report

To Whom It May Concern:

Pasadena City College (PCC) is pleased to offer its public comment on the proposed Bus Rapid Transit (BRT) project from North Hollywood to Pasadena. The project is a much-needed addition to the LA County transportation network, and will provide a crucial connection between two population centers in the San Fernando and San Gabriel Valleys. PCC is proud to endorse the project. 10-1

As has been expressed repeatedly in more than a year of in-depth conversation with Metro, PCC strongly supports the siting of the line's terminus at PCC's Colorado campus. The addition of a high-quality, dedicated transit line to PCC's transportation options will do much to help our students, faculty, and staff make their way to campus. Furthermore, an additional connection to the region's transportation network will make it possible for the college to reduce its use of shuttle vans to move personnel from the Metro Gold Line Allen Station. **For environmental and fiscal reasons, the college must work to expand alternative transportation to its campuses, and this investment will be a major contributor to this effort.** 10-2

The proposed project includes a charging and layover facility on the east side of ill Avenue, north of Green, situated on college property in Parking Lot 1. PCC anticipates continuing consultation with Metro, the City of Pasadena, and our neighbors regarding this facility. **All parties share a goal of a solution that reduces adverse effects on traffic on Hill and does not unduly remove college property.** 10-3

As Metro substantially expands its service across the county through this and other capital investments, it must do more to enhance system access to those who are likely to use it 10-4

most. PCC has been proud to participate in the UPass student-fare program since its inception, and we applaud Metro's belief in the benefit of reducing transit costs for community college students. More than any other demographic, community college students report difficulty in non-tuition costs of college, including transportation, and in a community such as Los Angeles County, car ownership should never be a prerequisite for an education. 10-4 (cont.)

Despite this program's promise and the demonstrated need among our student body, it is unlikely that PCC will be able to continue its involvement following the coronavirus pandemic. The cost-sharing agreement between the college and LA Metro places too much burden on stretched college dollars, or worse, places the burden on the backs of students through increased fees. The marginal cost of offering UPass passes to our students is minimal, and there is no practical reason for LA Metro to demand so much from its college partners. **As this BRT line is developed LA Metro should remove its onerous cost-sharing agreements for the UPass program and expand its discounted pass program for community college students.** 10-5

We a grateful for the opportunity to share our views on this project and look forward to further conversation and collaboration throughout the planning, development, and operation of this much-needed transit asset. 10-6

Very respectfully,

/signed

Alex Boekelheide, Special Assistant to the Superintendent/President
aboekelheide@pasadena.edu
626-585-7422 / 626-390-7523

GROUP

COMMENT LETTER 11

Councilmember Kevin De Leon
Council District 14
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

RE: Colorado Boulevard Safety & Metro's BRT improvements

Dear Councilmember De Leon,

On behalf of all of the students at Dahlia Heights Elementary, the PTA requests that you, your staff, and the rest of the City Departments require Metro to restudy and revise their current engineering plans for the NoHo-Pasadena Bus Rapid Transit (BRT) project options. With your leadership, we believe that the following three key issues can all be resolved and the project made better for all of the Dahlia community, the Eagle Rock neighborhood, and all Angelenos: 11-1

1. Safety must be a priority and <u>any</u> project must demonstrate that it makes Colorado <u>safer for all users.</u> That includes pedestrians, cyclists, vehicular passengers, and transit riders; our students and parents all use Colorado and they do so using <u>all</u> of those modes of transportation. 11-2
2. 35mph must remain the speed-limit. Colorado has a longstanding problem with speeding and any project must ensure that the actual, verifiable, and enforceable speed-limit permanently remains at 35 mph and does not continually creep up due to state law. 11-3
3. The City of LA and its departments <u>must require Metro to fully implement the Mobility 2035 plan</u> which was intended to make our streets safer, greener, and more hospitable to all residents. It is the scant minimum for the City to expect that all agencies work towards our common municipal goals and plans for projects of this scale and significance. 11-4

We are concerned that the current options proposed (and in particular the current side-running option) will actively make the Boulevard <u>more-dangerous</u> because of the following project elements and omissions shown in their design-drawings: 11-5

- The elimination of the existing, buffered bike-lanes
- The reintroduction of a 3rd vehicular lane in each directions which will make drivers perceive the street as a wider, high-speed thoroughfare and thus drive up traffic speed. 11-6

- A “traffic-first” approach for their preferred Side-Running options which makes no effort to modify of eliminate existing unsafe conditions (such as un-controlled left-turns) even in those stretches of the Boulevard that do not have raised medians. 11-7
- No additional or exteneded dividing medians or protected crossing pockets for crosswalks. This will make just crossing the Boulevard even more treacherous than it already is for neighbors of all ages. 11-8
- No evidence of crosswalk enhancements or comprehensive traffic calming measures. 11-9

The PTA has reviewed the Community-Based Compromise Concept for the Boulevard and we believe that it is an excellent launch-point for the City council and LADOT to take the technical lead in responding to Metro’s unacceptably sparse options. We believe that this is not only a starting point for enhancing safety, but also to make the project work better for transit users and the entire Angeleno populace. By providing additional medians and locating the bus-lanes adjacent to them, we have the opportunity to not only make the street safer for users, but also to remove the types of obvious conflicts such as parallel parking cars which will adversely affect both the travel time and the graciousness of the riders’ experience. 11-10

n closing, the BRT project will be the lar est and most-visible public-investment in Eagle Rock since the construction of the 2 and 134 freeways. The Dahlia community and the lar er neighborhood understandably expect that at its completion, not only will the project fulfil its functional specification but that it will also enhance our neighborhood’s livability. Most of our families and children are residents of CD14, so as your constituents we thank you for your time and attention to this issue. 11-11

Sincerely,

Desiree Gates Valdivieso

President, Dahlia Heights Elementary School PTA

(This letter was adopted and approved by the Dahlia Heights PTA Association on December 1, 2020)

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

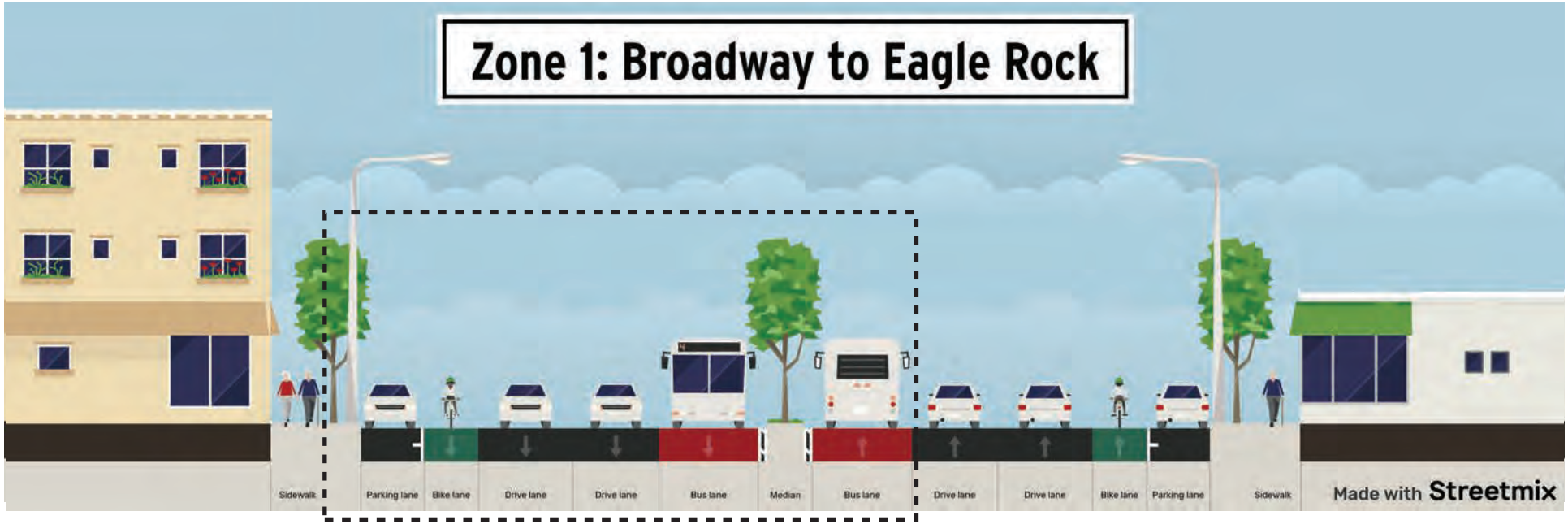


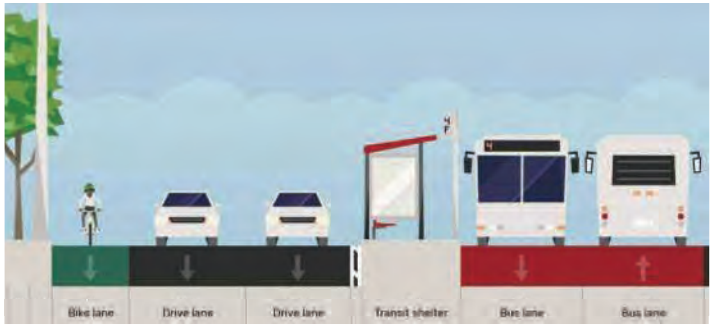
Downtown Eagle Rock

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW

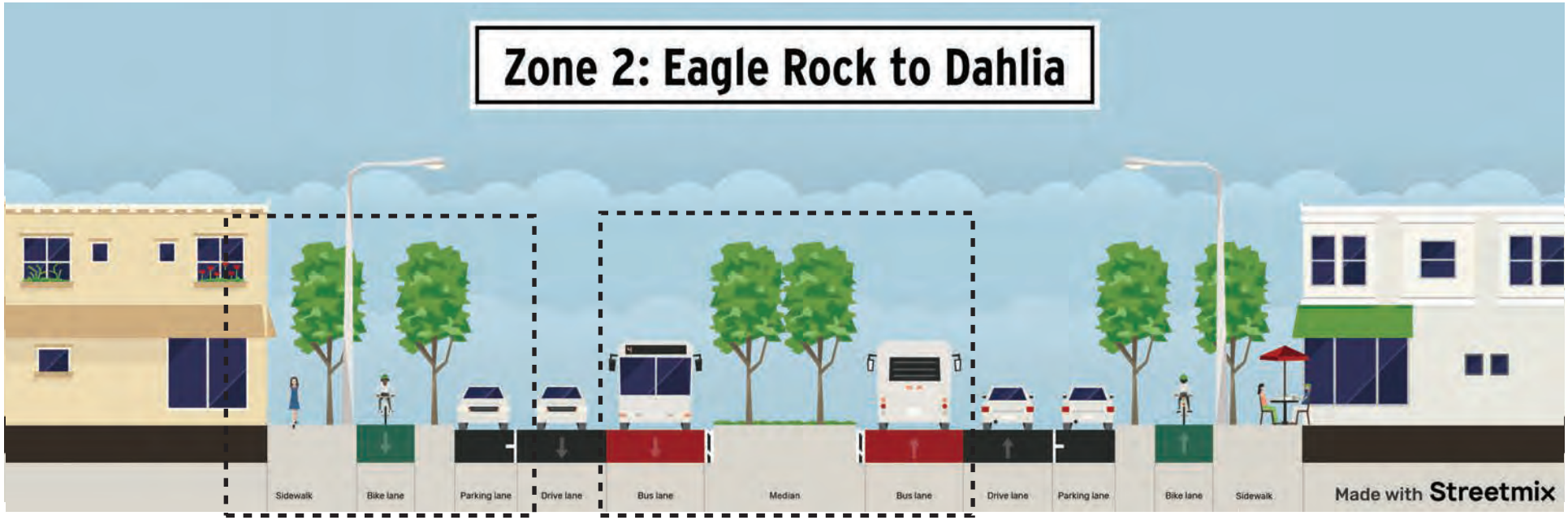




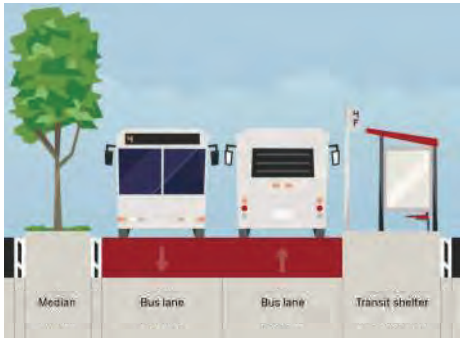
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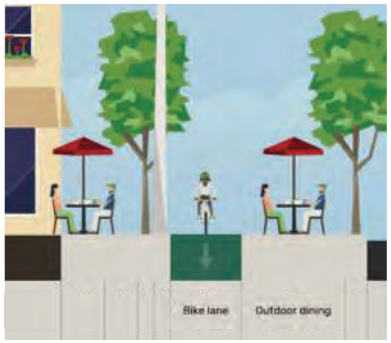
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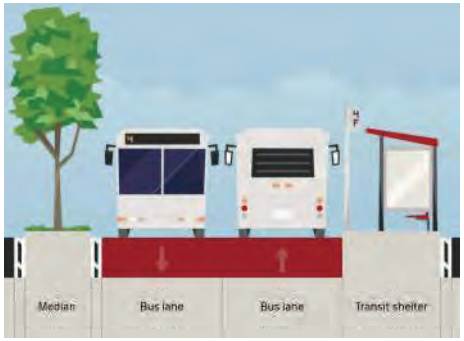
A COMMUNITY-BASED COMPROMISE PLAN

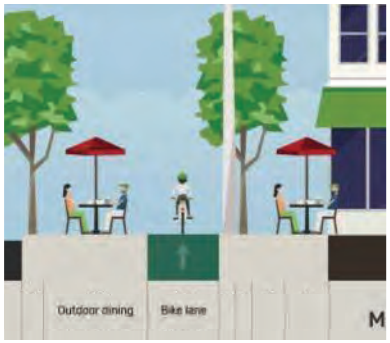
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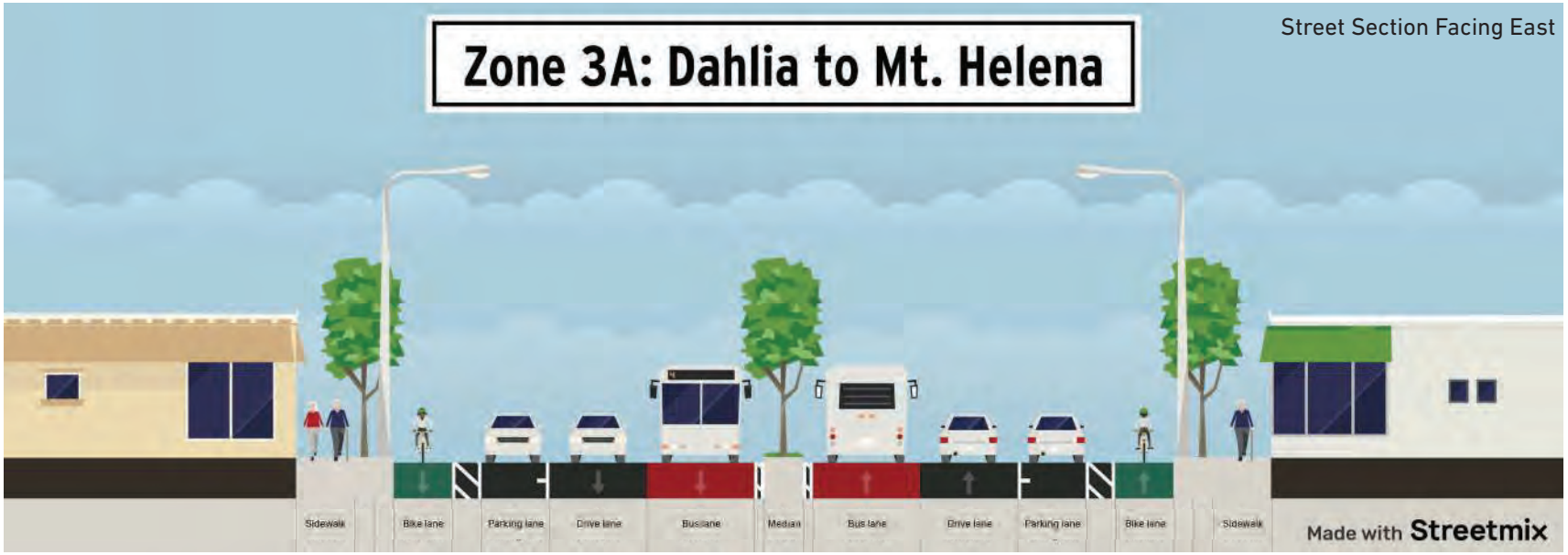




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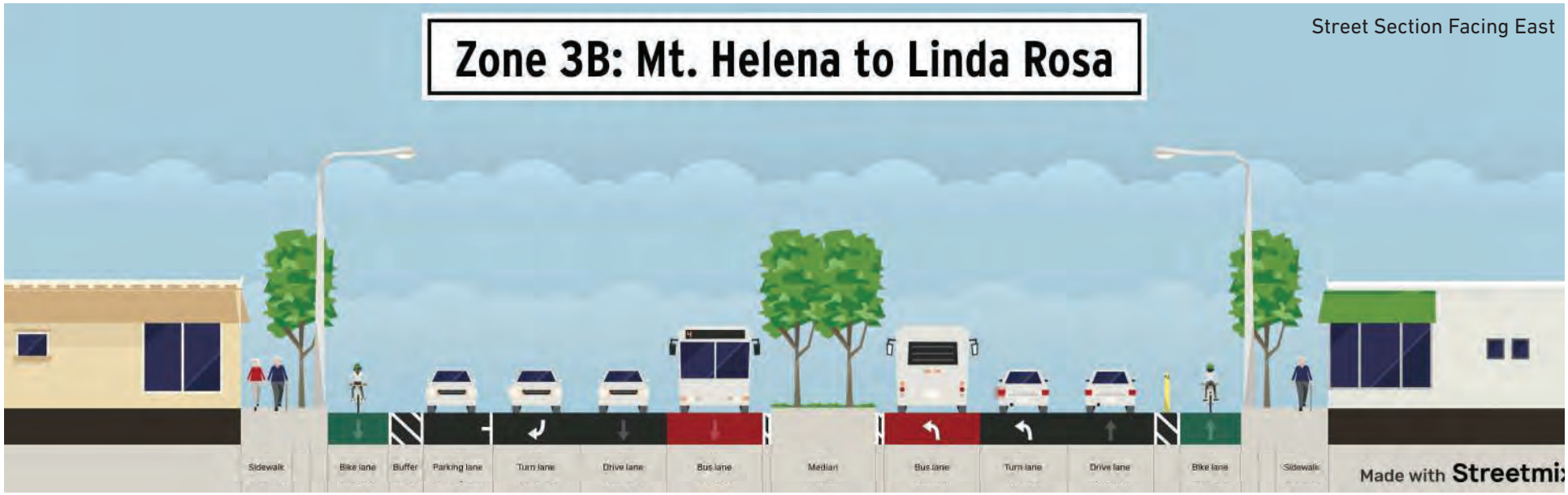
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CONCEPTUAL DRAFT ONLY FOR REVIEW



THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



COMMENT LETTER 12

Stephany Somoza

From: Emily Carlin <president@eaglerock-pta.org>
Sent: Sunday, December 27, 2020 12:25 PM
To: nohopasbrt@metro.net; JacksonM@metro.net; councilmember.kevindeleon@lacity.org
Subject: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Eagle Rock Elementary PTA support for the "Beautiful Boulevard" Eagle Rock alignment proposal

December 27, 2020

To: Scott Hartwell, Metro Project Manager,
Metro Board Secretary Michele Jackson, Los Angeles City Councilmember Kevin de León

Dear Mr. Hartwell, Councilmember de León, and the Metro Board of Directors,

The North Hollywood to Pasadena Bus Rapid Transit project is an important investment in building a higher quality and more equitable transportation system within Los Angeles County. Improved transit access is an important component of ensuring more convenient and affordable mobility for students, families, and teachers alike. Working to build a better transportation system, however, should not be a choice between high quality transit and safe streets, particularly in proximity to schools. Quality public schools are the heart of our communities in Los Angeles. Unlike neighboring Pasadena, Eagle Rock is populated with families who support public schools. In fact, our highly competitive housing market is driven largely from the success of our public schools and the walkability of our neighborhood. Eagle Rock is currently described as "very walkable" on www.walkscore.com - this metric attracts people to our neighborhood because most errands can be accomplished on foot. There are many families who cross school zones to attend each of the elementary schools in our neighborhood - many of whom walk and bike their children to school. 12-1

The Eagle Rock Elementary PTA supports the "Beautiful Boulevard" proposal put forth by Eagle Rock parents and community members for the North Hollywood-Pasadena BRT project, which would provide high quality transit service to and from the Eagle Rock community, while improving roadway safety for students, families, and teachers traveling on and across Colorado Boulevard. 12-2

We are concerned that the current options proposed (and in particular the current side-running option, "F2") will actively make Colorado Boulevard more-dangerous because of the following project elements:

- The proposed elimination of the existing buffered bike-lanes on Colorado Boulevard in front of Dahlia Heights Elementary School
- The conversion of Colorado Boulevard from a four-lane roadway to a six-lane roadway in front of Dahlia Heights Elementary School, which would make pedestrian crossings less safe for students, and result in higher driving speeds on a street that is already designated with a 35 mph speed limit
- The lack of crosswalk enhancements or comprehensive traffic calming measures which negatively impact the safety of students, teachers, staff, parents, and families who must cross Colorado Boulevard as part of their daily walk to school for Dahlia, Rockdale, Eagle Rock Elementary, and Eagle Rock High.

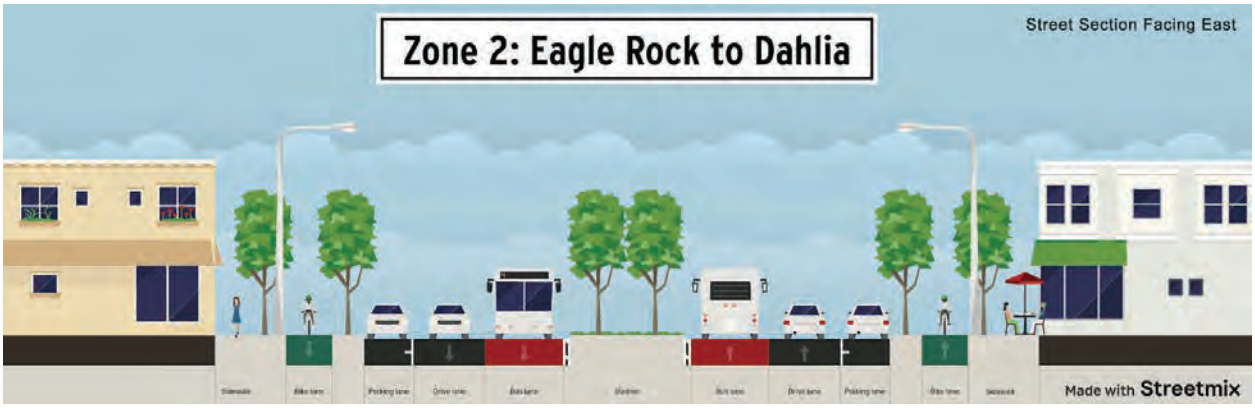
12-3

Metro's provided Eagle Rock alternative alignment options are also problematic. The provided center-running alternate ("F1") would remove existing landscaped medians on Colorado Boulevard that provide speed calming. A freeway-running alternative ("F3") would bypass Eagle Rock and reduce transit service to Eagle Rock schools. 12-4

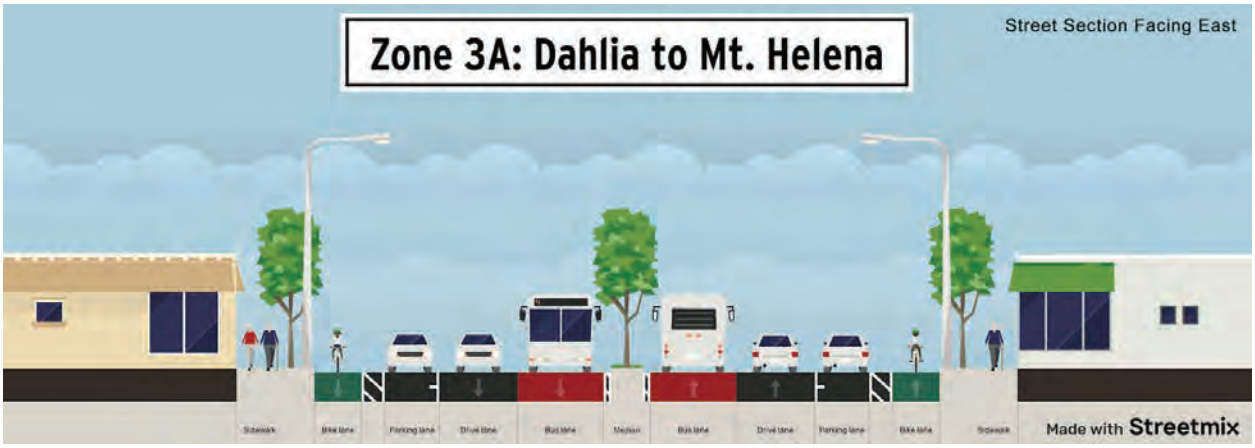
Instead, the Beautiful Boulevard proposal would improve safety, walkability, and bikeability on Colorado Boulevard, while preserving existing landscaped medians. This proposal would make a more vibrant street to support our important local small businesses:



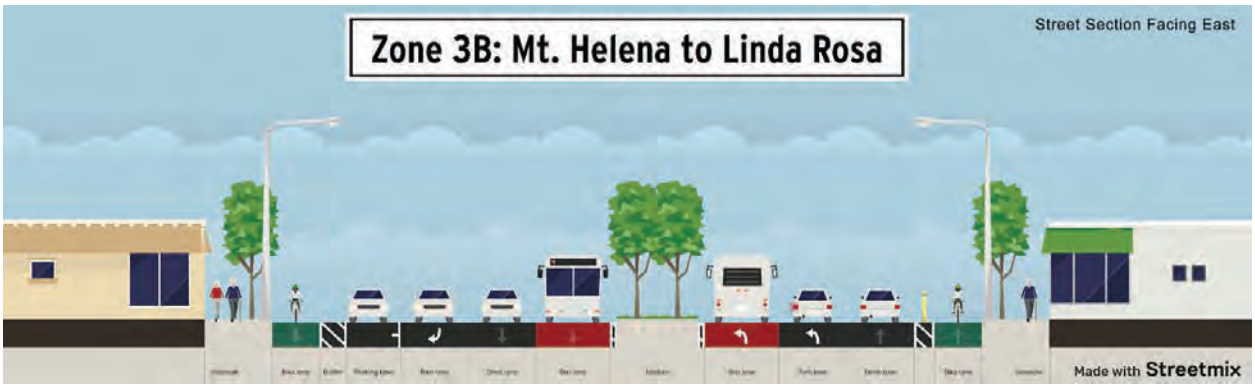
Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated bus lanes would be incorporated adjacent to new landscape medians. Existing buffered bike lanes may be downgraded to bike lanes where necessary in order to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where street parking is not heavily utilized. 12-5



Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate upgraded landscaping. One travel lane in each direction would be reallocated as new dedicated median-running bus lanes, providing significant benefits in roadway safety and improving the safety of existing and new crosswalks on Colorado Boulevard. Existing sidewalks would be expanded to incorporate new raised protected bike paths, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to be raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised protected bike lane. Existing parking would be maintained along new sidewalk curbs.



The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be “flipped” in order to be upgraded to parking protected bike lanes.



12-5 (cont.)

Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from the 134 Freeway, as well as through traffic to Colorado Boulevard. New bus lanes will be incorporated along with new landscaped medians. Existing buffered bike lanes and parking on the North side of the street would be flipped in order to be upgraded to parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to bollard protected bike lanes.

Roadway safety—particularly for our students—must be a priority for Metro in its development of the North Hollywood-Pasadena BRT project. This includes providing safe mobility for all modes that our students and parents use to get to school: for pedestrians, cyclists, vehicular passengers, and transit riders alike.

The Eagle Rock Elementary PTA urges Metro to study this proposal in full, and adopt it as Metro’s proposed alignment alternative within Eagle Rock in order to prioritize the safety of our students, teachers, staff, and families.

Thank you,

Emily Carlin
President
Eagle Rock Elementary PTA
2057 Fair Park Ave.
Eagle Rock, CA 90041

COMMENT LETTER 13



December 27, 2020

Via Email: Scott Hartwell, Metro Project Manager
Metro Board Secretary Michele Jackson
Los Angeles City Councilmember Kevin de León

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Support for the "Beautiful Boulevard" Eagle Rock alignment proposal

Dear Mr. Hartwell, Councilmember de León, and the Metro Board of Directors,

We write to collectively urge Metro to study a revised project alternative that incorporates a reduction of existing vehicle travel lanes to accommodate dedicated bus lanes. Specifically, we urge Metro to consider and study the community-generated "Beautiful Boulevard" compromise solution (described below) that calls for a reallocation of one vehicle travel lane in each direction within Eagle Rock's central business district on Colorado Boulevard approximately between Eagle Rock Boulevard and Mt. Helena Avenue in order to maintain existing medians and provide dedicated bus lanes, protected bike lanes, an improved pedestrian experience, and additional street trees. 13-1

In 2019, during Metro's Alternatives Analysis for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, many of the undersigned organizations urged Metro to set efficient transit as a primary goal for this project, and to incorporate first mile/last mile improvements to provide safe and convenient access to this transit line for transit users who access bus service on foot, in wheelchairs, transferring from other transit lines, and by bicycle. These priorities are particularly important for the section of the transit line that is designed for the Los Angeles community of Eagle Rock. 13-2

Unfortunately, all three of the alignment options that Metro has provided for Eagle Rock (F1, F2, F3) do not prioritize the quality of this transit line, but instead prioritize the convenience for drivers. Each of the options Metro has presented make a major sacrifice that would negatively impact the quality of transit service and the Eagle Rock community for the purpose of ensuring the ability for drivers to drive quickly on a street where speeds often exceed the posted speed limit of 35 miles per hour. Further, currently provided alternatives are not coordinated with roadway classification objectives identified in the City of Los Angeles' Mobility Element (Mobility Plan 2035). 13-3

I. Description of the "Beautiful Boulevard" Solution for Eagle Rock:

Residents, parents, and business owners within Eagle Rock have developed a project alignment concept that presents a win-win solution to address primary concerns that residents and stakeholders have communicated. This scheme:

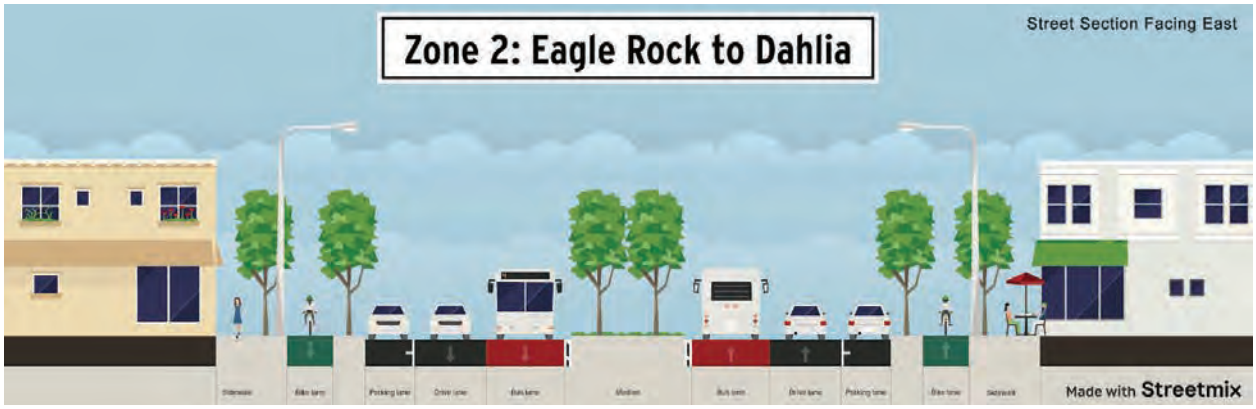
- Predominantly conforms to Transit Enhanced Network roadway classification objective of "Comprehensive Transit Enhanced Streets" set in the City of Los Angeles' Mobility Plan 2035 by incorporating efficient and safe dedicated bus lanes adjacent to center medians
- Predominantly conforms to Bicycle Enhanced Network roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by upgrading existing buffered bike lanes to Class IV raised- and parking-protected bike lanes through Eagle Rock's central business district and adjacent to local schools
- Predominantly conforms to Pedestrian Enhanced District roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by enhancing the pedestrian experience along Colorado Boulevard and not removing existing pedestrian infrastructure
- Preserves the existing landscape medians and incorporates additional landscape medians in accordance with the "Take Back The Boulevard" initiative in areas where no medians exist
- Avoids major impacts to travel lanes adjacent to freeway onramps/offramps or near the three-way intersection of Colorado Boulevard and West Broadway
- Generally maintains existing street parking
- Improves roadway safety in accordance with the City of Los Angeles' Vision Zero goals

13-4

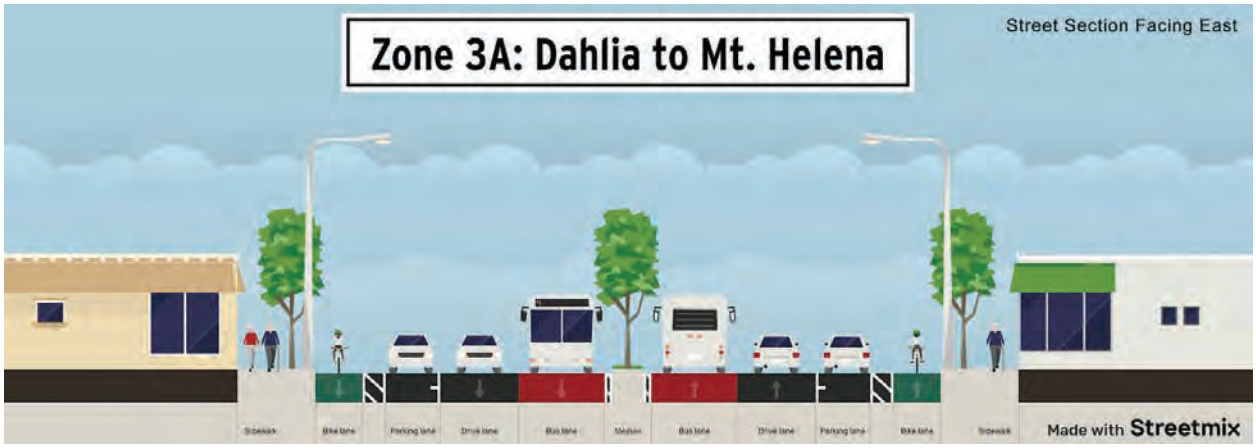


Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated red-painted bus lanes would be incorporated adjacent to new landscape medians. These would be planted with California native trees and a carefully designed native plant scheme to create a sound urban habitat for our endangered fauna of California birds and insects. Existing buffered bike lanes may be downgraded to green-painted bike lanes where necessary in order to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where street parking is not heavily utilized.

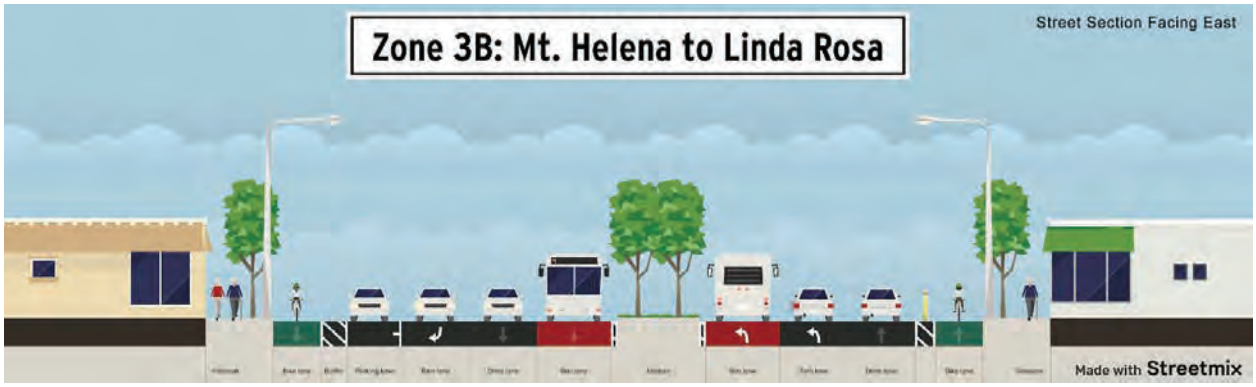
13-4 (cont.)



Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate newly designed native landscaping. One travel lane in each direction would be reallocated for new dedicated median-running and red-painted bus lanes, providing significant benefits in roadway safety and improving the safety of existing and new crosswalks across Colorado Boulevard. Existing sidewalks would be expanded to incorporate new raised separated bikeways with contrasting paving from sidewalk areas, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised separated bikeway. Existing parking would be maintained along new expanded sidewalk curbs.



The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new red-painted bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be "flipped" in order to be upgraded to green-painted parking protected bike lanes.



Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from SR-134, as well as through traffic to and from Colorado Boulevard. New red-painted bus lanes will be incorporated along new landscaped medians. Existing buffered bike lanes and parking on the North side of the street would be flipped in order to be upgraded to green-painted parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to planter protected green-painted bike lanes.

13-4 (cont.)

II. Ground Decision-Making in Equity:

Despite many of our groups individually urging that Metro actively engage transit users to frame decision-making, Metro's outreach related to the EIR process has almost entirely been focused on non-transit users, affluent residents, and English-speaking stakeholders. Metro must align

13-5

project outreach with its adopted Metro Equity Platform Framework, which calls for pursuit of an inclusive conversation at the front end of decision-making, and not the back end. Affluent and non-transit riding groups are not representative of Metro ridership, and do not adequately provide insight into the needs and priorities to implement a successful transit line. We urge Metro to focus sustained outreach as design alternatives are developed — and in advance of preparation of an FEIR — on existing transit users, low-income residents who desire more affordable transportation options, people who work in businesses on and adjacent to Metro's proposed transit line, and non-English speakers. The priorities, feedback, and goals from these stakeholder groups should be heavily weighted in the decision-making process for the North Hollywood-Pasadena BRT line.

13-5 (cont.)

III. Focus on Vehicle Miles Traveled in Review of Impacts of Lane Reallocation:

As Metro studies a scheme that considers select reallocations of vehicle lanes to accommodate more efficient transit and better first mile/last mile access, Metro should work with LADOT to focus on Vehicle Miles Traveled (VMT) metrics, rather than obsolete Level Of Service (LOS) metrics.

Traffic congestion is not an environmental impact under CEQA, and it should be recognized that providing a quality transit alternative to individual vehicle use is inherently a mitigation to traffic impacts. Transit investments of this scale offer modality choices that should encourage and plan for a reduction in automobile use. For any route alignments in Eagle Rock that Metro is considering, Metro should study VMT metrics and their impact on encouraging mode shifts from driving to transit by prioritizing transit service over driving convenience. Any review of traffic impacts on Colorado Boulevard should incorporate reasonable assessments of the reality that many through-traffic drivers will opt to travel on the 134 Freeway instead of using neighborhood streets for travel beyond Eagle Rock. Additionally, any reviews of traffic impacts should incorporate consideration of how BRT signal prioritization will provide resulting travel time reductions to parallel vehicular travel.

13-6

IV. Study and Consideration of Left-Side Boarding Buses:

The Metro Board recently directed Metro staff to study the feasibility and benefits of buses that allow for left-side boarding, including for BRT projects currently under development, due February 2021. At a December 3rd, 2020 Metro Board meeting, Board Members Solis, Bonin, and Najarian noted that the use of buses that board from both sides would provide greater flexibility to BRT projects in development, provide higher quality service to transit riders by allowing buses to operate in center running lanes, and Supervisor Solis specifically suggested that Metro "could utilize that left-door boarding especially on Colorado Boulevard in Eagle Rock"

13-7

to improve the North Hollywood-Pasadena BRT project. Metro's project team should coordinate with this study and incorporate consideration of buses that board from both sides.



Both-sides-boarding buses would offer the following benefits to Metro's project:

- Operate more like the light rail systems that the North Hollywood-Pasadena BRT project is aimed to emulate
- Provide greater flexibility in operating within the roadway conditions that occur along the project alignment
- Accommodate a consolidated centrally located stations that service travel in both directions
- Help mitigate impact to existing businesses by minimizing the amount of roadway reconstruction required at existing landscape medians
- Maximize the amount of roadway area that can be allocated for landscape areas and stormwater retention, minimizing stormwater runoff impacts as a result of the project

13-7 (cont.)

Considering that Metro is already planning to expand its bus fleet with new electric buses to utilize for the North Hollywood-Pasadena BRT line, Metro should review the ability of both-side-boarding buses to mitigate project impacts, including 1) stormwater runoff, 2) loss or expansion of existing landscape median areas, 3) BRT station access, 4) aesthetic impacts of consolidated stations, 5) impact to quality of transit service, and 6) construction phase disruption to existing small businesses.

Even if buses that board from both sides are deemed infeasible, Metro should consider use of central boarding platforms with right-side boarding buses similar to the Metro Silver Line.

V. Design for Accessibility and Transit User Comfort:

We urge Metro to design for accessible and comfortable transit stops, including shade cover for riders, elevated platforms for quick and efficient boardings for all users inclusive of those with disabilities, strollers, and bikes. Metro should provide safe and comfortable first mile/last mile connections for people on foot, people in wheelchairs, people transferring from other transit lines, and people on bikes, including bike infrastructure improvements, and day-use bike lockers at stations. Where sidewalks and crossings are adjusted, Metro should design to incorporate accessible curb ramps parallel to the path of travel and avoid use of 45° corner curb ramps in any locations. Where raised bike paths are located within Zone 2, Metro should incorporate raised crosswalks to improve safety for pedestrians and cyclists and to discourage unsafe driver turns across protected bike lane infrastructure.Metro should consider station location opportunities that maximize pedestrian access and convenient pedestrian signal timing, such as an Eagle Rock Boulevard-area station at Caspar Avenue. 13-8

VI. Consider Needs of Existing Small Businesses:

At a time when local small businesses are struggling due to economic impacts of the COVID-19 pandemic, it is important that Metro not overlook the needs of business owners and employees who may not have the privilege to engage in Metro's EIR process for the North Hollywood-Pasadena BRT project.

During recent surveys in Eagle Rock, managers at local businesses indicate that often 50% or more of employees rely on Metro service to work. The needs of these employees to access quality jobs should be prioritized, by providing high quality service, convenient transfers to local bus service, and with safe and comfortable first mile/last mile connections to places of work. 13-9

Additionally, Metro's DEIR forecasts 34,950 daily boardings by 2042. Existing business owners in Eagle Rock should be afforded the opportunity to provide services to these 34,950 daily riders by providing street-running BRT service on Colorado Boulevard in Eagle Rock. Metro's F3 alternative for Eagle Rock would bypass all businesses on Colorado Boulevard and is wholly unacceptable.

VII. Technical Considerations:

The introduction of median-running buses in order to provide high quality transit service requires careful consideration of impacts to vehicle left turns. Metro should fully study accommodation of left turns across bus lanes and locations for incorporation of left turn pockets, with an emphasis on maintaining access to businesses and for local resident access. 13-10

The possibility of cut-through traffic on residential streets as a result of the project is a significant concern for many residents. Metro should study and provide mitigation measures to discourage cut-through traffic, particularly adjacent to the Zone 2 and Zone 3A areas where the Beautiful Boulevard proposal calls for reallocation of travel lanes. Mitigation measures should include:

- Raised crosswalks parallel to Colorado Boulevard to ensure safer driver turns across pedestrian and bike crossings and to deter unsafe driving into residential streets
- Installation of speed bumps on residential streets between Colorado Boulevard and Hill Drive, and between Colorado Boulevard and Chickasaw Avenue
- Consideration of physical diverters at select intersections along Colorado Boulevard where there is concern for cut-through traffic
- Installation of mini-roundabouts and/or stop-controlled Neighborhood Traffic Circles to deter speeding, such as on Hill Drive and Townsend Avenue
- Coordination with the Los Angeles Department of Transportation in consideration of the in-progress Slow Yosemite initiative, set to provide traffic calming on Yosemite Drive

13-11

With appropriate mitigation measures in place, Metro should be able to ensure that cut-through traffic does not adversely impact local residential streets, and that pass-through drivers choose to drive on the 134 Freeway instead of local streets.

VIII. Additional DEIR Deficiencies:

Metro's DEIR does not provide sufficient study of impacts of relevant trends in commuting that impact ridership forecasts and vehicle travel along Metro's project route. Metro should incorporate study of telecommuting trends on travel, use of ride share options and related trends in vehicle ownership, and driving trends as related to the COVID-19 pandemic. Each of these items should be studied relative to reductions in driving demand and increases in demand in mobility options outside of private cars.

13-12

Additionally, Metro's DEIR does not provide sufficient study of roadway safety impacts as a result of its proposed project, and ability for the City of Los Angeles to achieve its Vision Zero goals as a result of roadway reconfigurations implemented within Eagle Rock. Metro's analysis inaccurately states in Sections 6 & 3.1 of its DEIR that unprotected, shared bicycle/bus facilities can be made consistent with the City of Los Angeles' Mobility Plan 2035 designation of Colorado Boulevard for "Protected Bike Lanes" and as a "Comprehensive Transit Enhanced Street." Metro's proposed mitigation related to this impact, TRA-5, is insufficient and is also inconsistent with the Mobility Plan 2035's "Safety First" policy, as a working group meeting will not resolve the impact of the design of a more unsafe and less accessible street.

13-13

Metro should fully study projected design speeds as a result of its proposed design alternates, and the projected impact on traffic collisions which result in deaths and serious injuries (SWITRS 1 & 2 / KSI) within the project area. Roadway safety should be a primary focus of

Metro's project, with a goal of ensuring that streets within the project area are safer as a result of the project, and that the project enables achievement of stated Vision Zero goals.

13-13 (cont.)

Conclusion:

As the COVID-19 pandemic has shown, the Los Angeles region needs more robust and equitable transportation options to serve residents and keep communities safe. The North Hollywood-Pasadena Bus Rapid Transit project is an important investment towards building a more efficient, comfortable, reliable, and resilient regional transit system. But Metro cannot reasonably ensure that its projects are providing a net benefit to the communities that it runs through if Metro's solution is to expand roadway width in order to accommodate new bus rapid transit lines, or if it undercuts active transportation options in order to prioritize driving as an alternative to transit.

13-14

The community-generated "Beautiful Boulevard" Eagle Rock alignment concept provides a thoughtful, balanced, and context-sensitive solution to meeting a diverse set of concerns while prioritizing the goal of creating a quality transit service. We urge Metro to fully study this concept, and adopt its framework as Metro's proposed alignment for the Eagle Rock section of the North Hollywood-Pasadena Bus Rapid Transit project.

Thank you for the opportunity to provide comment on this important project,

David Diaz
Executive Director
Active SGV

Laura Raymond
Director
Alliance for Community Transit - Los Angeles

Eric Mann
Director
Bus Riders Union / Labor Community Strategy Center

Jennifer Gill
Chair, Engineering Subcommittee*
City of Los Angeles Bicycle Advisory Committee

Kent Strumpell
Chair, Planning Subcommittee*
City of Los Angeles Bicycle Advisory Committee

Deborah Murphy
Chair*
City of Los Angeles Pedestrian Advisory Committee

Jonathan Parfrey
Executive Director
Climate Resolve

Christy Zamani
Executive Director
Day One

Bryn Lindblad
Steering Committee Member
EnviroMetro

Felicia Garcia
Steering Committee Chair
Equitable Eagle Rock

Hilary Norton
Executive Director
FAST: Fixing Angelenos Stuck in Traffic
FAST Link DTLA

Timothy Hayes
Organizer
Ground Game LA

David Levitus
Executive Director
LA Forward

Eli Akira Kaufman
Executive Director
Los Angeles County Bicycle Coalition

John Yi
Executive Director
Los Angeles Walks

Denny Zane
Executive Director
Move LA

Scott Gamzon
Founder
Neighborhoods United for Safe Streets

Colin Bogart
Steering Committee Member
Pasadena Complete Streets Coalition

Darrell Clarke
Conservation Chair
Sierra Club Angeles Chapter

Michael Schneider
Founder
Streets For All

Steering Committee
Walk Bike Glendale

Elise Kalfayan
Steering Committee Member
Glendale Environmental Coalition

Jessica Meaney
Executive Director
Investing in Place

Crissi Avila and Mona Field
Co-Presidents
League of Women Voters of Los Angeles

Christine Louise Mills
Director
Los Angeles River Communities for Environmental Equity

Alfonso Directo Jr.
Vice-Chair*
Metro Westside/Central Service Council

Carter Rubin
Mobility and Climate Advocate
Natural Resources Defence Council

Emily Kate Spokes
Co-Founder
NELA Climate Collective

Allen Compton
Co-Founder, Take Back The Boulevard
President, SALT Landscape Architects

Mark Strickert
President
Southern California Transit Advocates

Los Angeles Hub
Sunrise Movement Los Angeles

* Titles with an asterisk are listed for identification purposes only and not on behalf of an organization

COMMENT LETTER 14

December 28, 2020

Via Email: Scott Hartwell, Metro Project Manager
Metro Board Secretary Michele Jackson
Los Angeles City Councilmember Kevin de León

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Please study and adopt the "Beautiful Boulevard" Eagle Rock alignment proposal

Dear Mr. Hartwell, Metro Board of Directors, and Councilmember de León,

As Eagle Rock residents and stakeholders, we write to provide comment on and propose an alternate alignment solution for the Eagle Rock section of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project as detailed in the Draft Environmental Impact Report issued in October 2020. We are a multicultural, multigenerational, socioeconomically diverse coalition of Eagle Rockers including renters, homeowners, parents, service workers, small-business owners, car and bike commuters, and transit riders who care deeply about our neighborhood. Metro's proposed one-size-fits-all alignment options for Eagle Rock are unacceptable. Metro's proposal would sacrifice quality transit service, landscaped medians, bike lanes, and/or curbside parking within Downtown Eagle Rock. Eagle Rock residents should not have to choose between quality transit, safety, a vibrant and green street, or convenient access to our local small businesses. 14-1

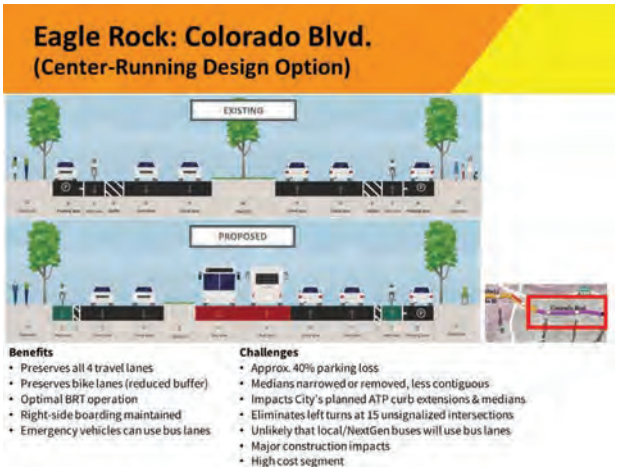
The "Beautiful Boulevard" proposal is a community-generated BRT alignment solution that would provide a context-sensitive solution that addresses the primary concerns that Eagle Rock residents have consistently communicated to Metro in its Alternatives Analysis and Environmental Impact Report outreach. The Beautiful Boulevard plan calls for a reallocation of one vehicle travel lane in each direction within Eagle Rock's central business district on Colorado Boulevard approximately between Eagle Rock Boulevard and Mt. Helena Avenue in order to maintain existing medians and provide dedicated bus lanes, protected bike lanes, an improved pedestrian experience, additional street trees, and additional traffic calming elements on adjacent streets. The Beautiful Boulevard plan calls for dedicated median-running bus lanes accessed from center transit stations on Colorado Boulevard within Eagle Rock to provide efficient and convenient transit service to and from Eagle Rock. 14-2

A. Response to Metro Alternates "F1," "F2," and "F3"

None of three of the alignment options that Metro has provided for Eagle Rock (F1, F2, F3) meet the needs and goals that the Eagle Rock community has communicated to Metro. These needs and goals include: 14-3

1. Quality transit service for Eagle Rock on Colorado Boulevard
2. Maintain and improve existing landscaped medians on Colorado Boulevard that provide a small town feel for Eagle Rock
3. Maintain curbside parking on Colorado Boulevard within Downtown Eagle Rock that provides convenient access to businesses and space for outdoor dining and retail
4. Provide a Complete Street on Colorado Boulevard as identified in Los Angeles' Mobility Plan 2035 with "Protected Bike Lane" infrastructure and dedicated bus lanes as part of the Comprehensive Transit Enhanced Network
5. Provide a safer street that enables the City of Los Angeles' 2025 Vision Zero goal by discouraging deadly speeding

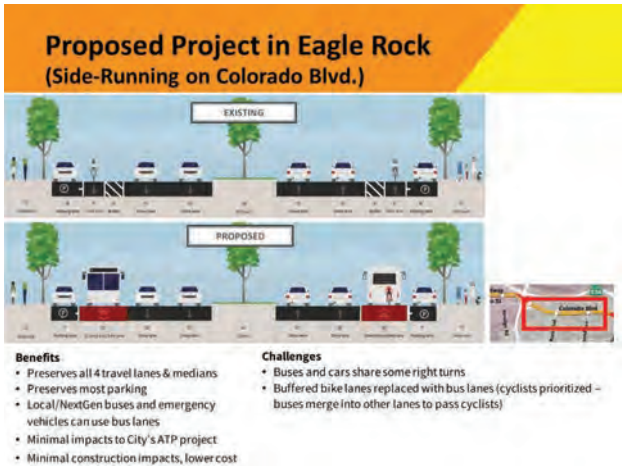
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Metro "F1" Alternative

14-4

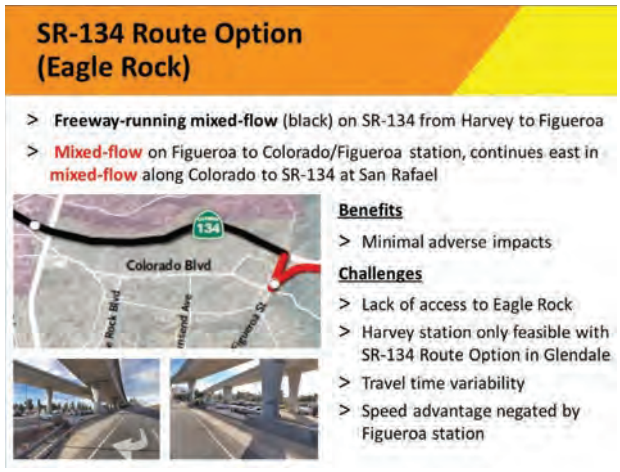
Alternative "F1" ("Center-Running Design Option") would remove existing landscaped medians and 40% of curbside parking in order to expand Colorado Boulevard into a 6-lane roadway. This alternative directly contradicts many key concerns that Eagle Rock residents have communicated about not ending up with a more dangerous street, not removing character-defining landscaped medians, not increasing impervious roadway surface and stormwater runoff impacts, and not removing convenient access to existing small businesses by car. In the context of the COVID-19 pandemic, this scheme would also hurt existing small businesses by reducing opportunities for outdoor dining and outdoor retail operations. We urge Metro to adopt the Beautiful Boulevard proposal as a complete revision to option "F1."



Metro "F2" Alternative

14-5

Alternative "F2" ("Side-Running on Colorado Blvd.") unacceptably proposes to eliminate dedicated buffered bike lanes and force buses and bicycles to share a single unprotected travel lane. This alternative is in conflict with Mobility Plan 2035 designations for Colorado Boulevard and would result in higher speeding, a more unsafe street, and a lack of access by bike for people of all ages and abilities. Metro's mitigation measure TRA-5 is insufficient to address these deficiencies. If this alternate is pursued, Metro should provide additional study to understand reasonable projected 85th percentile driving speeds on Colorado Boulevard as a result of this alternate, and the resulting impact on roadway safety, including the impact on the safety of crosswalks on Colorado Boulevard. We urge Metro to abandon this option by acknowledging F2's inability to mitigate issues of safety and coordination with Mobility Plan 2035.



Metro "F3" Alternative

14-6

Alternative "F3" ("SR-134 Route Option") would provide no direct or convenient access for this transit line to Downtown Eagle Rock. This option would reduce transit access to Eagle Rock, and prohibit Eagle Rock business from serving the 34,000+ potential customers this transit line is projected to have. Additionally, this option would limit access across the region and in

adjacent housing hubs in Glendale, Burbank, and Pasadena to Eagle Rock jobs. This alternative runs in direct conflict with Metro's service and climate action goals for this project, and would conflict with ongoing efforts to provide a more efficient transit system through Metro's NextGen project. We urge that Metro abandon this option by acknowledging its inability to meet project and overall Metro goals to build a more convenient transit system, and the negative impact it will have on existing Eagle Rock small businesses.

14-6 (cont.)

B. The "Beautiful Boulevard" Proposal for Eagle Rock:

The Beautiful Boulevard proposal would address and mitigate deficiencies of Metro's F1, F2, and F3 alternates by providing median-running BRT in dedicated lanes on Colorado Boulevard with roadway safety, median, bike lane, sidewalk, and crosswalk improvements to Colorado Boulevard, and traffic calming improvements to adjacent streets. In doing so, this scheme:

- Predominantly conforms to Transit Enhanced Network roadway classification objective of "Comprehensive Transit Enhanced Streets" set in the City of Los Angeles' Mobility Plan 2035 by incorporating efficient and safe dedicated bus lanes adjacent to center medians
- Predominantly conforms to Bicycle Enhanced Network roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by upgrading existing buffered bike lanes to Class IV raised- and parking-protected bike lanes through Eagle Rock's central business district and adjacent to local schools
- Predominantly conforms to Pedestrian Enhanced District roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by enhancing the pedestrian experience along Colorado Boulevard and not removing existing pedestrian infrastructure
- Preserves the existing landscape medians and incorporates additional landscape medians in accordance with the "Take Back The Boulevard" initiative in areas where no medians exist
- Avoids major impacts to travel lanes adjacent to freeway onramps/offramps or near the three-way intersection of Colorado Boulevard and West Broadway
- Generally maintains existing street parking
- Improves roadway safety in accordance with the City of Los Angeles' Vision Zero goals

14-7

B.1. Provide Three Distinct Zones of Roadway Configurations:

Colorado Boulevard in Eagle Rock is not a monolithic element, and Metro's proposal for a one-size-fits-all reconfiguration on Colorado Boulevard neglects the diverse needs along the street. The City of Los Angeles has formalized these zones in its Zoning Code since the 1992 adoption of the Colorado Boulevard Specific Plan, which identified three sub-areas on Colorado Boulevard:

- Subarea I: Between SR-2 and Eagle Rock Boulevard
- Subarea II: Between Eagle Rock Boulevard and Dahlia Drive

- Subarea III: Between Dahlia Drive and Holbrook Street

We urge Metro to adopt the Beautiful Boulevard's context-sensitive solution, which utilizes these same basic zones to maximize the quality of transit experience, safety, and support for a vibrant Downtown Eagle Rock, and mitigates issues that are unresolved in Metro's DEIR-proposed alternatives.

ZONE 1: Glendale City Border to Eagle Rock Boulevard





14-7 (cont.)

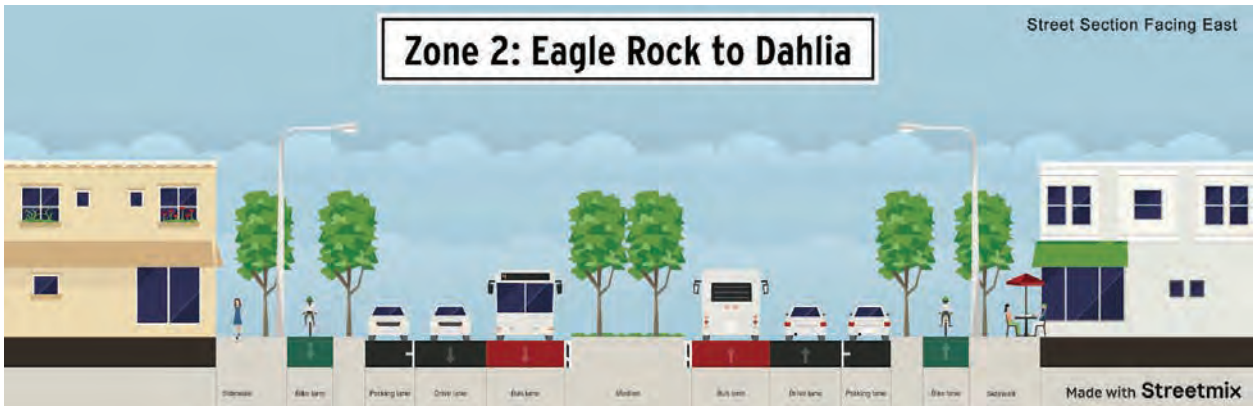
Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated red-painted bus lanes would be incorporated adjacent to new landscape medians. These would be planted with California native trees and a carefully designed native plant scheme to create a sound urban habitat for our endangered fauna of California birds and insects. Existing buffered bike lanes may be downgraded to green-painted bike lanes where necessary in order to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where

street parking is not heavily utilized. Within Zone 1, Metro should consider placement of a BRT station at the intersection of Sierra Villa Drive to maximize local bus transfer opportunities and provide connections to Eagle Rock Plaza and local businesses, as well as convenient pedestrian access.

Metro should consider the possibility of upgrading unprotected bike lanes in Zone 1 to be protected bike lanes, if feasible through use of narrow engineering lane standards or reduction in street parking, particularly on the westbound uphill portion of the street between Ellenwood Drive and College View Avenue. Metro should give consideration to the possibility for drivers to merge across the eastbound bus lane to left turn pockets to accommodate driver left turns. Select curbside parking may need to be reduced to accommodate space for left turn pockets.

ZONE 2: Eagle Rock Boulevard to Dahlia Drive

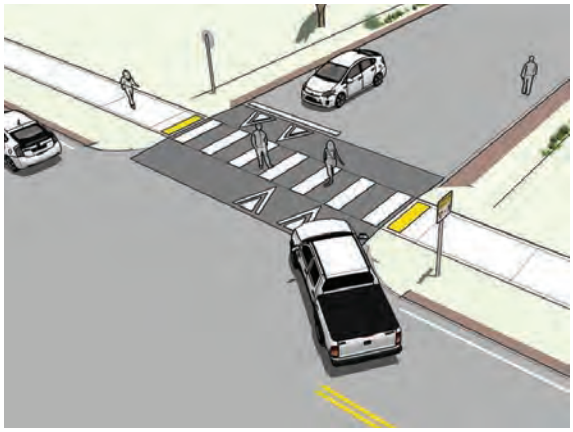




14-7 (cont.)

Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate newly designed landscaping, based on creating a native habitat for our endangered

California fauna of birds and insects with native trees and mostly native plants, which would serve to reduce irrigation water use by as much as 40%. One travel lane in each direction would be reallocated for new dedicated median-running and red-painted bus lanes, providing significant benefits in roadway safety and improving the safety of existing and new crosswalks across Colorado Boulevard. Existing sidewalks would be expanded to incorporate new raised separated bikeways with contrasting paving from sidewalk areas, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised separated bikeway. Existing parking would be maintained along new expanded sidewalk curbs. Native and drought tolerant landscaping and two or three species of native sidewalk trees would be incorporated within the expanded sidewalk area. Within Zone 2, Metro should consider placement of median BRT stations at Caspar Avenue and Townsend Avenue, with an intention to provide comfortable crosswalk access and work with LADOT to ensure signal cycles that prioritize and encourage pedestrian access.



Example of raised crosswalks



Example of raised bikeway showing physical barrier

14-7 (cont.)

Inclusion of raised crosswalks at intersections parallel to Colorado Boulevard will help to reduce unsafe driver turns across the protected bike path and mitigate concerns about visibility of people within the protected bike lane. Additionally, raised crosswalks will discourage cut-through traffic on residential streets, and provide improved accessibility for people with disabilities. We encourage Metro to incorporate 90° curb ramps parallel to the direction of travel at all intersections, and to maximize the number of crosswalks across Colorado Boulevard. We further urge Metro to work with LADOT to study potential signal timing for crosswalks with a goal of maximizing crossing times and ensuring that time allotted for pedestrian crossing exceeds ADA minimums.

The inclusion of raised bike paths provides a family-friendly upgrade from existing unprotected bike lanes, and maximizes ADA accessibility within the sidewalk area. Use of raised bike lanes will help to mitigate issues of accessibility from curbside parking across the area for bike travel to destinations. Additionally, the use of raised bike lanes with slight elevation changes at intersections will discourage unsafe bicycle speeds that might otherwise create conflict with pedestrian space. We encourage Metro to incorporate physical landscaped barriers between

spaces for pedestrians and people on bikes, and to maximize the width of the bikeway as much as possible to allow for 1) families on bicycles to ride side by side, 2) bicyclists to pass one another, and 3) to safely plan around trends towards use of private and shared e-scooters and bicycles.

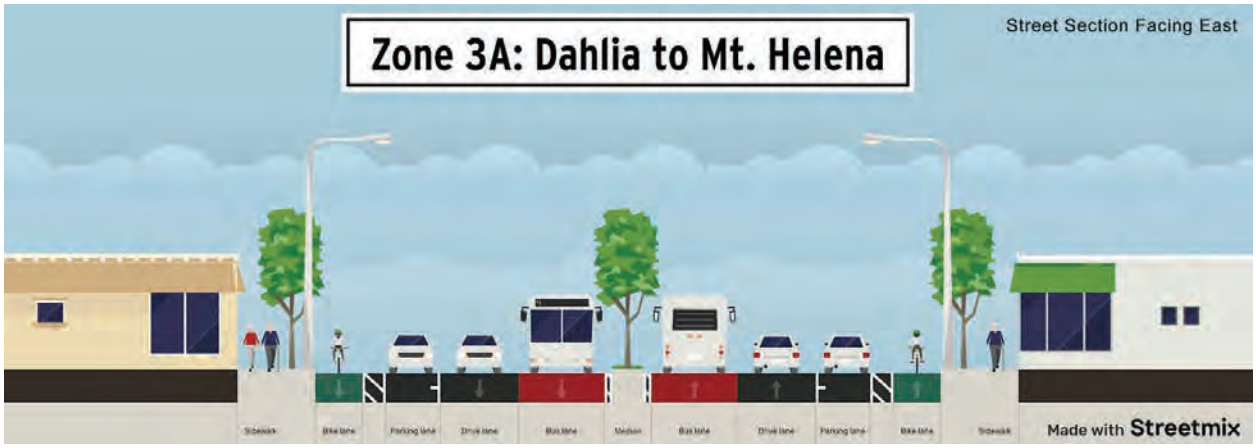


Proposed layout within Zone 2 showing expanded sidewalks, raised bike paths & crosswalks, maintained parking

14-7 (cont.)

Within Zone 2, Metro should work with LADOT to study opportunities for incorporation of additional marked crosswalks with consideration of the improved safety provided by reallocation of #2 travel lanes in each direction and shortened crossing distances created by expanded sidewalks. Metro's study should include completing existing 3-leg intersections with 4th marked crosswalks on Glen Iris Avenue, Hermosa Avenue, and Townsend Avenue; as well as providing new crosswalks on both sides of intersections that currently lack crosswalks such as Shearin Avenue, Highland View Avenue, La Roda Avenue, and Vincent Avenue. Where crosswalks are not provided with traffic signals, Metro should consider installation of HAWK beacons and other traffic control elements to improve pedestrian visibility and ensure driver compliance. Providing plentiful marked crosswalks on Colorado Boulevard will improve the pedestrian-friendliness of Colorado Boulevard by accommodating convenient access to businesses and destinations. An improved pedestrian experience is critical to ensuring a successful transit line.

ZONE 3: Dahlia Drive to SR-134

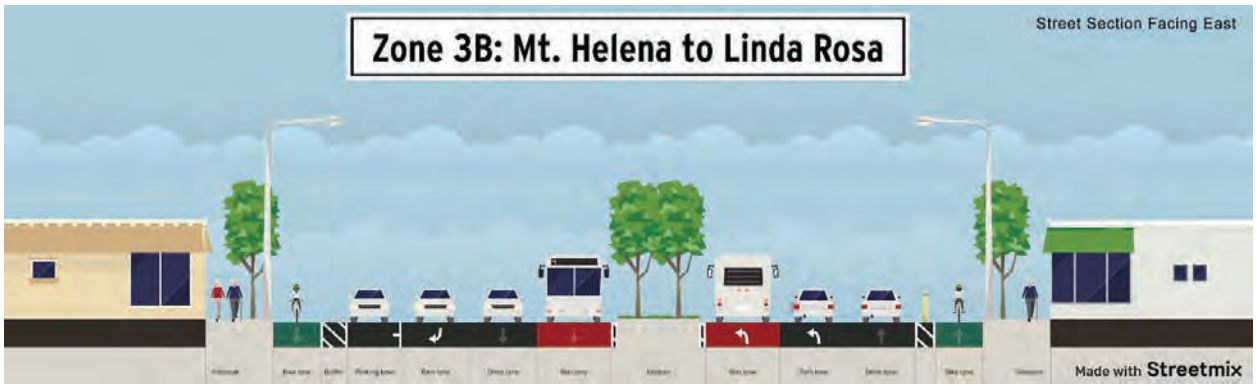


The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new red-painted bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be "flipped" in order to be upgraded to green-painted parking protected bike lanes.

14-7 (cont.)

Within Zone 3A, Metro should work with LADOT to study provision of additional marked crosswalks at intersections that currently lack crosswalks, with consideration of the improved safety provided by reallocation of #2 travel lanes in each direction. Metro should consider opportunities to reduce crossing distances through creation of median pedestrian refuges, as well as pedestrian refuges within protected bike lane buffers and in line with parking lanes. Metro should study incorporating new high-visibility and/or signalized crosswalks on both sides of intersections providing access to Dahlia Heights Elementary School at Dahlia Drive and Floristan Avenue. Metro should also study opportunities to provide marked crosswalks on both sides of the street at Hartwick Street and Los Robles Street. Where crosswalks are not provided with traffic signals, Metro should consider installation of HAWK beacons and other traffic control elements to improve pedestrian visibility and ensure driver compliance.





14-7 (cont.)

Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from SR-134, as well as through traffic to and from Colorado Boulevard. New red-painted bus lanes will be incorporated along new landscaped medians. Existing buffered bike lanes and parking on the North side of the street would be flipped in order to be upgraded to green-painted parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to planter protected green-painted bike lanes.

B.2. Utilize Median-Running Buses Boarding from Center Medians



Example central station for left-side boarding



Example bus with both-side boarding

The Metro Board recently directed Metro staff to study the feasibility and benefits of buses that allow for left-side boarding, including for BRT projects currently under development, due February 2021. At a December 3rd, 2020, Metro Board meeting, Board Members Solis, Bonin, and Najarian noted that the use of buses that board from both sides would provide greater flexibility to BRT projects in development, provide higher quality service to transit riders by allowing buses to operate in center running lanes, and improve the design options available for the North Hollywood-Pasadena BRT project. Metro's project team should coordinate with this study and incorporate consideration of buses that board from both sides. 14-8



Central station from left-side boarding buses



Alternate offset option utilizing right-side boarding

Buses that board from both sides would help mitigate potential removal of portions of existing landscaped medians, provide more efficient boardings and a more intuitive customer experience, reduce construction cost, provide additional options to provide left turn lane pockets, and more closely align with Metro's explanation of the North Hollywood-Pasadena BRT line as operating similar to light rail service. While the Beautiful Boulevard concept is feasible with either buses that board from both sides or buses that only board from the right side, we urge Metro to prioritize consideration of buses that board from both sides to provide a higher quality experience for transit users.

B.3. Utilize Native Landscaping:

We urge Metro to incorporate native landscaping into new medians, within expanded sidewalk areas, and within existing medians. Native landscaping provides more sustainable, drought-tolerant greenery that supports local fauna and is able to thrive without extensive use of irrigation.

Continuity needs to be provided in the choice of trees, and Metro should not exceed two or three different species. These trees should not tower in height, or be too dense with regard to visibility across the boulevard such that they block visibility to business signage. Leaf and seed litter is also a consideration.

For lower landscaping elements, native Chaparral landscapes as found in the hills and valleys surrounding Eagle Rock seem to have a perfect design of high and low species, with a sparseness that will be important to maintain for a pleasing aesthetic result. For Colorado Boulevard, the species should be chosen for height, habit (the shape of the mature plant), leaf and bloom color, and if possible, an extended blooming period. Some native plants go through a summer dormancy that needs to be taken into account, with evergreen plants added here and there: succulents and Mediterranean species that will retain foliage during the hot months. 14-9

All medians should show continuity, with a few selections of species of plants planted all along, as “foundation planting.” A variety of lower plants can then be added to the scheme, and some bare patches left to allow for annual wildflowers.These plantings can be chosen carefully from all other species with an attention to height. A native landscape should not be overplanted.

Tree Options:

- Ceanothus ‘Ray Hartman’ ++
- Cercis occidentalis (CA redbud) +++
- Catalina or Hollyleaf cherry (prunus lyonii or illicifolia) +
- Toyon or CA Holly (heteromeles arbutifolia) +++
- Palo Verde (Parkinsonia aculeata ‘Desert Museum’ +++

Foundational Plant Options:

- Larger buckwheats such as eriogonum arborescens, giganteum and even the ubiquitous fasciculatum
- White sage; Cleveland sage, black sage, salvia leucophylla
- Artemisia californica
- Coyote bush

Succulent Options:

- Dudleyas
- Hesperoyucca whipplei
- Opuntia

Plants Under Trees in Shade:

- Carex tumulicola (like a shade lawn)
- Festuca rubra (like a shade lawn)
- Heuchera sp.
- Ribes viburnifolium

Shrub Options:

- Abutlion palmerii
- Artemisia californica
- Buckwheats (eriogonum sp.) of different sizes, habits and leaf color
- Catalina silverlace (eriophyllum nevinii)
- Coyote Bush (baccharis pilularis sp.)
- Datura
- Encelia farinosa and californica
- Epilobium ‘Catalina’
- Iva hayesiana
- Jojoba (simmondsia chinensis)
- Lavatera sp.
- Matilija poppy (romneya coulterii)
- Mirabilis sp.
- Monkey flower (mimulus sp.)
- Myrica californica
- Sages: white sage (salvia apiana), black sage (s. mellifera); Cleveland sages (s. ‘Aromas’, s. ‘Allen Chickering’, s. ‘Winifred Gilman’); salvia leucophylla (‘Amethyst Bluff’); salvia ‘Shirley’s Creeper’ -- salvia ‘Carl Nielsen’, dorryi, ‘Emerald Cascade’, etc. for smaller sizes
- Verbena lilacina

Mediterranean species to be added:

- Rhagodia spinescens for large ground cover
- Aloes of all sizes, from small for ground cover to large as specimens
- Agave sp.
- Other succulents in modest quantities, cotyledons, kalanchoe, crassula, calandrina, etc.
- Helichrysum sp.
- Rockrose (cistus sp.)
- Santolina sp.

14-9 (cont.)

Lower Shrub Options:

- Artemisia pycnocephala ‘David’s Choice’
- Coyote bush, specifically baccharis pil. ‘Pidgeon Point’
- Epilobium - low species (‘Everett’s choice’)
- Erigeron glaucus sp.
- Eriogonum grande rubescens
- Penstemon ‘BOP’

Options for Grasses:

- Aristida purpurea
- Carex sp.
- Leymus ‘Canyon Prince’ or arenarius “Glaucus’
- Muhlenbergia rigens and dubia
- Sporobulus airoides

Mature trees, particularly those at sidewalks, provide significant aesthetic value and invaluable shade cover for pedestrians. Where sidewalks or curbs are being expanded or adjusted, Metro should make every effort to protect-in-place existing trees. Non-native Magnolia trees within existing medians in Downtown Eagle Rock were originally donated by the non-profit Northeast Trees and Eagle Rock community activist and educator, John Stillion. These trees have special significance to the Eagle Rock community considering their history. Should Metro need to relocate these trees to protect them during the construction phase, we urge Metro to take extra

care to ensure their health, and to work with the City of Los Angeles to determine an appropriate location to dedicate a grove of these Magnolia trees in John Stillion's honor within Eagle Rock Recreation Center, Yosemite Recreation Center, or a new park space within Eagle Rock so they can thrive with needed irrigation, and continue to be enjoyed by Eagle Rock residents for generations to come.

14-9 (cont.)

B.4. Provide Traffic Calming Elements on Adjacent Residential Streets



Speed bumps



Traffic diverters



Mini-roundabouts

The primary driving route that is parallel to Colorado Boulevard is SR-134, and Metro should provide consideration that pass-through drivers utilize SR-134 as an alternative to Colorado Boulevard, rather than local residential streets. To mitigate the possibility of cut-through driving on residential streets, Metro should implement raised crosswalks, speed bumps, traffic diverters, and mini-roundabouts and/or stop-controlled Neighborhood Traffic Circles adjacent to Colorado Boulevard.

14-10

- Raised Crosswalks: should be installed at all intersections parallel to Colorado Boulevard within Zone 2 to discourage unsafe turns from cut-through drivers onto residential side streets
- Speed Bumps: should be considered for installation on residential side streets such as Chickasaw Avenue, Las Flores Drive, and Hill Drive.
- Traffic Diverters: should be considered at strategic locations to vastly reduce the likelihood of cut-through driving
- Mini-Roundabouts and/or stop-controlled Neighborhood Traffic Circles: should be considered for installation on residential side streets such as Hill Drive, Townsend Avenue, and Yosemite Drive

Metro should coordinate with LADOT on implementation of speed calming and safety improvements on Yosemite Drive as currently being considered under The Eagle Rock Association's "Slow Yosemite" initiative to document and enhance mitigations to discourage cut-through driving on Yosemite Drive.

B.5. Incorporate an Art Program:

Metro's BRT project should seek to provide a vibrant and welcoming street to support local businesses and a community that is invested in active transportation options. As such, we urge Metro to incorporate an art program that provides unique art elements, improved community identity, attractive stations, street beautification, and reinforces Eagle Rock as a unique community within the greater Los Angeles region. 14-11

C. Prioritize Safety:

As Metro develops its Final EIR, it must prioritize roadway safety to enable transit users safe access to the BRT line, as well as to mitigate any possible degradation in safety from implementation of the project. Metro's study should fully analyze the anticipated resulting design speeds on Colorado Boulevard, and the impact of these prevailing vehicle speeds on the City of Los Angeles' Vision Zero goal. Metro should ensure that its project does not result in increases to existing 35 mph speed limits on Colorado Boulevard as a result of speed surveys. Where possible, but particularly in Zones 2 and 3a, Metro should seek to create 25 mph design speeds on Colorado Boulevard to improve the safety of vulnerable road users and transit riders. 14-12

Numerous scientific studies and NACTO design guidelines show that wider travel lanes encourage faster vehicle speeds and increase dangers to all road users. In review and development of the Beautiful Boulevard proposal, we urge Metro to work with LADOT to incorporate narrow travel lane widths as much as possible to discourage unsafe speeding on Colorado Boulevard. Where possible, Metro should incorporate 9.5' and 10' wide vehicle travel lanes, and 10.5' or 11' wide transit lanes. With a median-running alternative, Metro should identify whether local bus lines will utilize bus-only lanes for local service, or will utilize vehicle travel lanes, to ensure vehicle travel lanes can be made as narrow as possible. Utilizing narrower lane widths also provides opportunity to maximize space provided for pedestrians and people on bikes, improving accessibility and ensuring functional active transportation infrastructure.

D. Expand Metro's Business Interruption Fund:

Any substantial adjustment of the public right-of-way can be incredibly detrimental to small businesses, and even a short construction timeframe may be challenging for Eagle Rock businesses on and adjacent to Colorado Boulevard. Metro should mitigate the potential danger to local small businesses that are already being strained by the COVID-19 pandemic by working with the Metro Board to expand the Business Interruption Fund. Providing assistance to local small businesses will be helpful to make sure that these businesses are ready to support this transit line from day one. 14-13

Conclusion:

When voters approved Metro's Measure M ballot measure in 2016, the goal was very clear to provide the Los Angeles region with more robust and equitable regional transportation options. The North Hollywood-Pasadena Bus Rapid Transit project is an important investment towards building a more efficient, comfortable, reliable, and resilient regional transit system. But Metro cannot reasonably ensure that its projects are providing a net benefit to the communities that it connects if Metro's solution is to expand roadway width in order to accommodate new bus rapid transit lines, or if it short-changes active transportation options in order to maintain an existing transportation hierarchy that prioritizes driving as a more attractive alternative to transit. 14-14

The "Beautiful Boulevard" proposal for an alignment within Eagle Rock was community-generated and sensitive to the unique set of factors that Metro has thus far failed to account for in its planning for BRT service. The proposal thoughtfully balances the complex set of considerations within Eagle Rock to provide a workable solution that makes tangible improvements for the Eagle Rock community. We urge Metro to study this proposal and adopt it—in full and without cost-reducing compromises to the above described elements—as Metro's proposed alignment for the Eagle Rock section of the North Hollywood-Pasadena Bus Rapid Transit project.

Thank you for your consideration,

Jared Berenholz, Eagle Rock Resident
Michael Blanchard, Eagle Rock Resident
Claire Bowin, Eagle Rock Resident
Lenore Carlson, Eagle Rock Resident
Annie Choi, Eagle Rock Resident & Business Owner, Found Coffee
Stephen Collins, Eagle Rock Resident
Angelyn de la Garza, Eagle Rock Resident & Business Owner, Kumquat
Natalie Freidberg, Eagle Rock Resident
Felicia Garcia, Eagle Rock Resident
Jessie George, Eagle Rock Resident
Laura Gonzalez, Eagle Rock Resident
David Greene, Eagle Rock Resident
Herb Gualpa, Eagle Rock Business Owner, Pub 1954
Luis Lopez, Eagle Rock Resident
Michael MacDonald, Eagle Rock Resident
Maggie Mackay, Eagle Rock Non-Profit Director, Vidiots Foundation
Birgitta Martinez, Eagle Rock Resident
Robert Martinez, Eagle Rock Resident
Augustine Mukul, Eagle Rock Resident
Pat Niessen, Eagle Rock Resident
Cyndi Otteson, Eagle Rock Resident
Javier Pardini, Eagle Rock Business Owner, Malbec Market
Eli Presser, Eagle Rock Resident
Monica Sigsby, Eagle Rock Resident & Business Owner, The Fable
Thom Sigsby, Eagle Rock Resident & Business Owner, The Fable

Darren Hall, Eagle Rock Resident
Eileen Hatrick, Eagle Rock Resident
Wade Harpootlian, Eagle Rock Resident
Andrew Jacobs, Eagle Rock Resident
Hans Johnson, Eagle Rock Resident
Jeff Johnson, Eagle Rock Resident & Business Owner, Walt's
Ryan Johnson, Eagle Rock Resident
Lisa Kable-Blanchard, Eagle Rock Resident
John Kerr, Eagle Rock Resident
Stephen Kia, Eagle Rock Resident & Business Owner, ROCK Coffee House
Bryn Lindblad, Eagle Rock Resident
Michael Sweeney, Eagle Rock Resident
Erin Tanaka, Eagle Rock Business Owner, Acorn
Adalia Vidarte, Eagle Rock Resident
Jonathan CK Williams, Eagle Rock Resident
Corey Wilton, Eagle Rock Resident & Business Owner: Four Cafe, Penny Oven, Good Fire & Holi
Michelle Wilton, Eagle Rock Resident & Business Owner: Four Cafe, Penny Oven, Good Fire & Holi
Chloé Renée Ziegler, Eagle Rock Resident & Business Owner, globe gardens

COMMENT LETTER 15

Subject: Metro Noho-Pasadena BRT: EAPD Transit Committe support for Beautiful Blvd.
Date: Monday, December 28, 2020 at 1:17:52 PM Pacific Standard Time
From: Christine Mills
To: Scott Hartwell
CC: Michele Jackson, Martin Reyes, Wesley Rehman
Attachments: 122820_Metro NOHO-Pasadena_BRT.pdf

Dear Mr. Hartwell and Metro Board of Directory,
I have already submitted this letter of support as an email, and am writingy
here to submit as a pdf with signatures.
Youry,
Christine

15-1

Christine Louise Mills
Transit Committee Chair, EAPD
Editor (AVID, Premiere)
www.larcee.org

Christine Louise Mills, Chair, East Area Progressive Democrats Transit Committee
Hans Johnson, President, East Area Progressive Democrats*

December 28, 2020

To: Scott Hartwell <nohopasbrt@metro.net>

cc: Michele Jackson, Metro Board Secretary <JacksonM@metro.net>
Martin Reyes, Office of County Supervisor Hilda Solis <mreyes@bos.lacounty.gov>
Wagas Rehman, Office of County Supervisor Hilda Solis WRehman@bos.lacounty.gov

Metro's NoHo-Pasadena BRT project: East Area Progressive Democr ts Transit Committee support for "Beautiful Boulevard" Eagle Rock alignment proposal

Dear Mr. Hartwell and the Metro Board of Directors,

On behalf of the Transit Com ittee of the East Area Progressive Democrats (EAPD) we are writing to support the "Beautiful Boulevard" proposal for Metro's North Hollywood to Pasadena Bus Rapid Transit project. For Los Angeles to move forward in a truly equitable, sustainable and livable way, our Metro system must not only serve existing public transit riders, but be well designed and efficient enough to attract new ones. People will choose the bus when the bus is the best option.

We have followed Metro's Colorado BRT, and wrote previously in support of the street-running option. Having reviewed Metro's current three designs as part of the Draft EIR, we feel strongly that the "Beautiful Boulevard" proposal **best incorporates feedback from stakeholders**, **respects and builds the character of the community**, and **synthesizes what he have learned from the Metro studies and meetings**. 15-2

This proposal **provides a solution** to improve transit that acknowledges and learns from the important conversations about transportation within the Eagle Rock that have taken place over the **past two years**. The Beautiful Boulevard proposal offers a **thoughtful and balanced compromise** that saves existing medians; enhances safety for bicyclists, pedestrians, transit riders, and drivers; and promotes a more vibrant Downtown Eagle Rock. The Beautiful Boulevard proposal for Metro's BRT project carefully considers the three distinct parts of Colorado Blvd. as corridors AND as a whole and cohesive artery; it would incentivize sustainable travel and transit use, while respecting and building Eagle Rock's community character.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, to eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org 15-3

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the com unities they serve. The EAPD Transit Com ittee supports the Beautiful Boulevard proposal for Eagle Rock, because it is centered on making a safer, greener, more vibrant street – the kind of street we need for a safer, greener, more vibrant city. We urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock. 15-4

Respectfully,



EAPD Transit Com ittee Chair, and member of Streets LA Advisory Council*



Eagle Rock resident and person who walks, EAPD President*, and ember of EAPD Transit Com ittee

*Affiliation listed for identification purposes

COMMENT LETTER 16

Glendale Environmental Coalition

December 22, 2020

Via Email to: Scott Hartwell, Metro Project Manager; Metro Board Secretary Michele Jackson; Glendale City Councilmember Ara Najarian

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Support for Glendale street alignment and the "Beautiful Boulevard" Eagle Rock alignment proposal

Mr. Hartwell, Ms. Jackson, Councilmember Ara Najarian, and Metro Board of Directors,

The Glendale Environmental Coalition strongly supports Metro's preferred street alignment through Glendale to increase access to transit in parts of the city where more walking and biking occurs, as it provides for more transportation options and can thereby reduce GHG emissions. GEC also supports the Eagle Rock community–generated "Beautiful Boulevard" three-zone solution for the North Hollywood–Pasadena Bus Rapid Transit Project, as it enhances the usability, convenience, safety, sustainability, and economic benefits of the proposed project. 16-1

Residents, parents, and business owners within Eagle Rock have worked together diligently to craft the Beautiful Boulevard detailed project alignment concept. It is a win-win compromise that addresses primary concerns residents and stakeholders in Eagle Rock communicated about the original project. It is also a win-win for Glendale residents, families, and employers, as it provides quality regional connections and access to jobs and local businesses.

The joint letter of support for the Beautiful Boulevard concept, signed by the Glendale Environmental Coalition and several other local organizations, explains how it best meets criteria in the City of Los Angeles Mobility Plan 2035. We urge Metro to adopt this proposal and design accessible and comfortable transit stops, including shade cover for riders, elevated platforms for quick and efficient boardings, and safe, comfortable first mile/last mile connections for all users. 16-2

The North Hollywood–Pasadena Bus Rapid Transit Line Glendale street alignment and Eagle Rock Beautiful Boulevard design with above-mentioned amenities will provide climate-friendly alternatives for trips to North Hollywood, the Burbank airport, Eagle Rock, Pasadena, and employment centers throughout. We urge Metro to adopt the Glendale street alignment and the Beautiful Boulevard proposal.

Glendale Environmental Coalition Steering Committee

Monica Campagna	Kathy Kottaras	Jane Potelle
David Eisenberg	Nick Martins	Paul Rabinov
Elise Kalfayan	Jennifer Pinkerton	Kate Unger

COMMENT LETTER 17

December 28, 2020

Via Email: Scott Hartwell, Metro Project Manager
Metro Board Secretary Michele Jackson
Los Angeles City Councilmember Kevin de León

Employee petition in support of Eagle Rock "Beautiful Boulevard" concept

Dear Mr. Hartwell, Councilmember de León and the Metro Board of Directors,

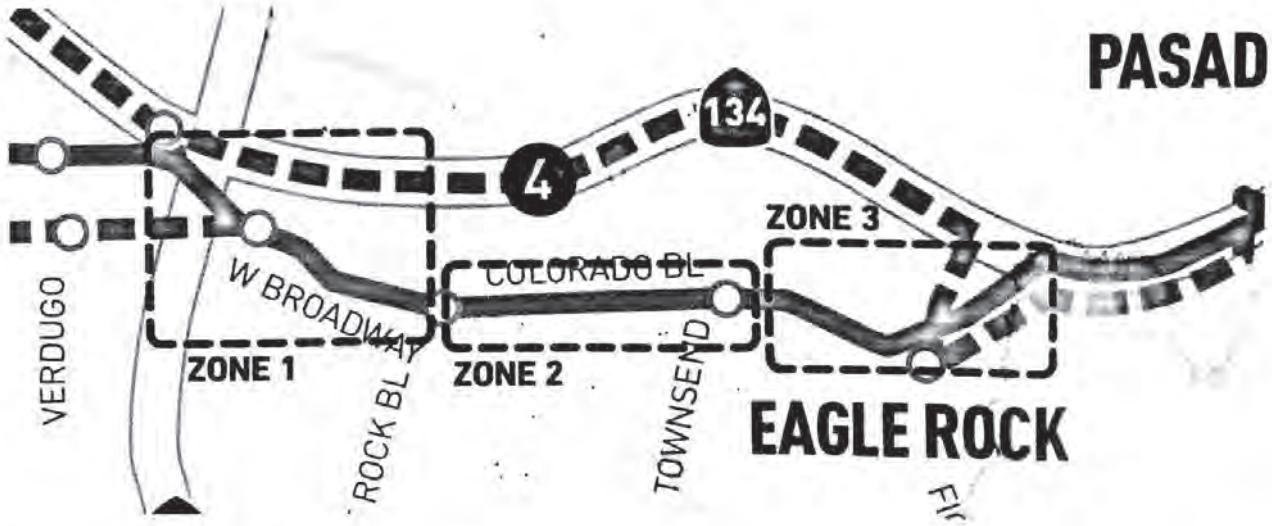
As people who work on or near Colorado Boulevard in Eagle Rock, we support the "Beautiful Boulevard" community-generated Eagle Rock design concept for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, as described online at www.eaglerockforward.org

Petición de los empleados en apoyo del concepto de Eagle Rock "Beautiful Boulevard"

Estimado Sr. Hartwell, Concejal de León y la Junta Directiva de Metro,

Como personas que trabajan en o cerca de Colorado Boulevard en Eagle Rock, apoyamos el concepto de diseño "Beautiful Boulevard" generado por la comunidad de Eagle Rock para el Proyecto del Corredor de Tránsito Rápido de Autobuses de North Hollywood a Pasadena que se describe en línea en www.eaglerockforward.org

17-1



Signed/Firmado/Firmada,

Name/Nombre	Business/Trabajo	Date/Fecha
JAVIER PARDIHI	MALBEC MARKET	12/24/2020
Lucero Medrano	Malbec Market	12/27/2020
Deybi Munoz	Malbec Market	12/27-2020
Josue Mancia	Malbec Market	12/27-2020

Name/Nombre	Business/Trabajo	Date/Fecha
Guadalupe Sigala	Malbec market	12/27/2020
Daniel Venencia	Malbec market	12/25/2020
Laura La Rosa	Malbec Market	12/26/2020.
camila pardini	malbec market	12/26/2020
Alicia EIBEN	MALBEC MARKET	12/27/20
Laura Pandolfi-Venencio	Malbec Market	12/27/20

COMMENT LETTER 18

From: Paul Little <Paul@pasadena-chamber.org>
Sent: Thursday, December 10, 2020 12:38 PM
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments

Hello.

First, is now the time to be considering expenditures to expand or add bus lines?

Is the project even necessary? Commuters do not want to ride buses, hence the discussions about changing the dedicated bus lines in the San Fernando Valley to light rail.

There was a line from Pasadena to North Hollywood previously that was terminated due to lack of interest or patrons. Admittedly, not a rapid bus, but I believe a real and serious needs assessment should be done before undertaking this effort (or spending further funds to support it).

In Pasadena, we have been led to understand there will not be dedicated bus routes on our surface streets. Is that the case? Your draft EIR still has routes on Pasadena surface streets which seems wasteful and unnecessary. Wouldn't it make more sense to terminate the line in Pasadena at the Memorial Park light rail station and shuttle passengers east on the train? 18-1

Pasadena surface streets already suffer from significant congestions during peak hours as a result of the (perfectly wonderful) extension of the 210 Freeway to the 15 and the 10. Adding more buses to the streets, especially when the light rail already travels to Pasadena City College seems a needless burden on our surface streets.

The appropriate terminus of any new rapid bus line to Pasadena would be at the Memorial Park light rail station that is easily accessed from the 210 Freeway via Fair Oaks Avenue. That would create little impact on Pasadena streets.

I still would like to see a justification for the line in the first place, especially now that transit ridership has plummeted as a result of the pandemic and may never return.

Thank you,

Paul Little

COMMENT LETTER 19

TERA
THE EAGLE ROCK ASSOCIATION
SINCE 1988

December 28, 2020

Mr. Scott Hartwell
Project Manager
Los Angeles County Metro

via email

Dear Mr. Hartwell:

The Eagle Rock Association (TERA) has over three decades of experience advocating for the Eagle Rock community. TERA has also led multiple initiatives to make Eagle Rock streets safer and more accessible for pedestrians, bicyclists, and transit users. This includes Take Back The Boulevard (TBTB), an ongoing initiative to improve safety, landscaping, and mobility options on Colorado Boulevard.

As Metro has developed the North Hollywood-Pasadena Bus Rapid Transit project, TERA has helped convene Eagle Rock residents and provide feedback to Metro on the critical priorities that residents seek from this project. To summarize, these priorities are as follows:

1) Quality Service for Eagle Rock: A scheme that bypasses Eagle Rock will provide no benefits to residents, employers, or visitors. Therefore, it is essential that the proposed project alignment serve the Eagle Rock community.

2) Consistency with Take Back The Boulevard Initiative: Take Back The Boulevard is arguably TERA's most prominent initiative of the past decade. We spent three years developing a community process that engaged a broad spectrum of residents and businesses that culminated in the TBTB Vision Plan. We do not believe BRT is inherently inconsistent with the Vision Plan, but Metro must make a special effort to respect this vision and components of the plan that have received funding.

3) Maintain or Enhance Existing Bicycle Infrastructure: The first phase of TBTB involved the addition of bike lanes to Colorado Boulevard. We recognize that street space is limited and that the existing Class II bike lanes may need to be modified. However, we insist any changes imposed by BRT maintain Class II bike lanes or enhance them to Class IV bikeways.

19-1

4) Maintain Landscaped Medians: We recognize the limited right-of-way on Colorado Boulevard creates constrained conditions for BRT implementation. Just as with the bike lanes, we acknowledge that existing medians may need to be narrowed or modified in select locations to accommodate BRT. However, simply put, TERA opposes any proposal that eliminates landscaped medians. Landscaped medians on Colorado Boulevard reduce the scale of a wide public right of way, provide greenery within an urban context, and serve as pedestrian refuges to reduce crossing distances. TERA is not opposed to adjusting existing medians to better serve a vibrant, green, and multi-modal boulevard. But TERA considers wholesale removal of medians or a scheme that transforms Colorado Boulevard into a freeway-like street as unacceptable.

5) Maintain Street Parking: The reason Colorado Boulevard has blossomed into a thriving main street for Eagle Rock is in large part due to the 1992 adoption of the Colorado Boulevard Specific Plan. The Specific Plan empowered small businesses by limiting the requirement to provide off-street parking in the adaptive reuse of existing buildings. As such, our businesses generally have limited on-site parking options outside of those available on public streets. This reduction in required on-site parking has allowed additional businesses to spring up and limited the blight of creating additional surface parking lots or costly parking structures. With this reality, the existing street parking supply is valuable and essential towards sustaining vehicular access to businesses. Understandably, a limited number of parking spaces may need to be repurposed near potential BRT stations. However, TERA will oppose any proposal to fully or substantially remove parking on either side of Colorado Boulevard and which ignores our community's context-sensitive needs.

19-1 (cont.)

RESPONSE TO METRO'S DRAFT EIR

TERA is disappointed none of the alternatives provided by Metro address all these priorities simultaneously. Instead, Metro has presented unacceptable trade-offs between safety or quality transit service, and between improving access to existing businesses or preservation of character-defining medians. Eagle Rock residents should not have to choose between safety or access. We strongly suggest Metro study and adopt an alternative that meets all Eagle Rock's priorities and needs, rather than asking residents to choose between multiple unacceptable compromises.

19-2

F1 ALIGNMENT COMMENTS

Metro's Alternate "F1" alignment proposes elimination of existing landscaped medians between Eagle Rock Boulevard and removal of 50% of street parking to expand the existing 4-lane roadway to accommodate center-running bus lanes.

19-3



This alignment as designed is unacceptable for the following reasons:

1. Conflicts with Eagle Rock community's Take Back The Boulevard vision by eliminating existing landscaped medians and prohibiting installation of pending new landscaped medians west of Eagle Rock Boulevard and east of Townsend Avenue;

2. Conflicts with the Eagle Rock community's Take Back The Boulevard initiative by eliminating newly installed curb extension at Colorado Boulevard/Glen Iris Ave and prohibiting installation of additional curb extensions along Colorado Boulevard. Metro's DEIR states that F1 conflicts with most of the ATP curb extensions currently in design, but that "most locations where crosswalks are present new medians proposed in conjunction with the bus lanes would provide refuge for pedestrians crossing Colorado Boulevard." While refuge islands are appreciated and can improve pedestrian safety, they serve a different function than curb extensions. Notably, curb extensions reduce a street's overall crossing width, promote safer vehicle turns, and provide more usable sidewalk width. By contrast, a refuge island offers temporary protection from vehicle exposure while crossing the street, but it does not enhance the sidewalk (a pillar of Take Back The Boulevard) where pedestrians spend the majority of their time. Accordingly, refuge islands do not adequately mitigate the loss of existing and planned sidewalk extensions;

3. Negatively impacts Eagle Rock's existing small businesses by eliminating approximately 50% of curbside parking within Downtown Eagle Rock (Eagle Rock Boulevard to Townsend Avenue);

19-3 (cont.)

4. Metro has not demonstrated how this scheme will impact roadway safety, needed reductions in dangerous vehicle speeds and posted speed limits, or how it will allow the City of Los Angeles to meet its 2025 Vision Zero goal one year after project completion;

5. Reduces permeable surface and landscape areas that support local fauna and insects within Eagle Rock;

6. Prohibits left turn movements by car and bike across Colorado Boulevard by proposing to eliminate approximately 20 left turn pockets. Metro has not provided sufficient study or mitigation to justify these limits on local access by bike and car to residences and businesses due to Metro's proposed elimination of existing medians.

19-3 (cont.)

TERA urges Metro to abandon or fully rework the F1 alternative as the context-sensitive "Beautiful Boulevard" median-running alignment as an option to study to satisfy well-established community needs and priorities.

F2 ALIGNMENT COMMENTS

Metro's proposed "F2" alignment proposes elimination of existing buffered bike lanes on Colorado Boulevard and use of side-running BRT in shared bus/bike lanes. The implementation of buffered bike lanes on Colorado Boulevard was a foundational component of TERA's Take Back The Boulevard initiative, and came after a three-year-long process of extensive community conversations, many of which were hosted by TERA. Fifty businesses on or directly adjacent to Colorado Boulevard expressed formal support for implementation of these bike lanes.

19-4



This alignment is unacceptable for the following reasons:

1. Conflicts with City of Los Angeles' Mobility Plan 2035 Bicycle Enhanced Network designation of Colorado Boulevard for Class IV protected bike lanes; 19-5

2. Conflicts with Eagle Rock community's Take Back The Boulevard vision by reducing the safety and accessibility of multi-modal travel on Colorado Boulevard; 19-6

3. Metro proposes mitigation measure TRA-5 to mitigate conflicts associated with the removal of bike lanes on Colorado Boulevard. By removing dedicated bicycle infrastructure on Colorado Boulevard, the only viable mitigation would be to direct bicycle users onto a parallel roadway with low-stress conditions for bicycling. However, the nearest parallel street that can functionally satisfy similar travel is Hill Drive. If bicycle users are suddenly directed to travel on Hill Drive, they will be required to travel at minimum 2,000 feet out of their way to simply get to and from Hill Drive. In addition to this unacceptable detour, bicycle users are then expected to travel on a street that (as its name implies) has a series of hills that would place additional physical burden on bicycle users. Another parallel alternative would be Las Flores Drive, but this street is disjointed and does not fully parallel Colorado Boulevard. In short, this proposed mitigation cannot adequately resolve the conflict created by removing bicycle infrastructure as the existing street network will necessitate and should reasonably expect that bicycle users will need to travel on Colorado Boulevard; 19-7

4. Metro has not demonstrated how F2 will impact roadway safety, or how it will allow the City of Los Angeles to meet its 2025 Vision Zero goal one year after project completion 19-8

TERA urges Metro to abandon the proposed F2 alignment. 19-9

F3 ALIGNMENT COMMENTS

Metro's Alternate "F3" bypasses Downtown Eagle Rock and would represent a completely unacceptable downgrade from existing 780 Rapid bus service to and from Eagle Rock to Glendale and Pasadena while functionally duplicating the shortcomings of the existing Metro Express 501 line, which also bypasses Eagle Rock with only a stop at the western edge of Eagle Rock at Harvey Drive. F3 would bookend Eagle Rock with stops at Harvey Drive (in the City of Glendale) and at North Figueroa St (the easternmost part of Eagle Rock). Both these locations are extremely car-oriented and hostile to pedestrians. The Harvey stop would require bus passengers cross freeway ramps and physically wait next to a freeway ramp. Meanwhile, the North Figueroa stop places bus passengers next to a gas station and numerous surface parking lots. Deliberately designing transit stops to be located next to freeway ramps and gas stations is inhumane for those that depend on transit because there are immense and unavoidable safety, access, and air quality risks to transit users associated with such settings. 19-10

Further, placing transit in these desolate and car-oriented settings drastically limits the long-term potential growth of the transit line, in part because they are unappealing, inconvenient, and have limited accessibility.

This alignment is unacceptable for the following reasons:

1. Conflicts with City of Los Angeles' Mobility Plan 2035 Transit Enhanced Network designation of Colorado Boulevard for Comprehensive Transit Enhanced Network lanes;

2. Does not provide access for customers and workers to Eagle Rock businesses or benefit to Eagle Rock taxpayers;

3. Conflicts with Metro's Equity Platform Framework by proposing stations that do not provide direct access to Eagle Rock, and which are inhospitable, undignified, and non-accessible



Image showing the location of Metro's proposed station at Harvey shown in Appendix Z. This pedestrian-unfriendly landscape is unacceptable to serve as a transit stop.

19-10 (Cont.)

Quality transit is of critical importance in providing for equitable mobility in a region that too often does not provide affordable housing within any proximity to quality jobs. Quality transit is also critical towards meeting Los Angeles' climate goals. At a time when Angelenos are struggling to

make ends meet while simultaneously seeing the escalating impacts of climate change in the form of large scale fires, it is simply unacceptable for Metro to pursue a scheme within Eagle Rock that does not take meaningful steps towards building a more sustainable and equitable transportation system. TERA urges Metro to abandon the proposed F3 alignment. 19-10 (cont.)

GENERAL DEIR COMMENTS

TERA provides the following additional comments on Metro's Draft EIR:

1. Residents have consistently expressed concern regarding possible impacts to emergency vehicle access within Eagle Rock, particularly in light of extended and more severe fire seasons. DEIR Section 3.1.3.3 notes the project would have a less-than-significant impact in its operation of emergency vehicle access, noting that emergency vehicles could utilize dedicated bus lanes. Metro should confirm the ability of emergency vehicles to utilize bus lanes as in Metro's proposed project alignment with LAFD/LAPD in order to assuage resident concern and confirm the project will not negatively affect emergency response times; 19-11

2. Metro's DEIR provides insufficient analysis of crosswalks to be maintained or provided crossing Colorado Boulevard. Convenient crosswalks are critical to encouraging a comfortable pedestrian experience, and providing first mile/last mile connections to Metro transit service. Metro should make a complete assessment of crosswalks crossing Colorado Boulevard within the Eagle Rock section of the project, confirm it will maintain existing crosswalks, and provide new crosswalks at as many intersections as possible across Colorado Boulevard, particularly at intersections within Downtown Eagle Rock and accessing Dahlia Heights Elementary School (between Eagle Rock Boulevard and Loleta Avenue). Where crosswalks are currently considered infeasible across multiple vehicular travel lanes, Metro should study the feasibility of incorporating crosswalks through incorporation of pedestrian refuges, curb extensions, and/or in locations where a reallocation of travel lanes is proposed. TERA would like to see crosswalks provided at both sides of the intersection for all intersections within this area, and encourages Metro to work with LADOT to incorporate new crosswalks at intersections that do not currently have crosswalks, and to "complete" intersections that only provide 3 marked crosswalks; 19-12

3. In DEIR Section 3.1.3.3 and Section 2, it is noted that Metro's proposed F1 center-running alignment will maintain driver left turn movements at major intersections, but would restrict left turns at Lockhaven Avenue, Windermere Avenue, El Rio Avenue, Rockland Avenue, Caspar Avenue (partial), Shearin Avenue, Glen Iris Avenue, Highland View Avenue, Hermosa Avenue (partial), Argus Drive (partial), La Roda Avenue, Mount Royal Drive (partial), Townsend Avenue (partial), Floristan Avenue, Hartwick Street, Los Robles Street, Mt. Helena Avenue, and Holbrook Street. The extensive restriction of left turn movements will significantly impact the ability for residents to access their 19-13

properties, and customers to access businesses by car. To mitigate the restriction of access for drivers, Metro should more carefully study the ability to maintain existing left turn pockets without adversely affecting transit and consideration of relevant traffic signal devices, approaching bus signals, or signage elements to allow for safe and convenient left turns onto local streets. Metro should make every effort to mitigate the restriction of vehicular access by safely maintaining left turns as much as possible; 19-13 (cont.)

4. As noted above, Metro's F2 alignment proposes to eliminate buffered bike lanes on Colorado Boulevard and force people on bikes to utilize unprotected lanes shared with BRT and local buses. In acknowledging that Metro's F2 proposal is "inconsistent with the Mobility Plan 2035 by degrading the travel experience for bicycle riders," Metro has provided Mitigation Measure "TRA-5," and in Appendix B-Impact A, uses the phrase "if feasible" to imply that Metro's proposed project can be understood as compliant with Mobility Plan 2035 even while eliminating dedicated bike infrastructure on the entirety of Colorado Boulevard within the City of Los Angeles. TERA strongly objects to the strategy identified in TRA-5, and highlights that 1) the mitigation it proposes is wholly inconsistent with Mobility Plan 2035 and with TERA's Take Back The Boulevard initiative, and 2) Metro incorrectly identifies bus/bike conflict zones, and 3) Metro has not demonstrated insufficient feasibility in providing separate transit and Class IV protected bike lanes. TRA-5 proposes to convene a working group and provide small sections of protected bike lane detours at select bus stops. This does not adequately provide safe travel for people on bikes. Metro's analysis incorrectly assumes that bus/bike conflicts are limited to bus stops, but the entire shared bus/bike lane on Colorado Boulevard would be a conflict zone because of the delta in median travel speeds between buses (local and BRT) and bicycles. The purpose of the bus lane is to speed up buses, yet sharing that space with bicycles and other permissive users diminishes the utility and benefit of having a bus lane to begin with. Additionally, it is clear there are feasible alternatives to provide Mobility Plan 2035-compliant bicycle and transit infrastructure, including one possible solution shown in the Beautiful Boulevard proposal. Metro is incorrect to assume that separate transit and protected bike lanes are infeasible because from a geometric perspective this simply is not true. Colorado Boulevard is generally 94'+ wide which is more than enough space to safely accommodate buses and bicycles with dedicated infrastructure. Numerous transit agencies, including AC Transit and SFCTA in the Bay Area, have active projects underway (such as San Pablo Ave BRT) that are designing BRT lines in more constrained conditions while accomplishing what Metro suggests is infeasible. TERA strongly objects to the removal of dedicated bicycle lanes on Colorado Boulevard and encourages Metro to abandon the F2 alignment and proposed mitigation TRA-5. Should any mitigation be determined necessary in Metro's final proposed alignment, a working group should include representation from TERA and Council District 14 to ensure local streetscape plans are properly reflected and incorporated; 19-14

5. Small businesses are the heart of Downtown Eagle Rock. Sustaining and supporting Eagle Rock's small businesses was a key reason TERA advocated for the adoption of the Colorado Boulevard Specific Plan. The COVID-19 pandemic has been devastating for Eagle Rock small businesses. Well after the current pandemic, the strain of the pandemic and adjustments in lifestyles will continue to impact these small businesses for years. Even a short-term adjustment to Colorado Boulevard to accommodate implementation of Metro's project may be detrimental to Eagle Rock small businesses. TERA strongly urges Metro to work with the Metro Board to mitigate impacts to existing small businesses by expanding Metro's Business Interruption Fund to include businesses affected by construction and reconfiguration of Colorado Boulevard in Eagle Rock; 19-15

6. Metro's DEIR provides inadequate study of the type of vehicles that Metro will operate as part of its fleet, including consideration of buses that board from both sides and can accommodate street side boarding. Use of buses that can board from consolidated platforms at the center of the roadway will have dramatic impacts on the ability for Metro to accommodate preservation of existing landscaped medians and to accommodate existing left turn pockets. As such, buses that board from both sides should be considered as a mitigation measure to address impacts to the landscaping, character, and stormwater capture on Colorado Boulevard in Eagle Rock. In a review of its intended vehicle fleet for regional BRT lines within Los Angeles County, Metro should study the impacts of vehicle options on passenger experience, including efficiency of boarding, comfort and speed of boarding for people with disabilities and people with strollers, and whether bicycles and other mobility devices will be permitted to board the interior of the bus, or will be required to be mounted on bike racks mounted on the front of vehicles. If bicycles or other mobility devices will be mounted externally, Metro should determine the impact of such storage operations on BRT travel times and schedule consistency; 19-16

7. Parking for bicycles and other mobility devices is an important component of accommodating first mile/last mile connections for transit riders. Metro has provided inadequate study of how and where short and long term bicycle parking will be provided in proximity to stations along the entire BRT route. Metro should identify attractive options and locations for bike parking that are context-sensitive, consistent, and intuitive across the entire transit line. This includes giving consideration to the implementation of sheltered bike corrals that are safe, pleasant, and convenient to use. It is well-known by Metro that many riders already arrive by bicycle and making BRT more accessible by bicycle dramatically increases the number of people that can reach a station within a 5-10 minute catchment area; 19-17

8. Bike and scooter share services, including Metro Bike Share, have increased in popularity over the last few years. Metro has provided inadequate study of the ways in 19-18

which bike and scooter share services may interact with the BRT line, including the possibility of riders transporting dockless devices on the BRT line from neighborhoods that currently heavily utilize such devices, or the expansion of such services to communities like Eagle Rock. Metro should study the impact of bike and scooter share services as part of improved active transportation options, and design to incorporate safe, convenient, and ADA compliant storage of such devices; 19-18 (cont.)

9. Metro has provided inadequate review of trends in telecommuting and the resulting impact on transit demand and vehicular use. Metro should study the projected changes in mode shares due to increased telecommuting in the context of transit demand, and reductions in travel by private automobile; 19-19

10. The Eagle Rock Music Festival is a beloved local event within Eagle Rock that was provided as an open street event between 2006-2018 on Colorado Boulevard. Metro does not adequately identify how its intended project can accommodate open street events and/or what conflicts will occur with implementation of a Colorado Boulevard BRT alignment. Metro should analyze the ability of Colorado Boulevard to host full day or even full weekend open street events such as the Eagle Rock Music Festival, and how local bus and BRT service would operate during such an event. 19-20

REQUEST TO STUDY THE PROPOSED "BEAUTIFUL BOULEVARD" ALIGNMENT

Residents, parents, and business owners within Eagle Rock have developed a thoughtful and context-sensitive project alignment concept that presents a "win-win" solution to address primary concerns that residents and stakeholders have communicated to Metro and to TERA in our outreach. TERA supports study of the Eagle Rock community's Beautiful Boulevard proposal and urges Metro to review it in full. This scheme: 19-21

- Predominantly conforms to Transit Enhanced Network roadway classification objective of "Comprehensive Transit Enhanced Streets" set in the City of Los Angeles' Mobility Plan 2035 by incorporating efficient and safe dedicated bus lanes adjacent to center medians

- Predominantly conforms to Bicycle Enhanced Network roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by upgrading existing buffered bike lanes to Class IV raised- and parking-protected bike lanes through Eagle Rock's central business district and adjacent to local schools

- Predominantly conforms to Pedestrian Enhanced District roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by enhancing the pedestrian experience along Colorado Boulevard and not removing existing pedestrian infrastructure

- Preserves the existing landscape medians and incorporates additional landscape medians in accordance with the “Take Back The Boulevard” initiative in areas where no medians exist

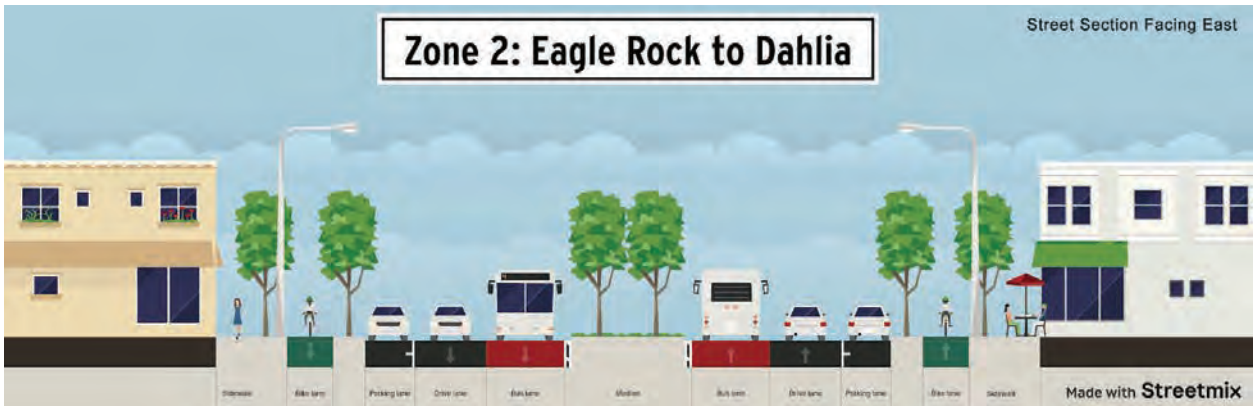
- Avoids major impacts to travel lanes adjacent to freeway on-ramps/offramps or near the three-way intersection of Colorado Boulevard and West Broadway

- Generally maintains existing street parking

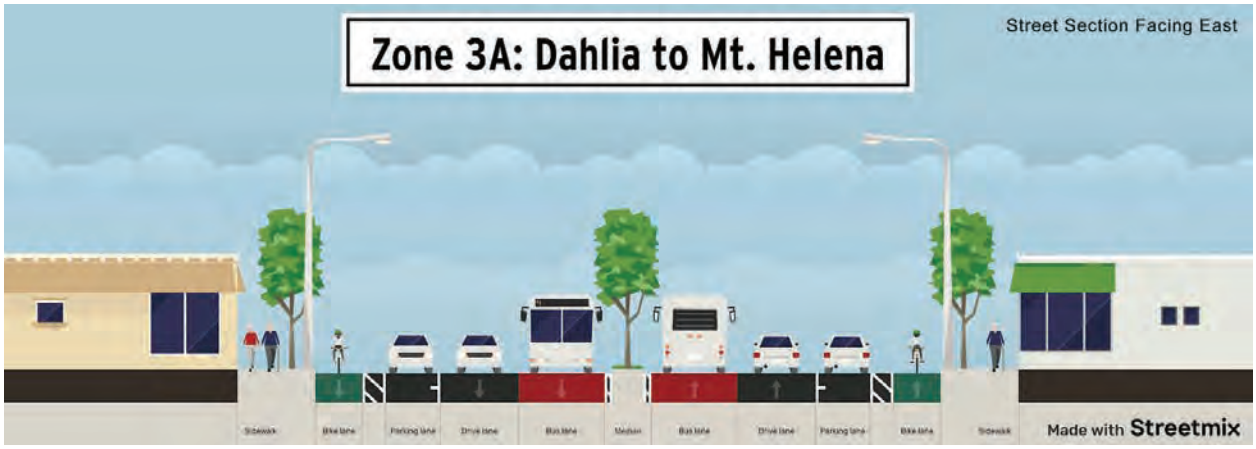
- Improves roadway safety in accordance with the City of Los Angeles’ Vision Zero goals



Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated bus lanes would be incorporated adjacent to new landscape medians. Existing buffered bike lanes may be downgraded to bike lanes where necessary to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where street parking is not heavily utilized. This section is similar in layout to Metro’s alternate F1 as described in DEIR Appendix Z, but special consideration should be given to minimizing lane widths to promote safety and maintain street parking where possible. 19-21 (cont.)

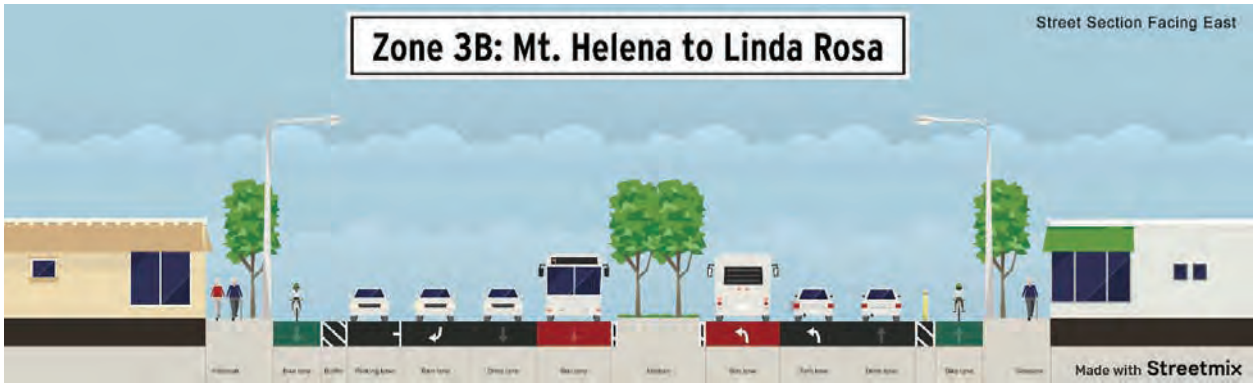


Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate upgraded landscaping. One travel lane in each direction would be reallocated as new dedicated median-running bus lanes. Existing sidewalks would be expanded to incorporate new raised protected bike paths, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to be raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised protected bike lane. Existing parking would be maintained along new sidewalk curbs.



19-21 (cont.)

The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be “flipped” in order to be upgraded to parking protected bike lanes.



Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from the 134 Freeway, as well as through-traffic to Colorado Boulevard. New bus lanes will be incorporated along with new landscaped medians. Existing buffered bike lanes and parking on the North side of the street

would be flipped in order to be upgraded to parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to bollard protected bike lanes. 19-21 (cont.)

In consideration of the Beautiful Boulevard proposal for Eagle Rock, we would like to offer the following suggestions and considerations to Metro:

- Use Innovative Design Solutions: Colorado Boulevard within Eagle Rock connects various community areas, sees varying roadway widths from 80' curb-to-curb to 100' curb-to-curb, and serves many different scales of businesses and schools. It is clear from Metro's proposals to-date that a one-size-fits-all solution is unacceptable to meet the diverse set of needs of the Eagle Rock community. We urge Metro to incorporate innovative design elements and context-sensitive roadway layouts to provide an improved, vibrant solution for Eagle Rock. Metro should incorporate innovative elements as described in the Beautiful Boulevard proposal, including expanded sidewalks, raised bike lanes, raised crosswalks, and traffic-calming elements on adjacent residential streets. Using these innovative tools can ensure Metro's project provides a well-utilized, high quality transit service for Eagle Rock. 19-22

- Look to Other BRT Projects: While the constraints and infrastructure being considered along Colorado Boulevard might be new to Los Angeles, they are not unique. For example, Van Ness Boulevard in San Francisco has already gone through the California environmental process to add BRT to the corridor. Van Ness Boulevard is generally 93 feet wide curb-to-curb and therefore makes for an appropriate comparison to Colorado Boulevard (which is generally 94 feet wide between Sierra Villa Drive and Eagle Rock Boulevard and 96 feet wide between Eagle Rock Boulevard and Townsend Avenue). The BRT lanes are proposed to be 10.5 feet wide on Van Ness Boulevard and are currently under construction. This project provides an important reference of a people-centered street for how a BRT project could be implemented within Eagle Rock. 19-23

- Consider Buses that Accommodate Driver-Side Boarding: BRT systems across the country are increasingly utilizing buses that allow for driver-side boarding to improve the customer experience. Metro must consider incorporation of innovative bus design for the Noho-Pasadena BRT project. Recently implemented examples of buses that provide driver-side boarding in addition to traditional curbside boarding include Oakland AC Transit BRT, Cleveland HealthLine BRT, and Albuquerque Regional Transit (ART). Manufacturers like New Flyer offer electric buses with boarding doors on both sides. 19-24

- Collaborate with LADOT to Incorporate Narrow Vehicular Travel Lane Widths: Oftentimes there may be an impulse at an early stage of design to use wide travel lanes that are 11 to 12 feet wide as a standard that incorporates a conservative margin of error. However, in constrained conditions, it is acceptable to use narrower lane widths. Consider that mere blocks away from the Colorado Boulevard corridor, our community's 19-25

other major street, Eagle Rock Boulevard between Fair Park Avenue and Westdale Avenue, has travel lanes that are 9.5ft and 10.5ft. These lane widths were introduced in 2013 to accommodate bike lanes on Eagle Rock Boulevard. In the seven years since travel lanes were narrowed on Eagle Rock Boulevard, there has been no noticeable increase in traffic collisions. In fact, research from UCLA graduate student Ryan-Taylor Gratzer in 2016 indicates that Eagle Rock Boulevard was made safer for bicycle users after these narrower lane widths were introduced. Therefore, we believe it should be acceptable to consider lane widths that range from 9.5ft to 10.5ft along Colorado Boulevard to accommodate necessary uses and discourage speeding.

We note dozens of streets throughout the City function well with lane widths narrower than 11 feet, including those that host local bus service. In addition to narrow travel lanes, it is common to encounter left and right turn lanes that are as narrow as 9ft wide. If narrower lane widths are sufficient for major streets in other parts of the City, they should be good enough for Eagle Rock.

City-adopted design guides like the National Association of Transportation Officials (NACTO) state that the minimum lane width for dedicated bus lanes may be 11 feet, though its literature on BRT suggests that in constrained conditions in urban settings (like Eagle Rock) that lane widths can be 10.5 feet wide. When there are various needs that must be satisfied, it is important to distinguish between a desired lane width to achieve functional and safety goals and the standard to be used as a baseline. For the purpose of achieving a safe, multi-modal condition on Colorado Boulevard, narrower may be better. Metro's DEIR incorporates use of 11 feet wide bus lanes on Glenoaks Boulevard in Burbank and Glendale (Appendix Z, sheets 16-21) in both center-running and side-running locations to accommodate existing medians within these cities. Other portions of the BRT line display 11 foot wide bus lanes next to 7 foot wide parking lanes and 10 foot travel lanes. It is not clear why Eagle Rock was not afforded the same consideration for the benefit of safety and to preserve Eagle Rock medians and bike lanes.

19-25 (cont.)

CONCLUSION

The North Hollywood to Pasadena Bus Rapid Transit project is an important investment in building a more reliable transportation system, and a key component of the vision for quality regional transit that voters resoundingly approved in the passage of Measure M in 2016. TERA believes there is a viable path forward for this project that can benefit the community, but it requires Metro address and design for the key goals and needs the Eagle Rock community has consistently communicated to Metro. TERA has heard these same goals for a greener, more equitable, and more vibrant street in our outreach to the Eagle Rock community.

19-26

TERA is eager to support Metro in its efforts to build a higher quality transit system and remains available to assist in facilitating productive community conversations about how to ensure a successful project. The commitment, passion, and vision of the Eagle Rock community to collaborate to solve challenging problems is well demonstrated in the community's development of the Beautiful Boulevard proposal. TERA encourages Metro to study this proposal in detail, and to consider its adoption as the Eagle Rock alignment of the North Hollywood-Pasadena BRT project. 19-26 (cont.)

Sincerely,

Greg Merideth
President

cc: Martin Reyes, Office of County Supervisor Hilda Solis
Waqas Rehman, Office of County Supervisor Hilda Solis
Dan Rodman, Office of Mayor Eric Garcetti
Julia Salinas, Office of Mayor Eric Garcetti
Alice Roth, Office of Councilmember Kevin de León
Sarah Flaherty, Office of Councilmember Kevin de León
Nate Hayward, Office of Councilmember Kevin de León
Emma Howard, Office of Councilmember Kevin de León
Michele Jackson, Metro Board Secretary

INDIVIDUALS

COMMENT LETTER 20

From: Aaron B Dehn
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 10:21:12 PM

Hi there!

As a car-free resident in North Hollywood and worker in Burbank, I have a few comments on the NoHo BRT!

The biggest issue I have is with the layout of the Lankershim/Vineland/Camarillo intersection. While I'm so excited to get the BRT & protected bike lanes, the current designed layout is a nightmare at that 6-way intersection. We desperately need a round-about in that area instead of what's been proposed. It would help with flow, would be safer for pedestrians, it's a big enough intersection to presumably fit it, and it would be much better aesthetically than the knot of lanes you're trying to design around. 20-1

Implementing a roundabout would be a real chance to make NoHo unique as well as show that LA is serious about forward-thinking transportation design. Overall, I do hope to keep the Vineland alignment if possible (with or without the roundabout).

Secondary, the proposed alignment along the freeway in Eagle Rock is obviously a poor decision and all routes should go along Colorado Blvd. Freeway alignments are bad for passengers in regards to noise & air pollution and pretty much fails any environmental review check. Appearance, accessibility, integration, etc. And a freeway alignment would be fairly useless anyway considering no one wants to get dropped off in the middle of a highway...any destination in Eagle Rock would be useless to me if the bus doesn't travel along central Eagle Rock. 20-2

Very excited to have a strong connection between NoHo & Downtown Burbank! It's going to make my commute ten times easier. Thank you!

Aaron Dehn
Sent from my iPad

COMMENT LETTER 21

Subject:u NoHoToPasBRT Commentsc
Datuu Sunday, November 8, 2020 at 7:02:44 PM Pacific Standard Timec
From:u Adam Linderc
To:u NoHoPasBRTc

Hello all,c

Please see my comments below in regards to the DEIR for the NoHo to Pas BRT project.c

1) In the North Hollywood area, the route down Vineland should continue down Vineland, south of Camarillo insteadc of transferring to Lankershim. The turn required for the Lankershim/Riverside Dr freeway entrance is a disaster.c 21-1

2) The intersection of Lankershim, Camarillo, and Vineland is already a pedestrian & vehicular nightmare and shouldc be studied as a aerial grade separated station. In lieu, due to financial reasons, the study should allow for the removalc of the parking lots parallel to the south running side of Vineland. The center running option here is unacceptable.c 21-2

2) the project completely bypasses the Toluca Lake area. There should be further study to a Riverside Dr station, atc both Lankershim/Riverside and at Forman/134.c 21-3

3) I support the Colorado option in Glendale.c 21-4

4) I FULLY support the Colorado option in Eagle Rock.c 21-5

5) I'd like to put on record that removing bike lanes should never be considered when removing vehicular parking orc landscaped medians is an alternative.c 21-6

Thank you,c

Adam Linderc

COMMENT LETTER 22

Subject:u North1Hollywood1to1 sadena1 us1Rapid1Tr1nsit1 orridor1Project1comment1
Da e:u Sunda1,1December127,12020at14:01:341M1 acific1St1ndar1 Time1
From:u Adam1Modiano1
To:u NoHoP1s1 RT@metro.net1

Hi,1

I1think1it1 ould1be1 great1idea1to1include1the1potential1stop1on1Olive.c 22-1

Thanks,1

- Ac m1

COMMENT LETTER 23

Subject: In support of the "Beautiful Eagle Rock" Eagle Rock alignment concept for Metro's NoHo-Pasadena Transit project

Date: Saturday, December 26, 2020 at 11:21:38 PM Pacific Standard Time

From: Aisha Dixon-Peters

To: nohopasbrt@metro.net

CC: councilmember.krekorvindeleon@lacity.org, JacksonM@metro.net

Dear Metro Administrators,

I am an Eagle Rock resident of over 19 years. As an Eagle Rock resident, I support the "Beautiful Eagle Rock" concept for Metro's North Hollywood to Pasadena bus rapid transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Blvd, promotes more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Blvd, and provides quality transit service to and from Eagle Rock.

As psychologist, I know well the impact of access and plants on mental health. Providing beautiful, accessible, and usable spaces matters. As psychologist, mother of three, and resident safer, walkable streets are priority as well.

All of the alternatives that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Blvd, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The "Beautiful Eagle Rock" concept provides solutions that mitigate these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses more locations of existing transverse lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The "Beautiful Eagle Rock" concept is more fully described online at www.eaglerockforward.org

23-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the "Beautiful Eagle Rock" concept for Eagle Rock, because it is centered on making safer, greener, more vibrant streets. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Aisha Dixon-Peters

Eagle Rock Resident of 19 years

90041c

Aisha Dixon-Peters, Psy.D., TPC
Licensed Clinical-Community Psychologist
Psy22768c
Senior Adjunct Professor | PsyD Program in Clinical Psychology | University of La Verne
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COMMENT LETTER 24

Subject:jI:support: agle: ock:

D tej Thursday,:November:12,:2020:at:9:02:50:AM:Pacific:Standard: me:

Fromu Akiva:Gottlieb:

Tou mayor.garcetti@lacity.org,:firstdistrict@bos.lacounty.gov,:Kathryn@bos.lacounty.gov,: anajarian@glendaleca.gov,:mike.bonin@lacity.org,:jacksonm@metro.net,: fasanaj@accessduarte.com,:Mayor@longbeach.gov,:councilmember.krekorian@lacity.org,: sheila@bos.lacounty.gov,:markridley-thomas@bos.lacounty.gov,: councilmember.kevindeleon@lacity.org,:nohopasbrt@metro.net,: quitableEagleRock@gmail.com,: jbutts@cityofinglewood.org,:FourthDistrict@bos.lacounty.gov:

I'm an Eagle Rock resident and a bus rider, writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 24-1

Thank you,

Akiva Gottlieb

COMMENT LETTER 25

Subject: Eagle Rock Transit and Beauty/Bikes/Pedestrians
Date: Thursday, December 24, 2020 at 2:58:25 PM Pacific Standard Time
From: Aleem Hossain
To: ohopasbrt@metro.net
CC: Jackson DM@metro.net, councilmember.krekorian@lacity.org

Dear Metro and Council Member DeLeon,

During the debate over the NoHo Pasadena RT, opponents of mass transit pushed the argument that adding bus lines would make Eagle Rock less beautiful and less pedestrian and bike friendly.

As someone who lives and works in Eagle Rock (I am an Associate Professor at Occidental College) and as someone who strongly supports expanding mass transit...I would like to show these opponents that the new bus lines will NOT make the neighborhood less beautiful or less bike friendly/pedestrian safe. This is how we will win over the opponents of mass transit and reduce NIMBYism.

Please devote significant financial and planning resources to keeping the median and to planting trees and other plants and maintaining or enhancing pedestrian and bike access. I think this should be a requirement of the Project* and the current options do not go nowhere near far enough and will, in fact, make things worse*. I think the Beautiful Boulevard Plan (http://www.eagleRockforward.org/) is a great approach and I urge you to adopt its guidelines.

25-1

As yourself a simple question... put aside number and stat on paper about what will be done to mitigate this and that...just really ask yourself: "When the Project is done and an average citizen stands on Colorado Blvd, will they say the Boulevard looks and feels as nice as it did before the bus line?" If they say it feels worse off, you will have dealt mass transit a and all the good it represents a major blow. Devote the time and resources to creating a great transit that also keeps the neighborhood feeling great to those who live there.

Aleem Hossain
Professor, Occidental College
Eagle Rock Resident

--
Aleem Hossain
Writer/Director of "After We Leave" <http://www.afterweleave.com>*, winner
best Feature Film at Sci Fi London. "A shining example of indie filmmaking at its finest" - Film Threat
Now streaming on* Amazon Prime Video
<https://www.amazon.com/gp/video/detail/B084P9TD11/ref=atv_dp_share_cu_r>*.
Sign-up for my newsletter about indies, sci-fi and diversity in genre
films:* www.aleemhossain.com
<http://www.aleemhossain.com>*

COMMENT LETTER 26

Subject:u dont ditch thefiikfi lanes onfi olorfido - makfi themfi ttfirfi
Dase:u Thursdayfi,fDecemberfi17,fi2020fatf2:47:13fPMfPacificfStandardfTimefi
From:u Ac artrosouffi
To:u nohopasbrt@mefiro.neffi

HiffMefiro,fi

Ifisupportf Eglefi Rock'sfi ffortsftofirfidesignfthefistreetfitftofiaccommodatffi othfi dedicfitfidfi ikfi nesfiAND c dedicfitfidfi usfi neftthroughftthefitcommunity.fi Asfi Glendalefirfisident thatfitafi s trfinsitfi ndfi ikfis, Ifiskfitthatfi Mefiro considerfi thesefitwofimodesfoffftrfinsitfiasfitcomplimentfary,finotfinfcompetition.fi

You'llfiosefithefirfi uctfiant riderfby suggfisting thatffi bus canfi sharfi thefi nefi withfi bicyclist.filfialsoftthinkftthatffi morfi robustfidesignfiikfi thatffoffi utifulfi oulevfirdfisffaffimorfi pedestrianforientfidfiandfirfiinforcesfi place-makingfinfEglefi Rock.fiPleasefisupportfbothfthroughfinfi xclusivfi designfthatffimeetsfisfthefineedsfoffi vfiryone.fi

est,fi

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Ac artrosouffi

26-1

COMMENT LETTER 27

Subject: I support the "Eagle Rock alignment" concept for Metro's NoHo-Pasadena BRT project

Date: Wednesday, December 23, 2020 at 4:43:50 PM Pacific Standard Time

From: Aleksandr Sherman

To: nohopasbrt@metro.net

CC: councilmember.krekorian@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the "Eagle Rock alignment" concept for Metro's North Hollywood to Pasadena BRT project.

This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

All of the alternatives that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The "Eagle Rock alignment" concept provides solutions that mitigate these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses on relocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The "Eagle Rock alignment" concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7Cd5575c5c90b8d466c976508d8c7a4f77%7Cb57129bdbd4c4cc77cc74c40364a7%7C0%7C0%7C637443674350483930%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMy4wLjAwMDAiLCJQIjoiV2luMzIiLCJXVCI6Ik1haWwiLCJBTiI6Ik1haWwifQ%3D%3D%7C1000&sdata=kUIdPUiT9BZzswkipVZrFWU8N9UadzLq8x0oYZFPyn3Q%3D&reserved=0

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the "Eagle Rock alignment" concept for Eagle Rock, because it is centered on making safer, greener, more vibrant streets. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

27-1

Sincerely,

Aleksandr Sherman
90042

Sent from my iPhone

COMMENT LETTER 28

SAbjecAu: ySupportfBRTfi Eagle:Rock:

Dute:u Thursday,fNovemberf12,f2020.at.5:44:15. acific.Standard.Time.

From:u lakersalex.

To:u Mayor.Eric.Garcetti,.mike.bonin@lacity.org,.anajarian@glendaleca.gov,.Kathryn@bos.lacounty.gov,. firstdistrict@bos.lacounty.gov,.jacksonm@metro.net,.FourthDistrict@bos.lacounty.gov,. jbutts@cityofinglewood.org,.EquitableEagleRock@gmail.com,.nohopasbrt@metro.net,. ouncilmember.kevindeleon@lacity.org,.Markridley-thomas@bos.lacounty.gov,. sheila@bos.lacounty.gov,. ouncilmember.krekorian@lacity.org,.Mayor@LongBeach.gov,. fasanaj@accessduarte.com.

Hello!

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. Please stop listening to nimbys and start acting on behalf of generations to come, meaning encourage decarbonization, pedestrian access and safe cycling opportunities in our public commons. Do not force cyclists and buses to compete with each other to prioritize private automobiles.

28-1

Thank you,

Alex de Cordoba

COMMENT LETTER 29

Subject:f BRT along Colora2do Blv2 in Eagle Rock - No thanks!2
Date:f Wednesday, November 11, 2020 at 11:32:56 AM Pacific Standar2Time2
Frfm:f Lex Halaby2
To:f nohopasbrt@metra2.net2

As a homeowner in Eagle Rock I am vehemen2ly aga2inst the BRT line running along Colora2do Blv2. I live a block fra2m2 Colora2do and the addition of this line will seve2ely incre2ase side stre2et tra2ffic in fra2n2 of my re2sidence. It will ruin2 business developmen2 on Colora2do Blv2 and further the wasteland of autobody shops and motels curre2n2ly2 dominating the stre2tch. All the inro2ads made for pedestrian based small businesses will be lost.2 29-1

I stro2ngly sug2est the 134 ro2ute, fully bypassing Colora2do Blv2 in Eagle Rock. It will have better en2iro2nmen2al effects2 and almost no fiscal impact. My neighbors2 and I will fight tooth and nail to keep the noisy and conge2stion causing2 buses off Colora2do Blv2 in Eagle Rock.2 29-2

Alexander Halaby2

COMMENT LETTER 30

Subject: A Burbank Resident sv ent v
Date: Mon dac, Decec ber 28, 2020 vac 10:03:07 PM Pacifiv Standard Timevec
From: Alexander Shirlec
To: Nc HdP asv RT@metr.n ec

Hellov LA Mecrv,v

I ac a cresidentv f Burbank, vrecenvlyv ed c he cneighborhood cnearv Glenoaks/Alac eda, vasvdepiv ed invFigure ES-7vand ES-8v f che Executivec Summaryw Previouslyv I had beenvlivingvinv he Grandviewv neighborhood cnearv Glenoaks/Westernvforvseceralv ears. vInvbochv ases, vI had cft envrelied cnv he busv utv e c wvorkvfirsvinvGlendale, vand chenvinvDownv wnvLA, vforv whivhvI wvul d cake che Red Line ac Studiov ityv Station, vwhenva personalv arv wasv notvacailable c e. vThe busvwasv ft envunreliable cnvitsvsvhedule, vandc h erwise c infrequentv planveffectivelyw Asvsoonvasv I wasvable c gec ac essv a car, vI did, vbelievingvitvwvul d c ake utingv easier.v

Despitev c newfoun d c bilityvand che cripv bothvplacesv f wvrkvbeingv shortvened bc timev c erall, vthisvhasvprv envfarv r e expensive, vstressful, v and dangervusv hanvisvusvainable forv e, vwithv nsi derationv gas, v parking, vand che vwhimsv f craffiv. vThisvac e craffiv ft envdelaced chec busesv I had beenvrelyingvn, v nlyvnowv I wasvbearingvitsvbrunv and foun dc self poorervforvit, vliterallyw

Whenvnewsv f che cnewvNocho-P asadena BusvRapid Transitv rri dorv ac e cut, v I c wasvelaced, vespeciallyvbecause I had cecenvlyv ed c anvaffowdablec apartmentvnearva prvpos ed station. vAlthoughv I undersvand itvwillvbe somevec earsvbefor e che line offiv iallyvp ens, v I ac lookingvforw ard c a fastervv and c r e creliable service c he Red Line and c Glendale. v*I knowvv hac unvlessv f c wvrking-v lassvneighborsvinv urbankvand bec nd wvul d alsov benefitvimmvenselyvfrov thisvline, v uttingv rvss- Vallec ripsv nsi derablyv withv Orange orv Red Line cransfers.*v

Somev c f c neighborsv ac be frusvraced bc he chroughv f a crapid busv "vutting" vorv "rac ing" v hrvughv heirvsupposedlyvquiec residentialv neighborhoods. vSomev c ac ecenvbe angryv hac a kane invurv assive bcul ecardsv willvbe creserved forvpubliv ransit. vThese are che sac e bcul ecardsv hac jac withv he craffiv f chousandsv f individualv arv wn ers, v anyv f wvhomvdrivec recklessly, vand cponvwhivhv here are c anyv llisionsv and facalitiesvceryv ear.v*Forv ecerylane c f chese acenues, vdec and itsvinduced, venv ur agingv drivingvand causingvworse and c r e dangervusv raffiv. vIt'svnotvsafe c walkv and rvssv he stveec invuv hv f che Valle, v urbankvand Glendale invluded.v*v

I would immvedia elyv ut e bc he BRTv n ce it'svp ened -vha 'svn e carv ffv he cowd and cutv f, vsac, v he Galleria parkingvgarage. vEasiervdrivingv forv neighborsvluvkyvenoughv afford a single facilyv homev here*, vfastervv and c r e cregularv ransitvservice forv he c anyvhousandsv f essentialv service wvrk ers whov ake che ityvwvrk as expec ed eceryvdac*, andc hopefully, vanothervstvepv loserv safervstveecsvforv bikersvand pedesvrians.v We allv anvaffowd c lose a single carvlane cnvourvwidestvstveecsvforv hac and c r e benefits.v

30-1

I wholeheartedly support the North Hollywood-Pasadena Bus Rapid Transit Project. I want to express my personal preference for Route Options A2, E1, F1/F2, G2, and H2. I feel, based on my experience, that this combination might best support fluid connections between densely populated communities who need it and check ins to destinations. I also support urban-running configurations where ever possible, median-running where applicable, and minimize any use of mixed-flow operations, so as to provide the fastest and most reliable service that can be.

30-1 (cont.)

As a related aside, along these corridors and beyond, protected bike lanes should be prioritized over ever-vehicle parking - we absolutely need to make biking safer in the Valley.* Mixed-flow vehicle and bike lanes are not sufficient, when cars are extremely dangerous and disproportionately lethal. Our children and neighbors need that assurance of safety and support, especially as we are redesigning our public transit system.

30-2

Don't pare it down! Don't relent to all minimize changes for the benefit of drivers. We need safer streets and more reliable public transit for everyone.* Now is the opportunity to do right by the Valley.*

Thank you very much, I look forward to seeing this project realized!

-Alexander Shirley, Burbank Resident

COMMENT LETTER 31

Subjfc t:f Feedbackcondc NoHo-Pc esignc

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Tuf NoHoPc

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We'llcbedookingcforwcrc tocthecnextcround.c

hankcyou!c
Alissac

31-1

Paraj @AFewBees · Nov 10
if you ever want to know Literally Everything Wrong
want it in like a pill sized form, "we added public tra
have to sprint across 4 lines of highway speed traffi
just about do it

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywood-Pa
> transit line urbanize.la/post/heres-loo...



Laura J. Nelson @laura_nelson · Nov 1
I think I'd be a year older by the time I got to t

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywo
> transit line urbanize.la/post/heres-loo...



Josh Greene @Joshua_Greene14 · N
What reasonable human would ever w
for people not cars.

> **Urbanize.LA** @UrbanizeLA · No
> Here's a look at the proposed North
> transit line urbanize.la/post/heres-lo



Luke Yarnall @lbyay · Nov 10
"hi yes please take your kids on this lovely safe prot
for the entirely unprotected 250 yard section where
intersections with no refuge or abort option and just
ever be inattentive"

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywood-Pa
> transit line urbanize.la/post/heres-loo...



Michael Jacobo @mikecjacobo · Nov 10
Where do the passengers get off??? On the s

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywo
> transit line urbanize.la/post/heres-loo...



kate wagner, bianchi prince @mcmansionhe
can't wait to die in that bike lane

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywo
> transit line urbanize.la/post/heres-loo...

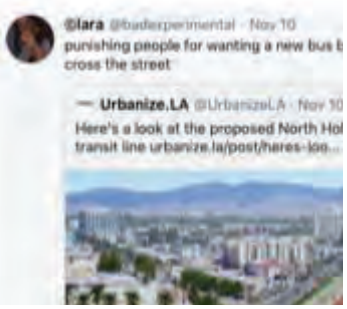


Toot Poot @walkthruwater · Nov 10
love to cross several hundred feet of v
car modes of transportation!

> **Urbanize.LA** @UrbanizeLA · Nov
> Here's a look at the proposed North
> transit line urbanize.la/post/heres-loo




"Dracula '
@CarolineEAnd · Nov 10
Without doxing myself this intersection is outsi
and I hear at least one accident daily as it is.
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollywoo
transit line urbanize.la/post/heres-loo...


@lara @baderperimental · Nov 10
punishing people for wanting a new bus
cross the street
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Ho
transit line urbanize.la/post/heres-loo...


Nov 11
Adding bike lanes and bus lanes to a few streets wh
every car lane on every other street... is the same th
it doesn't work. Just stop widening roads. I'm looki
Portland.
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollywood-Pa
transit line urbanize.la/post/heres-loo...


Americana at Brand Memes
"Uncut Gems: The Intersection"
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollywo
transit line urbanize.la/post/heres-loo...


gal debored @okayerawlings · Nov 10
This is literally where I live and I hate to tell you
way intersection and ummmm this somehow m
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollywoo
transit line urbanize.la/post/heres-loo...


Jonathan Harris @countrycaravan
Can't wait to cross an intersection of 6
Urbanize.LA @UrbanizeLA · Nov
Here's a look at the proposed North H
transit line urbanize.la/post/heres-loo...

COMMENT LETTER 32

Subject: Pasadena
Date: Monday, October 26, 2020 at 7:13:18 PM Pacific Daylight Time
From: Allen Hubsch
To: NoHoPasBRT@metro.net

At the eastern end of the route, buses should NOT circle the PCC campus. The streets bordering the PCC campus on the east and south sides of the campus are single family residential streets. Instead, the route heading east should turn south on Lake Avenue, then east on Green Street, then north on Hill, then either west on Colorado. Lake, Green, Hill and Colorado are all commercial streets, and suitable for this use.

32-1

Alternatively, the bus route heading east should turn south on Lake Avenue, then east on Cordova or Del Mar, then north on Hill. This route would provide access to the CalTech campus and also the most dense employment centers and commercial areas on Lake Avenue.

Allen Hubsch

COMMENT LETTER 33

Subject: Fwd: Support for the t with concerns
Date: Wednesday, November 18, 2020 at 2:02:50 PM Pacific Standard Time
From: Allen N
To: Metro NoHo to Pasadena ransit orridor

Hello,
My name is Allen Natian, resident of LA county.
I am writing to you to express my support for this plan, with some conditions ould like to point out.

1) All bus lanes must be physically inaccessible to regular traffic. We have seen this happen many times with s lanes in D L A and even with bike lanes. Simple paint on't do, unless there is an aggressive enforcement system. So they can be separated via simple bollards (ideal) or use a dedicated ROW, when possible, like the Orange Line

2) Avoid freeway routes as much as possible. This might increase transit speed, but at reduced ridership. Dedicated ROW on city streets, much like the Orange Line is ideal since the s ould go through places where most people are. 33-1

3) At intersections, make sure busses get signal priority, as in, the light will change favoring the buses, such that the ses will not have to stop or reduce speed, much like most LRP intersections.

Overall, center running, physical separation, and non-freeway alignments are ideal here. I hope I am not alone with this. Please heed. (Pasically, copy Orange line)

-Ac

COMMENT LETTER 34

Subject: Nohoc RT.ffidbac kc

Date: Wxd ncsday, Nov 18, 2020 at 12:21:20 PM Pacific Standard Time

From: Acanda R. Dobbins

To: NoHoPas RT@metro.net

Hi! I'm an Eagle Rock sident and would lk to off feedback on the proposed olorado lvd options. I strongly pr the 134 bus out option. Disrupting k lanes, foot traffic and medians is not sustainable, pedestrian-saf or environmentally-saf solution, especially when ther is already a major freeway running the same out less than half a le away. olorado lvd currently has gular bus service that could xpanded without disrupting the ultiple modes of transportation walking, k s, buses, and ase already off s our neighborhood. The proposed olorado lvd outs would ak conditions nsaf fo walk s and k s, and with minimal improvement to the bus options.

34-1

Thanks for your time,
Acanda Dobbins

COMMENT LETTER 35

From: Amber Sealey
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 9:00:05 PM

Hi,

I am a resident of Eagle Rock and I am very against the installing of a bus lane all the way from NoHO to Pasadena that runs through our small neighborhood. The Colorado Blvd stores and area are all for walking and already the traffic there is terrible since you installed a bus lane. The air quality has gotten much worse since you installed the bus lane and took out one of the car lanes, as now the cars go much slower and are releasing exhaust into the air for longer, it takes the cars longer to get through eagle Rock, there is more traffic. I am very against a high speed bus route being installed in our neighborhood. This neighborhood is special because it's one of the only neighborhoods where you can park your car and walk around from stores to restaurants, to the library, etc. If you put in a high speed bus lane and take out the median trees or the parking spots you will RUIN this neighborhood and make the main thoroughfare look terrible. PLEASE do not do this. Put the bus lane on the 134 freeway where it belongs!!! Fast bus lanes should go on the freeways, not in residential neighborhoods that are already clogged with too few lanes for the cars.

35-1

Thank you,
Amber Sealey
LA 90041

Sent from my iPad

COMMENT LETTER 36

Subject: Metro NoHo-Pas DEIR Comments
Dat : Monday, December 28, 2020 at 9:38:52 AM Pacific Standard Time
From: Ana K. Davis
To: nohopasbrt@metro.net

Hi,

Thank you for doing all this great work. I am an Eagle Rock resident, and a lot of my neighbors, who are 60+ are anti having the bus going down Colorado. Their concerns are varied, but ultimately, centered on mild inconvenience and theoretical scenarios.

I am in my 30s, and I literally beg you to run this bus down Colorado Boulevard in Eagle Rock. We desperately need a usable bus, not one that skirts by overhead. I understand that my older neighbors are used to sidelining public transit, and have done so successfully, but for those aware to realize that our "car city" is headed for a crash course in being unlivable, we need a solution that actually solves the problem. 36-1

So here is my and my husband's vote for putting the bus on Colorado.

Thank you!

--
Ana K. Davis

COMMENT LETTER 37

Subject: Support for proposed improvements
Date: Tuesday, December 1, 2020 at 5:12:51 PM Pacific Standard Time
From: Anastasia
To: NoHoPasRT@metro.net

I commute daily (pre-Covid anyway) from the Glendale/Burbank border to near Warner Bros Studios in Toluca Lake. Currently, this requires multiple buses and/or a good deal of walking.

The proposed new BRT NoHo to Pasadena would enable me to take one bus each way. In addition, I would be able to stay on that same bus for the occasional times when I need to continue into downtown Glendale or Pasadena for doctor visits, the library, or to meet friends after work. 37-1

Thank you for considering this alternative route. The current 501 is not useful to me on a daily basis.

Anastasia McGee
Metro Commuter

COMMENT LETTER 38

Subject: Support Tom's Eagle Rock

Date: Monday, November 30, 2020 at 10:18:40 AM Pacific Standard Time

From: Andrew Thomas

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmemberkrekorian@lacity.org, heila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmemberkevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, Fourth District@bos.lacounty.gov

Hello everyone,

I am an Eagle Rock resident writing to voice my support for the Tom's Eagle Rock on Colorado Boulevard. That said, I am hoping that you can develop another option for Colorado Boulevard that fits with the city's Mobility Plan. Keeping our public transportation options climate-friendly is needs to be a top priority in our city. A plan that provides us-only lanes as well as bike lanes and curb extentions would help keep our city safe and sustainable. Please consider this!

38-1

Thank you for your time,
Andrew Thomas

COMMENT LETTER 39

From: Andy P
To: NoHoPasBRT@metro.net
Subject: NoHo to Pasadena
Date: Sunday, December 27, 2020 11:16:18 AM

Hello.

Let's be honest here, creating such a massive public transportation retrofit on roads where streetcar and train routes were removed is going backwards instead of forward. It may seem like forward but it's not. Los Angeles is not a small concentrated European city, nor is it densely populated like NYC where something like this would (and is) more practical. LA's Metro should be an option. That's really it, not an end-all-be-all mode of transportation. Los Angeles is filled with so many different types of work, rather than a traditional 9-5 culture with a vibrant nightlife like NYC has. There are always exceptions but for the most part, European cities and most of the cities in the US cease to operate after 6pm. Nightlife is a separate thing and not everyone enjoys going out and certainly will reevaluate their options after the pandemic is under control. The birth of the car culture gave LA a new found freedom they didn't have with public transportation and no matter how you try and slice it, it's not going back. I understand that's your job to try and spin it in your favor but I am against this new route as are anyone I've ever spoken to about it. LA has a limited subway and supplemental bus service. Taxis and ride share make up the difference. Improve what is already in place rather than expand it beyond realistic use expectations and predictions. This video on your page is already 2 years old and all the numbers are pre-pandemic. Instead of punishing people for wanting to use their own vehicles with superfluous plans such as congestion pricing, fees to travel downtown, removing lanes for bicycles (who don't pay taxes to use said roads or register their bikes), removing lanes and parking for buses to use etc in the *hopes* that someone will take public transportation rather than drive their car is an unrealistic fantasy. 39-1

Before, during and after the pandemic, you will never catch me set foot on a bus or train in Los Angeles. They're unsafe during the day and at night, safety is a huge issue for me. You only live once and I am safer in my own vehicle than being on public transportation with people I don't know.

Thanks for reading even if my email isn't positive.

Happy New Year.

Andy

COMMENT LETTER 40

From:	Annette
To:	nohopasbrt@metro.net
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Sunday, December 27, 2020 12:18:51 PM

Dear Metro,

I know you don't give a damn about how I feel or anything I'm about to say. I attended your meetings, gave input, and rallied my neighbors. I spoke personally to Hilda Solis and I recorded my thoughts and point-of-view at the Open Houses at Oxy, and others. I sat at a table at Yosemite Park Rec Center where we moved little cutouts around on a paper "Colorado Blvd." All for naught.

You didn't listen to anything we said. Nothing has persuaded you to consider a different plan. You still intend (you always did and it was a "done-deal" before it was EVER presented to the residents of Eagle Rock) to destroy Colorado Blvd. by putting your bus routes on it. You weren't satisfied to put pristine virgin bike lanes there--please set up a camera and leave it there a month to see if anyone actually uses them--in spite of residents' vehement objections. 40-1

Your plan does not benefit Eagle Rock residents at all. In order to use your buses, most of us would need to drive to Colorado Blvd., park, and wait for one to arrive. Although I only live two blocks from the boulevard, much of Eagle Rock is hilly, and some are quite steep. Many residents will find physical difficulty getting to your proposed bus stops--and back home again twice a day--in the heat, wind, cold and--yes, maybe even rain.

There are two perfectly-usable lanes right above us on the 134 freeway, which would disrupt nothing and no one, and move all the bus traffic you care so deeply about. Bus riders could use their bus passes to board free shuttles to drop them all along Colorado Blvd; but no, that makes too much sense. You could use all the funds that you save to improve other infrastructure in your purview. I am sure local residents could flood your email with suggestions that would benefit everyone--including your riders.

With utmost sincerity,
Annette Hill
Eagle Rock resident since 1947

War STILL is not healthy for children and other living things.

COMMENT LETTER 41

Subject: Metro NoHo-Pas DEIR comments

Date: Sunday, December 13, 2020 at 10:41:24 PM Pacific Standard Time

From: Annie Molina

To: nohopas@metro.net

If I would again like to express my objection to the NoHo Pas ing routed through Colorado Blvd in Eagle Rock. No go ahead with this project while our community struggles to recover from the hardships caused by COVID is ruthless. Our businesses will only suffer more traffic, construction and loss of pedestrian access. Not now. Not would be wishful thinking to say "Not ever". Go away, and leave Eagle Rock alone. 41-1

COMMENT LETTER 42

VOICEMAIL

Date: November 17, 2020
From: Anonymous

The North Hollywood to Pasadena California is a very very bad idea. Do not let it happen. It costs too much money. This is not necessary to have this. The traffic in Glendale, Eagle Rock, Pasadena, and Eagle Rock and Highland Park is very very busy. Also, we need more buses, more 83 buses, we need more 181 buses, we also need more 176 buses. And also [inaudible] in Highland Park, Eagle Rock, etc. 42-1

COMMENT LETTER 43

ect: Metro NoHo-Pas DEIR Comment:
Date: Saturday, November 21, 2020 at 7:02:28 AM P:cific St:andard Time:
From:
To: nohopasbrt@metro.net:

Good day.:

I need to see a proposed map of the Metro NoHo-Pas project. Where it starts, areas affected and boundaries.: 43-1

Thank you in advance for your immediate response.:

An Eagle Rock Resident and a Business Owner:

COMMENT LETTER 44

Subject:u Don't@emovekbikeK esKonK olorKdoK !K
Datuu FridayK, NovemberK6, 2020Kat3:51:40KPMKPacificKStKdarKdKTimeK
From:u AcjunKolachalamK
To:u NoHoPc Tc

DearKMetrK, c

WhileKIKsupportKthekcreatKonKofK T onK olorKdoK , IKopposeKemovingKthekexistingkbikeK esKtokmakeKoomKfoK busK e . c

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ThankK,c
AcjunKolachalamK
HighlandKPck , LosKAngelesK90048K

44-1

COMMENT LETTER 45

From:	Barbara Kremins
To:	nohopasbrt@metro.net
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Friday, December 25, 2020 6:44:41 PM

My name is Barbara Kremins. I have lived in Eagle Rock since 1974. I primarily like it's small town feel. As a retired nurse, I am concerned about the Colorado option. That is the only evacuation route in case of a natural or man-made disaster. To further tie up auto traffic during and after construction seems dangerous. I also believe that the side lane option would hurt the small businesses that are so vital to out community. Thank you.

45-1

COMMENT LETTER 46

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Wednesday, December 16, 2020 at 7:06:54 PM Pacific Standard Time

From: barrett cooke

To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I live north of Colorado between Target and Eagle Rock Blvd and drive, recreate, bike, dine, and shop on Colorado daily.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

46-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Roc .

Sincerely,

Barrett Cooke

90041

--
barrett cooke

COMMENT LETTER 47

Subject:u Don't1removedbikec esconc olorcdoc lvd!c
Datuu Saturday,dNovember7,c2020catc11:29:34cAMcPc ific Standardc Timec
From:u enc reedc
To:u NoHoPc RTc

DeardMetro,c

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Thankcyou,c

enc reedc
ValleycVillage,c91607c

COMMENT LETTER 48

Subject: NOrthHOllywPasP RTK ommentl
Date: TuesdaylycDecemberl1,l2020latl10:37:04lAMlPal ificlStlndarl Timel
Fuom: btomimatsucunarl
To: NoHoPl RT@metro.netl

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48-1

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COMMENT LETTER 49

Sent: Tuesday, December 15, 2020 10:07 AM

To:

Cc: NoHoPasBRT <NoHoPasBRT@metro.net>; mayor.garce`@lacity.org <mayor.garce@lacity.org>; firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>; anajarian@glendaleca.gov <anajarian@glendaleca.gov>; Kathryn@bos.lacounty.gov <Kathryn@bos.lacounty.gov>; mike.bonin@lacity.org <mike.bonin@lacity.org>; mayor@cityofinglewood.org <mayor@cityofinglewood.org>; Jackson, Michele <JacksonM@metro.net>; fasanaj@accessduarte.com <fasanaj@accessduarte.com>; Mayor@LongBeach.gov <Mayor@longbeach.gov>; hahn@bos.lacounty.gov <hahn@bos.lacounty.gov>; councilmember.krekorian@lacity.org <councilmember.krekorian@lacity.org>; sheila@bos.lacounty.gov <sheila@bos.lacounty.gov>; markridley-thomas@bos.lacounty.gov <markridley-thomas@bos.lacounty.gov>
Subject: Re: Opposition to LA Metro's Rapid Bus Plan Through Glendale

Dear Metro Board:

I have lived in the Glenoaks Canyon area of Glendale for 45 years and am writng to express my strong personal opposition to the proposal for LA Metro's Rapid bus lines running through Glendale. 49-1

I know that Mayor Najarian is on the Metro Board, and I am not sure how engaged the City of Glendale is on this issue. 49-2

Metro plans to expand its transit network with bus rapid transit (BRT) to run a new bus line that would connect North Hollywood to Pasadena by way of Burbank, Glendale and Eagle Rock. The link below describes the background and controversy surrounding this issue:
https://laist.com/2019/07/16/eagle_rock_metro_rapid_bus_route_noho_to_pasadena.php

The proposals are for the bus to go south at Central Avenue and continue on one of three potential routes:

* Hop on the 134 Freeway, bypassing surface streets in downtown Glendale
* Take Central down to Broadway, continuing until it merges into Colorado Boulevard
* Take Central down to Colorado Street, continuing until it merges into Colorado Boulevard

The cheapest route is the one that includes freeway travel.

We definitely do not want the bus ramming down Central, Broadway or Colorado or any Glendale street. Our traffic has gotten so incredibly bad already in Glendale due to all the new construction, apartment buildings, etc.

The projects will affect motor vehicle traffic, parking and roadways. I have serious concerns over the potential fewer car lanes, lost medians and parking chaos. We do NOT want dedicated bus lanes. 49-3

The City's infrastructure simply cannot handle this added burden, and this project will negatively impact the character of the neighborhoods in Glendale. Also, the buses are dirty and unsafe with the astronomical increase of the homeless population in the area. 49-4

Another serious concern is about "up-zoning" which would take local control out of the hands of our City government and into the hands of State politicians being lobbied hard by real estate developers. Senate Bill 50 is an example of this problem. Creating a new mass transit corridor raises the possibility for developers to build taller, denser housing along that route - and a risk that communities currently zoned for single-family homes could see that change. This is especially important in Glendale, where a lot of the land is occupied by single-family homes. 49-5

We have already seen the disastrous consequences that foolish "road diets" have caused in other cities such as Los Angeles which resulted in public outcry over traffic nightmares. The political blunder resulted in bad press, reputation damage and costly litigation that ended up compelling the City to add back the car lanes that had been removed. 49-6

We don't need this type of social experiment in Glendale. I feel this would destroy our community. Please help us stop this ill-advised idea. 49-7

Thank you for your attention to this important matter.

Regards,

Bethsaida A. Castillo

COMMENT LETTER 50

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Date:u FridayK, lNovemberc13c2020fi tc10:14:14cAM Pcc ificKStc daKrdKTimeK

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To:u mayKor.gaKcetti@Nc ity.orgKfirstdistrict@bos.lacouPty.govNKfithryl @bos.lacouPty.govN
jl ril @glendalecK.govNmike.bonK @Nc ity.orgKjlc ksonm@metro.le tc
faKs j@Ntce ssduPrte.comKMcyor@NongbeachK.govNcouPc ilmember.krekoril @Nc ity.orgK
sheil @bos.lacouPty.govNmaKkridley-thomaK@bos.lacouPty.govN
couPc ilmember.kevildeleonK@Nc ity.orgK ohopaKsbrt@metro.le tc Equitcble EcgleK ock@gmaK.comK
jbutts@cityofinglewood.orgKFourthDistrict@bos.lacouPty.govN

HelloK

I'mK residentKofKHighlandKPcrk,l bikeKriderc dK bus/rcil user.ll'mKwritingKtoKsupportc T id EcgleK ocklonK olorcdoK vd.l

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50-1

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COMMENT LETTER 51

From: The Real Bev
To: NoHoPasBRT@metro.net
Subject: NoHo-Pasadena dedicated bus lane
Date: Sunday, December 27, 2020 10:06:02 PM

I actually drove into Eagle Rock via Colorado Blvd. for the first timein my life so was able to observe the actual traffic late in the afternoon on a Thursday. The idea of eliminating one or more trafficlanes for a dedicated bus lane is even more ludicrous than the 'road diets' already inflicted on Pasadena. 51-1

If you're counting, please believe that my resounding NO WAY reflectsthe opinions of six Pasadena residents.

Beverly Ashley
91107

COMMENT LETTER 52

Subject:u unK iK Thoughtss
Datuu Saturc y,d November c7,c2020 ctc 10:32:09c AM lPl i fiK Stc rc Time l
From:u h vil Sh hK
To:u NoHoPaiss RTl

ToK thel MetroK team,c

ThK klyoun Norc movilgK forwcrc withK thiss projectl.K tcvil brihgK muNhK eededl mobility@oK my@ommuNity,c oK tedlil North G el e.K

52-1

Twok poil tss ofl feedback l
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2)l Please lpushl fol somel sortl ofl barrierl betwleenl busl lanesl andl therl lanesl sol thatl cal sl notl occupyl thel spacel meantl fol thel RT. Inl eadingl thel prbposal,l thisl isl mentionedl asl anl optionl butl itl doesn't lseeml likelybu'vel madel al ecisionl onlit.l
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52-3

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52-4

Thanks!l

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Yours,l
havinl Shahl

COMMENT LETTER 53

Subject:u supportxNoHoPasI RTv
Datuu Friday,INovemberN6,I2020Iatx7:41:01IPM PacificpStandardITimep
From:u inpLeep
To:u NoHoPasI RTv

Hi,I

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- Office.Ninja. he. ovie. is.now.on.Amazon,.YouTube,.Google.Play,.and.TubiTv!.
- Imagine. in.com.

53-1

COMMENT LETTER 54

Subject: Eagle Rock corridor

Dat : Thursday, October 29, 2020 at 4:14:21 PM Pacific Daylight Time

From: Bob De Wees

To: oHoP asBRT@metro.net

I drive through Eagle Rock quite regularly and traffic can be heavy.
If you have a bus running Colorado just have it use one of the existing lanes. imiting car traffic to one lane is a crazy idea. Alternative take out the center divider and use that area for a bus lane. You could get by with one lane with proper scheduling or have a couple of turnouts for passing. That was the 5 car route of the streetcar years ago. I use to ride that to downtown. 54-1

Bob De Wees

COMMENT LETTER 55

SuAject:u omment.on.theIDcaftjEIRjforjthej tojPasadenaj RTj
Date:u Monday, Decemberj28, 2020jatj6:18:18 PMjPacificjStandardjTimej
Frou :u obbyj abajianj
To:u NoHoPasj RT@metro.netjj

HellojMetro, c

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Forjthosejrjasons , Ijurgj Metrojtojchoosejthej<u>F1jRoutj ptionj</u> throughjEaglejRock.c

Thankjoujforjyourjconsideration,c
obj abajianj

55-1

COMMENT LETTER 56

From:	Brandon James Yung
To:	nohopasbrt@metro.net
Subject:	comment on DEIR
Date:	Sunday, December 27, 2020 1:38:55 PM

Hello,

My name is Brandon Yung and I am a Pasadena resident urging Metro to pursue bus-only lanes while maintaining existing bike lanes and curb extensions along Colorado Boulevard. Metro's current alternatives do not go far enough to create a healthier, safer and more equitable route between Pasadena and North Hollywood. I am a cyclist and I can say that the biggest barriers for my friends who want to cycle but cannot is the danger involved in navigating streets prioritizing space for cars. Given the will of voters and Measure M, Metro must be more aggressive in advocating for non-automobile modes of transportation. 56-1

Thank you,

- Brandon Yung

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Berkeley 2022
Urban Studies

COMMENT LETTER 57

From: BQ
To: NoHoPasBRT@metro.net
Subject: NoHo to Pasadena transit route
Date: Monday, December 28, 2020 11:49:56 AM

Hi,

I'll admit I haven't read the Environmental Impact report, but as someone who grew up around Pasadena and has been wanting something like this to happen for a long time, I am very excited about it. 57-1

I am all for whatever makes this work best.

Brendan Quinn
Pronouns: he, him, his

COMMENT LETTER 58

Subject: Project

Dat : Friday, December 18, 2020 at 1:43:23 PM Pacific Standard Time

From: Metro Rail In Los Angeles Production

To: nohopasbrt@metro.net

Hi I would love to comment on the North Hollywood To Pasadena Bus Rapid Transit Corridor Transit ! I really love this project because it will help people who live in the middle Of North Hollywood And Pasadena who can't get to the train or bus. This line will change on how people spend time waiting for Uber Ride-shares and Buses . One thing that I would love to see is this line being a rail , Train line because I think it will be much faster and help people get to there destinations faster but although it's a good line to begin with. Thank You Metro !

58-1

COMMENT LETTER 59

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Date:u M.nfi ay,KN. vemberf16,K2020.atf10:18:54jAM.PacificNStandardNN

Fro7 :u anN rueggN

To:u nohopasbrt@metroN.netN

HiNMetroN am,N

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PleaseNdoNnotNsellNLA'sNfuturNshortNbyNwateringNdownNthisNimportantNprojectNIfNyouNcompromisNawayNtheNbenefitsNofN trueN RTN,NdecreasedN dershipNwillNbecomeNaNself-fulfillingNprophecy.N

ThankNyouN
anN rueggN

59-1

COMMENT LETTER 60

From:	Brian McDaniel
To:	NoHoPasBRT@metro.net
Subject:	Eagle Rock Resident of 15 years
Date:	Sunday, December 27, 2020 11:10:12 PM

Hello,

As a longtime member of the Eagle Rock community I wanted to include a few comments on the proposed Colorado Blvd section of the NOHO/PAS BRT. 60-1

- There is a large constituency of folks who will never see the value in public transportation and have created a strong negative campaign against it. 60-2

- There is also a constituency of people who don't quite get why this rapid bus would be on surface streets here but not elsewhere on its route. To me answering that question and making the bus appealing to these folks might resolve a lot of the resolvable tension. To that end, your drawing shows three lanes remaining intact, plus parking. Is that true for the entire proposed section of Colorado Blvd? Your drawing also shows significantly greener medians than currently exist in Eagle Rock on Colorado Blvd. Does this project include resources for that work? That would definitely assuage a lot of concerns and could be a major selling point. I think it would need to be guaranteed. The map also shows a lot of turns for the bus if it needed to get off the freeway for stops in Eagle Rock and not take Colorado. That seems like it would be a hindrance on the bus trip. Those Eagle Rockers who don't want the bus on Colorado likely won't care that it makes the bus trip worse using the more freeway heavy route. However, and I think this point could use a lot of emphasis, if it is shown that the 134 freeway version of the route would actually cause worse local traffic because of the amount of turning buses at the major freeway junctions then you might pry considerable favor in the surface street version being the lesser of two evils. 60-3

I think resources for greener medians, a reminder that none of the major bustling retail streets nearby have more than 4 car lanes (Pasadena/Highland Park), and possible rebranding as the Northeast Connection/NELA Rapid anything of the general NORTH/NORTHEAST variety might be much more palatable to residents here than NOHO/PAS. That language leaves Eagle Rock feeling like it's carrying the worst of something that helps other neighborhoods (and we've seen how popular caring for others is this year, haven't we.) 60-4

Thank you for your continued work to make transportation safer, smarter, and more equitable,
Brian McDaniel

COMMENT LETTER 61

Subject: COMMENT: NoHo-Pas BRT DEIR
Dat : Monday, December 28, 2020 at 4:42:14 PM Pacific Standard Time
From: Byron de Arakal
To: NoHoPasBRT@metro.net
Attachments: image001.png

TRC, owner of several commercial properties along the Colorado Boulevard corridor in Eagle Rock, appreciates the opportunity to offer
its comment on the Draft Environmental Impact Report (DEIR) for the North Hollywood to Pasadena BRT project.

Section 2 – Project Description - of the Draft Environmental Impact Report describes three prospective Project Segments through the Eagle Rock community:

* F1 Segment – Colorado Boulevard Hybrid Side-and-Center Running Configuration (Route Option F1)
* F2 Segment – Colorado Boulevard (Proposed Project Segment F2)
* F3 Segment - SR-134 (Route Option F3)

61-1

While the Colorado Boulevard F2 Project Segment is designated as the proposed or preferred project alignment with the least environmental impacts among the three options,
certain proposed station locations would appear to preserve or create inefficiencies along Colorado Boulevard that may be inconsistent with stated goals of Local Transportation Regulations identified in Section 3.1.1.4 Local Regulations of the DEIR's Transportation Analysis.

Specifically, Section 2.5 (Lane Configurations and Treatments) of the DEIR Project Description states: "For the F2/Proposed Project (side-running configuration) sidewalk stations with loading zones along curb extensions, including a bicycle pathway behind the station, would be provided near-side of the Colorado Blvd./Townsend Ave. intersection (eastbound station west of the south leg of Townsend Ave. and westbound station east of the north leg).

61-2

The location of the west bound station at the Colorado Blvd./Townsend Ave. intersection (east of the Townsend Ave. north leg) would preserve the absence of at least four on-street parking spaces due to the Red Curb associated with the existing Metro Bus Stop. This seems to contradict the goals of the City of Los Angeles' Mobility Plan 2035, which serves as "the policy foundation for achieving a transportation system that balances the needs of all road users."

We request Metro analyze placing the westbound Colorado Blvd./Townsend Ave. station to the west of the Townsend Ave. north leg. Placement of the westbound Colorado Blvd./Townsend Ave. station to the west of the Townsend Ave. north leg would likely result in the loss of one on-street parking space. However, this alternative placement would create an opportunity to gain at least four-on street parking spaces on Colorado Blvd. immediately east of the Townsend Ave. north leg where currently none exist due to the existing Metro Bus Stop, resulting in a net gain of three on-street parking spaces. The "complete streets" principle underlying Mobility Plan 2035 is best served if the proposed station locations support the needs of pedestrians, transit riders, bicyclists and motorists.

61-3

Thank you for your consideration and for the opportunity to comment.

Sincerely,

Byron de Arakal
[A picture containing drawing Description automatically generated]

COMMENT LETTER 62

From: **Byron de Arakal**
Subject: Side Running Configurations/Stations location
Date: December 7, 2020 at 5:15 PM
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team nohopasbrt@metro.net

Relative tk rk e segments s where k side-running lane c onfigurations ar k pr oposed (e.g., Color k ado k Blvd./Eagle R ock) where k would the BRT s k ations be locak ed? Ak curb s k ide or ink egrak ed ink thek BRT lane?k

62-1

Thank yk .k

Byr on de Ar akalk

)0k

COMMENT LETTER 63

ect: NoHo to Pasadena Tr2ansit Corridor Project [#556]2
Date: Satur2ay, October 31, 2020 at 10:58:09 PM Pacific Daylight Time2
From: Wufoo2
To: NoHoPasBR2

Name *	cal billy
	• Please add to email list.
Comment and/or Questions *	great excellent idea

63-1

COMMENT LETTER 64

From: calvin chin
To: NoHoPasBRT@metro.net
Subject: great idea
Date: Saturday, October 31, 2020 10:55:11 PM

---

excellent idea

64-1

COMMENT LETTER 65

From: Cardie Molina
To: nohopasbrt@metro.net
Subject: eagle Rock
Date: Sunday, December 27, 2020 3:18:05 PM

We don't want your bus on Colorado Blvd, keep it on the 134.
ER resident since 1998

65-1

Cardie K Molina

"So be it"!
"See to it"!... Octavia Butler

COMMENT LETTER 66

Subject:u Don'ts efiov efi ikefilanefi onN oloNadoN l!N
Datuu Fj iday,N ovefi efi 6,N2020:ats3:31:44:PMjPacificfiStandafidfiTi. efi
From:u afeyN ennett:
To:u oHoPafi RT@

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ThankNyou,N
afeyN ennett:
LoNAngelefi90027:

COMMENT LETTER 67

Subject:u Publicj ommPntsKj oPthIHollywood-to-Paj adejnaj apidjbusKinP
Datuu Monday,c ovKmbej 2,c2020:atK3:34:21:PMjPacificjStandajdjTimP
From:u KimPAllPndej
To:u oHoPaj RTj

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and P6mela6Ac ender6

COMMENT LETTER 68

From:	uptowngla@aol.com
To:	nohopasbrt@metro.net
Subject:	No Bus NoHo-Pas
Date:	Sunday, December 27, 2020 2:45:55 PM

To MTA...

Please do NOT continue to consider putting a bus line down Colorado in Eagle Rock. This proposal is coming from two very polarizing local groups which, despite their missions, do NOT always reflect the attitudes of the very community they claim to represent.

68-1

Your positive consideration of keeping the bus line on the 134 Freeway would be welcomed.

Sincerely,

Carl Matthes

COMMENT LETTER 69

From: Carmel Levitan <levitan@gmail.com>
Sent: Wednesday, December 23, 2020 2:04 PM
To: nohopasbrt@metro.net; councilmember.kevindeleon@lacity.org; JacksonM@metro.net
Subject: Support for the Beautiful Boulevard concept for Metro's NoHo-Pasadena BRT project through Eagle Rock

I live, work, and send my kids to school in Eagle Rock. As a result, I am deeply invested in my local community -- both in terms of safety (for both pedestrians and bikers) and having a healthy downtown. One day, I look forward to myself fully using the rapid transit options. As a result, I am writing to express my support for the Beautiful Boulevard concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project.

69-1

The Beautiful Boulevard plan, visible at www.eaglerockforward.org,
improves upon all of the alternatives that were in the Draft EIR. I hope Metro will seriously consider adopting it to preserve the character of our neighborhood while supporting public transportation.

Thank you for your consideration,
Carmel Levitan
Zipcode: 90041

COMMENT LETTER 70

VOICEMAIL

Date: December 27, 2020
From: Carol Allen

Hi my name is Carol Allen I'm an 18 year Eagle Rock resident. I lived 5 houses from Colorado Blvd and my husband and I are very much against the proposed bus to take up another lane and remove the medians on Colorado Blvd. It's against the Boulevard plan and it will very much change the small town feel. Not to mention this project will cause a lot of construction and harm the local businesses who are already struggling due to COVID. We truly believe this project is really for rezoning Eagle Rock which will bring a lot of development and will go against what the people here want. We want this area to be more inclusive to help the low-income people but that would totally backfire, so please put this plan on the 134 Freeway. That's what freeways are there for and please leave the streets of Eagle Rock as they are. Thank you so much. 70-1

COMMENT LETTER 71

Subject: Save the bikes

Date: Wednesday, November 25, 2020 at 11:40:23 AM Pacific Standard Time

From: arter Rubin

To: NoHo PRT@metro.net

I support the alternatives for Center running bus es and bike es do. A shared bus/bike e w 't w rk. Bus uses will be stuck behind bikes. It' w 't feel fe for y e.

71-1

es,

arter

COMMENT LETTER 72

SuAject: commentc
Date:A Tuesday,6 ovemberc10,62020Satc10:47:54KAM6Pa6 fic Sta6d ardcT6mec
FromuA asey6Law6
To:A oHoPasSRT@metro.6etc

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way,to,maximiz, ridership,by,connecting,our,most,activ, pedestrian,
cente,rs.,

72-1

casey,

COMMENT LETTER 73

Subject: Comment on Proposed Project
Date: Sunday, November 1, 2020 at 11:05:17 AM Pacific Standard Time
From: Catherine Veronica
To: NoHo PRT

Hello,

I often drive from Buena Vista/Magnolia Blvd in Burbank to Colorado/Union Street in Pasadena, an easier ride which takes well over 20 minutes. I don't see the point of putting in a 'Rapid' bus that will take much longer than the regular route, go out of the way into the Downtown Burbank area and then transfer in the Glendale Blvd. in Eagle Rock, destroying the only commercial street in that town that has any character or charm. Why would anyone ride this bus when driving or carpooling is faster, efficient and gives one Covid and the pervasive homeless problem on the streets much, much safer? This proposal is not logical. 73-1

What would make sense is to put a dedicated bus from Burbank to Downtown LA or from Burbank to Santa Monica, both major commuter routes that, when driving, are like being in Dante's seventh circle of hell. Having done both of these commutes, I would gladly pitch my car for a rapid bus that went to Downtown LA or Santa Monica, safety issues and all. But Rapid bus from North Hollywood to Burbank and Pasadena? Never.

Sincerely,

Catherine Veronica
Burbank Resident

COMMENT LETTER 74

SuAject:u Metro Noc ocPas DEIj ommcentsc
Date:u Sunday,,Dece- ber 27,,2020-at 6:02:17-PMKPacific-Stanca rc Time-
Frou :u h erryl tWeaverc
To:u nohopasbrt@- etro.netc

Ijwoulc like-to state-that tjsupport the-op on twith the-fewestc
Environmental tjp acts anc the-fewest mic gated-impacts.- Preference-asc
outlined-the-DEIj :.Fewest impacts 1.-No Builc 2.- In Eagle- ock,, oute-
Op on F3-woulc be-the-leastœenvironmentally-impactful route.-3.- oute-
Op on F2-woulc be-slightly- or e-environmentally-impactful 4.-
Absolutely-not Route-Op on F1-the-worst of-all.- 74-1

Of-utmost importance-is not re-o ving any-traffic-lanes,,parking or any-
edians on Colorado Blvd.-in Eagle- ock.- Preserving the-historic-builcingsc
anc not triggering œ nsity-zoning along Colorado Blvd.-in Eagle- ock.- 74-2

Since-this project started-a-lot has changed-in tos Angeles.- We-have-beenc
in the-grips of-a-panœ- i c-that is not looking like-it twill be-better forc
at leastanother year.- With this panœ- i c- any-companies anc
governmentagencies are-changing the-commu. ng needs of-their e-plo yees.-
eports are-that businesses anc governmentagencies that can have-theirc
workersowork from home-will only-open 50%-of-their prior office-space-overc
the-next few.years.- This brings into quesc on the-low. e- anc for public-
transporta- on twill conc nue-to c rop over the-next nu. ber of-years.- Metroc
shoulc e termine-if-their projec- ons are-inœed- realisc c-given the-
seismic-shift-that has happened-to commu. ng.- More-anc or e-attenc onc
shoulc be-given to hyper local travel.- 74-3

[image:. h erryl tWeaver]-
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-h erryl tWeaver-

- E c#01353222-

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http://www.hotLAneighborhoocs.comt-<http://www.hotLAneighborhoocs.com>-

COMMENT LETTER 75

SuAject:u onc- rn-about-r- lationship-to-549Nommut- r- xpr- ss-bus-
Date:u hursday,ROctoberR ,R tR:32:49RAMRPRcificRDcylightRTimeR
Frou :u hrisRNewmanR
To:u NoHoPRs RT@metroR.netR

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whichRfollowsR similarRouteRforRtheRproRposedRNoHoPRs RTRoute.RRvRueR
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75-1

COMMENT LETTER 76

Subject: Support for the BRT project
Date: Monday, December 28, 2020 at 4:59:30 PM Pacific Standard Time
From: Chris Stratton
To: nohopasbrt@metro.net

Hello,

I am a San Gabriel Valley resident and I'm writing to express my enthusiastic support for the proposed bus rapid transit project connecting North Hollywood to Pasadena.

76-1

Sincerely,
Chris Stratton,
Temple City, CA

COMMENT LETTER 77

From:	Christopher Shelton
To:	nohopasbrt@metro.net
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Sunday, December 27, 2020 10:42:35 PM

I am a long time resident of Eagle Rock (almost fifty years).

I believe that a rapid transit bus route using Colorado Blvd. would be bad for local businesses, dangerous to public safety, and result in increased traffic congestion throughout the residential neighborhoods both north and south of the Blvd. 77-1

I am not convinced that a rapid transit bus is even necessary, but, if it is, then the 134 freeway is the obvious best choice, with a stop at the Figueroa exit and increased DASH bus service to serve local Eagle Rock residents. 77-2

I am concerned that real estate interests are driving the campaign to create a rapid transit corridor along Colorado Blvd. Such a corridor would likely result in zoning changes favorable to real estate developers. 77-3

I firmly **OPPOSE** the NoHo-Pasadena Rapid Transit proposal involving Colorado Blvd. in Eagle Rock. 77-4

Thank you,

Chris Shelton

COMMENT LETTER 78

From: Christopher Shelton
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Wednesday, December 23, 2020 4:27:29 PM

I, Christopher Shelton, a longtime resident of Eagle Rock, totally agree with the comments of my neighbor, copied below:

After looking again, and again, at the published routes of the BRT I believe:

1. The Broadway route from Central to Eagle Rock would be a danger to the community and cause even more congestion as it merges with Colorado at the ER Plaza... running a bus lane down Broadway makes NO SENSE as the street is too narrow, filled with parked cars of the people [families with children] who live in the apartment complexes along Broadway, involves pedestrian crossings to get a good portion of the 2400+ HS students of Glendale High School from the north side of Broadway to the school, and merges with Colorado in one of the messiest and congested intersections of the area. I teach at GHS and see the already crazy traffic at Broadway / Harvey and Colorado / Broadway, and have witnessed the grieving of families over children who have been killed on Broadway and Wilson Avenue by frustrated drivers of vehicles; 78-1
2. Furthermore, when the bike lane was put in and the vehicle lanes were condensed from 3 to 2 on Colorado through Eagle Rock, the traffic at the merge in front of the ER Plaza and along Colorado thru the downtown ER area exploded during peak morning and evening drive times which has led to increased commuter traffic along the N/S surface streets and parallel streets [Las FLores and Hill Dr] of the residential areas of Eagle Rock. This reaction by frustrated drivers has increased the noise and air pollution in the area, as well as endangered scores of regular "walkers" and children and "bikers" who live in the neighborhood... drivers continually drive too fast through the narrow and curvy streets to avoid Colorado Bl traffic... the drive through ER to Glendale used to take 5-10 minutes and now it takes 20-30 minutes at peak hours... this bus service will only make things worse as it will run "curbside" and shrink the already limited lanes; 78-2
3. If Broadway is a must, then create a station at the Harvey / Broadway intersection and have the bus get on the134 until Figueroa and have another station there that can connect to the DASH lines through ER and Highland Park... EZ on and EZ off; 78-3
4. Running along Colorado in ER will not benefit the bulk of the population or small businesses there, it will make it more dangerous for children to get to the multiple elementary and secondary schools located S of Colorado, and will make it even more difficult for the "mom and pop" businesses in ER, who already cannot compete with the redeveloped areas of Pasadena and Glendale already... the multi-year construction could put the business survivors of COVID out of business for good... and for what? 78-4
5. If the objective truly is to get cars off the freeway, then put the freeway drivers on a road diet by creating tolls, giving up a traffic lane for dedicated Rapid Bus Commuter transit [or better yet, just build the rail line that should be there]... connect this in Pasadena to the Gold Line station... do not force residents of ER and East Glendale to bear the brunt of this 78-5

This BRT line from PCC to NOHO is not going to produce the ridership you estimate as most of those commuters you are trying to get off the freeway are commuters from the SGV and beyond, who split off to go downtown on the 2 Freeway or into the Valley via the 134 / 101... it seems as though this is a dream for Valley real estate developers, at the expense of everyone else in between... 78-6

Please keep the bus [if it has to be a rapid bus] on the 134! 78-7

COMMENT LETTER 79

Subject:u No, o P. s BRT DEIRv ommentc

Datuu Sunday, NovNmbex t,,2020Gt 3:04:56GPM P.ci ficxStcndaxdxTimex

From:u lairc owinG

To:u No, oP sBRT.

To,Whom2t May2 once2c

hank2you2for this opportunity2to2provide2 omment2on2the2DEIR2for the2NoHo2Pas BRT2project.2As a2r gula r transitc rider,2bicyi stc and2rcsident2of2the2Eagle2Rock2area,2would2ik2 to2first commend2Mctro2for taking2the2time2and2effortc to2 xplorc multiple2routc and2o2figuration2options.2

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79-1

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79-2

hank2you2for this opportunity2to2provide2 omment.2

lairc owin,2rcsident2c
Eagle2Rock2Nc ighbo rhood2

COMMENT LETTER 80

Subject: Metro NoHo-Pas Comments
Date: Thursday, December 10, 2020 at 5:19:58 PM Pacific Standard Time
From: Coco Bunny
To: NoHoPasBRT@metro.net

As a resident of Eagle Rock whose young elementary age children must cross busy Colorado Blvd to get to and from school every day, I would like to voice my strong opposition to having the metro BRT Bus run through Old Town Eagle Rock. Our neighborhood has raised hard earned money to beautify Colorado Blvd and support all of the local business who are struggling to survive. Constructing bus stops along Colorado Blvd in Eagle Rock, which is currently one of the most walkable neighborhoods in LA, will cause more vehicle traffic, decrease foot traffic and cause harm to local business. I live one house from Colorado, so I see the bus drive by several time a day. For the past ten years, the bus has at best a sprinkling of passengers. Over the past year, it often drives by completely empty or with only one or two passengers. During this coronovirus pandemic, it seems far from wise for the City to spending tens of millions on a bus line that does not have the ridership. 80-1

Further, there has been little discussion by Metro about what it intends to do with the grassy medians and trees on Colorado Blvd. I can only imagine the only way to construct bus stops and create a bus only lane would be to tear the trees out and tear out the medians, thus depriving residents of much needed and appreciated greenery. The medians keep Colorado from becoming a dangerously fast extension of the freeway. Metro should be transparent about its intentions. 80-2

To be clear. I do not oppose a rapid transit line along the SR-134 Freeway with stops at Harvey Dr and Figueroa Bl to serve the community before merging back onto the freeway heading east (zero impact on Colorado Blvd). This will be more "rapid" than having stops along Colorado. 80-3

Best

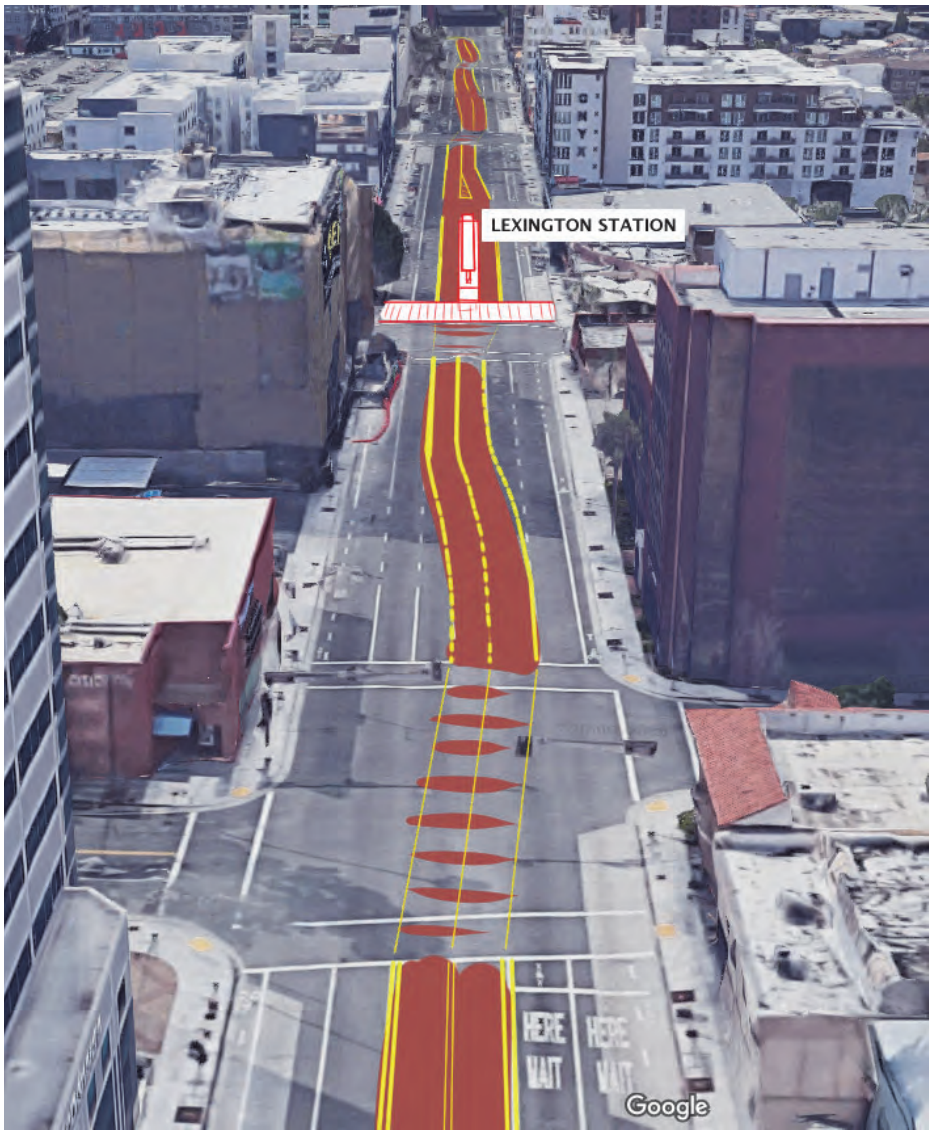
COMMENT LETTER 81

Subject: Re: EIR Comments from Glendale resident
Date: Tuesday, December 8, 2020 at 3:16:46 PM Pacific Standard Time
From: Corey Barnes
To: NoHoPasBRT
Attachments: Screen Shot 2020-12-08 at 1.32.15 PM.png, Screen Shot 2020-12-08 at 2.59.27 PM.png

With the comment period extended, I'd like Metro to consider another option:

Instead of returning the busway to the 134 freeway via the former Colorado Freeway ramp, consider combining it with alignment #4's east end by continuing the busway on Colorado Boulevard, including a stop on Figueroa Street, then having the busway either re-enter the 134 via Linda Vista/San Rafael Avenue so it only has a short ways to go before heading into downtown Pasadena.

I'd also like to reiterate my concerns for the curb and side-running selections of the busway in Glendale, and while I'm not an engineer, I still wanted to provide an illustration of a potential center-running lane system on Central Avenue, based on the San Bernardino SBX rapid busway (https://goo.gl/maps/CxDjFQuKDx1kmjuHA). Broadway would be a similar situation.



81-1



My main concern about the BRT running through Glendale remains how passenger cars treat our streets. Especially on roads like Central and Broadway, where there are a lot of local businesses with limited parking due to the number of highrises built on empty lots in recent years. Dropoffs and pickups are common, as well as people who park illegally on the side of the road and leave their car in red zones with the lights on, or sit and wait at bus stops while the bus has to honk at them to move, assuming someone hasn't just left the car there to run inside. I live near a bus stop on Brand Blvd, and several times I've seen someone park right in the bus loading zone so they can get out of their car and drop mail off in the mailbox that is right near the bus stop.

And please consider center-running on Glenoaks, with medians modified and trees replaced/moved, much like the second option in Eagle Rock with a similar center running lane.

-corey

On Mon, Nov 16, 2020 at 9:56 PM Corey Barnes <livingfruitvirus@gmail.com> wrote:

> ello.
>
> Thank you for laying out the plans to the NoHo-Pasadena BRT. I've watched the video and read the PDF outlining the bullet points to the project. When the BRT is completed, I would likely use it to commute to Burbank, as I have not much of a reason to head to Eagle Rock, and assuming the Metro Express still serves NoHo and Pasadena, I'd still take those, but I'd consider the BRT assuming it operates like a Metro rail line and would allow me to use a

Metro day pass if I wanted to reach the gold line or subway and beyond.

I have a few concerns regarding some of the chosen modes of operation the BRT plans to use. Since I've lived in Glendale since 2008, I'll start here:

1. Will the BRT lanes be exclusive to the BRT line? Or will other Metro or local bus services be able to use them as well? This isn't necessarily a problem. If designed effectively, the bus lanes can be used by many services and can keep buses out of the way of normal car traffic who won't get stuck behind buses constantly. 81-3

2. I for one am in favor of removing and modifying the median on Glenoaks Blvd. to put the BRT lanes completely in the center, and either moving or replacing the trees in new partial medians similar to the center-lane Eagle Rock example in the PDF. There used to be a train there after all. This could even make the road light-rail ready for the future. More importantly, this would keep the bus lanes protected from regular traffic. Maybe a partial guard such as a fence like the Orange Line, or a small concrete divide like the Gold Line in East LA, would be helpful to keep the lanes exclusive and make the trip from Glendale to Burbank truly rapid. Glenoaks is a frequent alternative to the 5 used by motorists, and a BRT with guarded exclusive lanes from Central Avenue to Providence Avenue would be very attractive to people who travel between the two cities. That's three miles of road. 81-4

3. Regarding the portion on Central Avenue, I'm confused as to why the BRT transitions to mixed from Glenoaks to Sanchez and doesn't just retain side-running lanes as there aren't any BRT stops on Central north of the freeway anyway. However there are regular bus stops for the Beeline, which brings up the first question I had regarding who gets to use the lanes. If the Beeline or Metro Local get to use them, those stops would be on the lanes. 81-5

4. Back to Central, parts of Central have bike lanes, which I'm hoping would not be removed for the BRT. Side-running lanes are genuinely concerning because Central is such a cramped road south of Lexington, with two lanes in each direction, bike lanes and street parking. If the plan is to remove a lane in each direction for buses and reduce it to one lane plus the center median, I can easily see Glendale drivers just ignoring the bus lanes and driving in them, which they will definitely do out of sheer spite because Glendale is a city with a car culture and people who like to drag race at night down roads like Central and Glenoaks. I'm no engineer but unless there's a plan to widen Central I can see this being met with resistance from locals. Not to mention taxi and rideshare drivers, or friends of people who just do routine dropoffs, will have to drive into the bus lanes to do so. Parking in Glendale is limited as most parking structures have been removed and high rises built on them. Basically I anticipate this story to happen here: https://la.streetsblog.org/2015/05/19/law-breaking-drivers-disrespecting-new-wilshire-boulevard-bus-only-lanes/ 81-6

My same concerns apply to Broadway as well, as it also seems like a road with not much space on it, and wonder if it would just be better to center-lane the buses like the San Bernardino BRT https://design.omnitrans.org/omnitrans-services-vehicles/sbx . I'm also for the center-running option on Eagle Rock as it would perform similar duties to the Glenoaks strip.

5. A big concern are the 134 freeway portions and how they plan to handle heavy traffic. The 134 can get busy. Very busy. And the BRT becomes less attractive if I know that it's going to get stuck in traffic on a heavy freeway. It's too bad the 134 has to be used at all. Dedicated lanes aren't possible because exits are in the way but I'd wonder how the BRT would go about avoiding heavy traffic on the 134. I often criticize the Silver Line for having these problems. The Silver Line is a nightmare during peak hours because it gets stuck in downtown LA traffic. It's more effective to get off at Union Station and take the Red Line to 7th/Metro and get back on the Silver Line. At least that's an alternative. There isn't one here. 81-7

That is all. I look forward to keeping up with the project.

Corey Barnes

COMMENT LETTER 82

Subject: Support for BRT in Eagle Rock - We want us new and like new

Date: Thursday, November 12, 2020 at 12:54:59 PM Pacific Standard Time

From: Cyndi Otteson

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, thryn@bos.lacounty.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.koretz@lacity.org, mohopasbrt@metro.net, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov, EquitableEagleRock@gmail.com

As a resident of Eagle Rock, and as a supporter of BRT on Colorado Blvd, I'm writing to express my concern over the current options being proposed by Metro for Colorado Blvd

Currently the three options on the table do not provide enough features that would maintain the current usability for bicyclists. If the Colorado Blvd option moves forward, it can and should be a solution that will help increase usability, and mobility for everyone.

As a mother of two young children who rides bikes on Colorado Blvd, I'm concerned that removing bike lanes and urban extensions would make our streets more dangerous.

82-1

Urge Metro to develop a new option that is consistent with the city's Mobility Plan. We need an option that maintains bike lanes and urban extensions which will enable a safer and more sustainable user experience on Colorado Blvd for bus riders, pedestrians, cyclists and motorists alike.

Believe Blvd the Colorado Blvd option can be a win for all residents if you implement it correctly without sacrificing the safety and usability.

With gratitude,

Cyndi Otteson

COMMENT LETTER 83

SuAject:u Commentsionithei IRi
Date:u Monday,iDecemberi28,i2020iati1:17:53iPMiPacificiStandardi mei
Frou :u ani Bednarski
To:u NoHoPasBRT@metro.neti

I am commenting on the North Hollywood to Pasadena Transit Corridor Bus Rapid Transit (BRT) project draft EIR. I live and work along the proposed route and took part in meetings held at the Buena Vista branch library in Burbank. I plan to use the BRT as long as I continue living and working along the route.

I am reinforcing my earlier comments during the scoping/alternatives analysis phase that the BRT needs to go where people live to be usable. Metro should not use any alignment that utilizes the freeway because that would limit its use to those of us who live and work along the route. As I noted in earlier comments to staff/contractors, it's ridiculous that Metro would seriously consider a freeway alignment, which would defeat the stated objectives of the project: "provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor." 83-1

I plan to regularly use route segments C, D, E, and F. For segments E and F, I support routes E1 and F1 using city streets through Glendale and Eagle Rock.

That said, I do think the Beautiful Eagle Rock plan circulating among the community has merit and deserves a hard look and serious consideration. It seems to provide a better configuration through Eagle Rock along Colorado Blvd and is proposed by supporters of BRT who live in the Eagle Rock community. https://www.eaglerockforward.org/proposal

Thank you,
Dan Bednarski
Glendale

COMMENT LETTER 84

From: Dan Fineman
To: NoHoPasBRT@metro.net
Subject: Huh?
Date: Sunday, December 27, 2020 8:42:49 PM

The report says, in part:

"In addition to replacing the existing striped and raised median with a center-running busway, this alternative configuration would result in the loss of approximately 50 percent of the existing on-street parking along Colorado Boulevard and would require removal and/or modification of most of the Active Transportation Program Cycle 2 improvements proposed by the City of Los Angeles."

84-1

How is this capacity to be replaced for business or, as in my case, side street residences that rely on this capacity? I see no proposal to address this loss. How is that acceptable planning???

Dan Fineman

COMMENT LETTER 85

Subject: Public comment
Dat : Monday, December 28, 2020 at 4:20:12 PM Pacific Standard Time
From: Dan Huynh
To: nohopasbrt@metro.net

Dear Metro,

Thank you for extending the comment period to ensure adequate time for public comment. I appreciate that the deadline is a er the holidays. 85-1

Please see my comments below.

After attending several BRT meetings in Eagle Rock and Pasadena, I still feel strongly that the BRT needs to travel using dedicated bus lanes on Colorado Blvd from Glendale through Eagle Rock to Pasadena. As someone who has lived car-free in Los Angeles County for the last 8 years, I have seen many improvements to Metro's rail lines and in some areas, its bus system. However, the latter needs to continue matching the needs of those who don't want to and/or cannot afford the cost of owning and maintaining a car. We deserve buses that provide fast, reliable, and affordable service. 85-2

Another bus caught in rush-hour traffic sacrifices affordability for driver convenience - and that's the way things have always been. So, let's bring more boldness into Metro's service and ensure that car-free Angelenos get the world-class bus system that Metro already has the capacity to develop:

Glendale and Eagle Rock

- Please dedicate bus lanes on Colorado Blvd between Pasadena and Eagle Rock - many job centers, dining, and entertainment hubs dot this corridor making it an attractive destination that merits convenient stops and fast bus service (I highly recommend Chateau Lemongrass, Colorado Donuts, Din Tai Fung, Kim's Kitchen, and Foxy's).

Eagle Rock

- From my conversations with community members in Eagle Rock, those who are older and/or identify as women want to see well-lit streets and stops as well as local bus service that help to fill in the first-last mile of their travel 85-3
- As a transit rider and bicyclist myself, I'd like the addition of bus lanes to fit together harmoniously with the existing buffered bike lanes on Colorado Blvd. I think both can be achieved with the median-running or center-running alternatives throughout the corridor. This will help preserve the clear delineation between bus and bike so that we prevent confusion and safety issues with a mixed bus/bike lane. 85-4

Pasadena

- I'd like to see a Colorado Blvd and Union Street couplet in Pasadena with dedicated bus lanes. Travel time along Colorado Blvd during rush hour is currently no problem since most people avoid this corridor in favor of Green and Union Streets. Entering the city on Colorado Blvd makes a lot of sense since Old Pasadena and Old Towne are well-known destinations.
- Exiting through Union Street puts the BRT in direct connection to the L line which makes sense from a business and rider standpoint
- Again, a protected bike lane will be implemented along the length of Union Street and every measure should be taken to avoid conflict. Here I think a right-side-running BRT would work out best since Union street is a wide one-way street
- A light should be considered at Hill and Union since North-South traffic during rush hour may increase wait times at this corner

85-5

85-6

Best regards and happy new year,
Dan

COMMENT LETTER 86

Subject: Public comment on NoHo to Pasadena Bus Rapid Transit project
Date: Tuesday, November 17, 2020 at 3:01:53 PM Pacific Standard Time
From: Walker (US), Daniel
To: NoHoPasBRT@metro.net

My family has lived 3 generations in Eagle Rock area (near Occidental College) since 1963, 1 mile from Eagle Rock Blvd. / Colorado Blvd proposed optional BRT station.
Eagle Rock Blvd. would be a key Eagle Rock station, if F2 project is selected.
Eagle Rock Plaza would be another key employment destination. I used to work at a restaurant near the proposed Eagle Rock Plaza.
Townsend Ave. station in about 0.8 miles from Eagle High, where our family studied for years. Townsend station would be very close to many small struggling local restaurants and shops in the heart of Eagle Rock.
Although having these 3 Eagle Rock stations would slow down this proposed BRT "Rapid" bus, the Colorado route would attract much better ridership from Eagle Rock locals than an alternate route on the 134 freeway.

Generally, we are very supportive of rapid transit projects. We support Metro rail expansion projects throughout LA county, especially when the tracks are grade separated.
We can support cheaper at-grade rail or bus projects, but the overall benefit is more mixed for our communities.
However, we also all drive cars and generally don't support spending millions of dollars to reduce car traffic lanes and/or lose street parking.
If the average bus speed is only marginally faster for BRT, the project will not encourage many newer bus riders above those who already ride local/express buses along the same routes in Pasadena, Eagle Rock, Glendale, and Burbank. 86-1
To make this project worth its substantial cost, Metro must significantly improve average route speed.
Having too many closely spaced stations slows down the end to end time for most commuters. The project has too many close proposed stations in Glendale and Burbank.
I suggest starting this BRT project with far fewer stations and faster overall speed to attract more ridership.

Like the freeways, some of the local roads can be congested at rush hour (when the pandemic ends).
All but the poorest commuters will choose to drive or use Uber/Lift if the bus / rail options are much slower or unreliable.

Biking has become more popular during the pandemic and having a bike lane is very nice to have along key corridors. However, I often use my bike on smaller streets to avoid the busier streets, even if a bike lane is striped. Many drivers ignore painted bike lanes anyway.

The NoHo to Pasadena Bus Rapid Transit project seems somewhat slow and therefore unlikely to increase ridership in the corridor significantly.
The proposed route would be about 18 miles long, with at least ~21 stations. On part of the proposed route the buses would be mostly separated from car traffic and therefore move somewhat faster.
However, the negative impact would sometimes be loss of car traffic lanes and/or loss of street parking.

The preliminary estimated cost range would be up to about $370. Actual cost would most likely be much higher, based on other LA Metro project history.

The proposed bus project does serve some key destinations, such as:
Pasadena City College
Burbank Amtrak / Metrolink station

North Hollywood Metro station

The project does miss several key transportation destinations, such as:
Occidental College
Glendale Community College
Glendale Metrolink station

Good luck!

Daniel and Richard Walker

COMMENT LETTER 87

Date:u Wednesda@December@16,@2020@at@2:36:53@PM P@ific@Standard@Time@
Frou :u Dniel@Goldw@ser@
To:u nohopasbrt@metro.net@

Dear@Metro@

After@briefly@eviewing@the@NoHo@o@Pasadena@RT@nformation@I'm@very@oncerned@about@he@ost/benefit@his@will@provide@to@he@ommunity.@

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Thank@ou@

Dniel@Goldw@ser@

COMMENT LETTER 88

Date:g uesday, November 10, 2020 at 10:36:10 AM Pacific Standar: Time:
Frgm:g Daniel Hawkins:
To:g NoHoPasBR:@me:tro.net:

Dear Metro,:

As a homeowner in Eagle Rock I strongly oppose the BRT route along Colorado Blvd. Using our main boulevar: as a: "rapid transit" corridor does not serve the needs of our community and actually goes against what many in our: community have been working towards for y:ar:s - less traffic, mor: gr:eenspace on Colorado Blv:, less noise, and: more space for pedestrian activity along our main str: t. Metro's own ridership data sugg: ts that this BR: will not: make a meaningful impact on traffic r: uction, while also pot: tially damaging our main str: t and community: "downtown" permanently.: 88-1

The fact that Metro is still including in their proposal the option to t:ar out all of our median tr: and gr: pace is: an insult to the community and it r: flects that they do not hav: our specific community's needs and int: r: ts in: mind.: 88-2

R: viewing Metro's own ridership data and trends from past y:ar:s sugg: ts that this BR: is fundamen:tally not needed: at this time and is a poor use of city transportation funds. Especially in this time of COVID to justify such a project is: hard to imagine. : 88-3

If Metro is int:r: t: d in a "rapid transit" rout: the y should use the alr:ady e:xisting "rapid transit" corridor of the 134: freeway. Adding a bus mini-highway through the heart of our community would be detrimental to home values, a: pedestrian friendly mainstr: t, and simply does not off:r an:y meaningful transportation value to our community.: 88-4

his f: ls lik: e a project int:rnally driv:en at Metro to spend allocat: funds ins: t: ad of adding an actually needed: transportation service. I can stat: that as an Eagle Rock r: iden:t I strongly oppose any BRT route that uses Colorado: Blvd through our community and that any such option will be met with strong opposition from many in our: community.: 88-5

Sincerely,:
Daniel Hawkins:
Eagle Rock R: iden:t:

COMMENT LETTER 89

Subject: Support for proposed BRT project

Date: Monday, December 28, 2020 at 12:43:11 PM Pacific Standard Time

From: Darlene Gonzalez-Szabor

To: NoHoPasBRT@metro.net

Good afternoon,

I'd like to formally support the proposed BRT operations along Colorado Blvd would be extremely beneficial to the Eagle Rock business and community. Special attention is paid to pedestrian infrastructure the area is implemented in Eagle Rock and along the West of the BRT corridor. These streets are extremely wide and in order to maximize the benefit of BRT, riders and pedestrians must feel safe walking to and from BRT stations. Lighting, pedestrian countdowns, and pavement markings must be a priority as part of the Project

89-1

Thank you,
Darlene Gonzalez-Szabor
90042

COMMENT LETTER 90

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Friday, December 25, 2020 at 4:00:25 PM Pacific Standard Time

From: Darren Hall

To: Scott Hartwell

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident who also does most of my local errands by bicycle and frequently rides public transit, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I have been excited about the prospect of the BRT project since it was first announced. Connecting the communities along this corridor with efficient and reliable public transit is an important step in the right direction for Los Angeles, as we work to do our part to fight both inequities in mobility and climate change.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

90-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant and equitable street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Darren Hall

Zip code 90041

COMMENT LETTER 91

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T :A nohopasb2t@m-t2o.n.t2

CC:A oun. lm- mbe2ki vindel2on@lac2ty.o.g,iJack2sonM@m-t2o.n.t2

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91-1

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Dav d Dclling.

COMMENT LETTER 92

Subject: MTI tro NoHo-Pas DEIr omment sc
Date: W-dne sday, 6 Dc mbe r 2, 2020 rat 12:48:13 @PMI Pacific Standard Time
Fro om: david.delling r@me tom
To: ohopa sbrt@me ro.1 tc

Hrllo MI tro,

Ir rcspons c to the NoHo to Pasadena bus routc, PLEASE ru9 it on olorado lvd. and NOT on the 134 ifrc way!!!I

Many older, o scrvativi voices want the bus on the frc way for "Not in my backyard" purposcs. How9vi r, w9 all o w9 o w9 that public transportation in urbanizing arca s for many Irca on s: Gio avoid traffi ong stion, to rcvivi arca s c that other wisc won t have "as much" h t life "and "diversity "as could "be "with "public "trans portation, "and "to, "simply, " model "what we "KNOW "works from "Europe "and "other places: "enabling "people "to "move "around "more "easily "will "make " areas more "moderc, "likeable, "and "profitable "for busc e sses."

unning "a "bus on "the "134 "freeway "through "Eagle " ock "will "be "a "dis aster as no "one " Eagle " ock "will "wa t to "walk "up "a " very "steep "hill "just" "to " e t on "a "bus."

92-1

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What worked "was the "trolley " e " the "1900s! Lets do "what we "know "works from "that era "and "from "Europe!

Pœase " sten "to "the "many "of "us that wa t this " bus route "along " olorado " lvd "
— "
David "Delling "rc

COMMENT LETTER 93

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Thursday, December 17, 2020 at 6:28:40 AM Pacific Standard Time

From: David Freeland

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As a transit user and bicycle commuter I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

Beauty is central to our enjoyment of cities and here, the enhancement and maintenance of a community with a long history in Los Angeles. I strongly urge you to consider how this proposal will layer together pedestrians, vehicles, buses, cyclists and landscape to create a beautiful and safe street for each.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7Cc4bddd1e6e4a4d22a5cf08d8a2980fe0%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637438121279669178%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCXVCI6Mn0%3D%7C1000&sdata=RNGiFkoGS%2FEUzP94%2BPT%2FtK4ftCrGvUHD5MifpetRRhI%3D&reserved=0

93-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,
David Freeland
90042

COMMENT LETTER 94

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 10:27:28 AM Pacific Standard Time

From: David Greene

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Greetings,

I write to support a Colorado Boulevard route for the NoHo-Pasadena BRT in Eagle Rock, specifically the “Beautiful Boulevard” plan that can be found online at www.eaglerockforward.org.

The Beautiful Boulevard concept is smart, community-driven, and tailored to the rhythms of our neighborhood: it enhances the safety and beauty of Colorado Boulevard, promotes a vibrant Downtown Eagle Rock, improves the pedestrian experience, includes protected bike lanes, and most importantly, it provides quality transit service to and from Eagle Rock for everyone.

I have been a homeowner in Eagle Rock for 20 years. I was an elected board member of the Eagle Rock Neighborhood Council from 2012-2019, serving as ERNC President and Chair of its Land Use and Planning Committee. As a public servant and stakeholder who cares about the economic health and built environment of Eagle Rock, I know that the installation of the Beautiful Boulevard plan will better the lives of all who live and work in Eagle Rock, whether they are long-time homeowners, small business owners, students, families or service workers who commute to our neighborhood. 94-1

I also encourage you to resist the calls by a small but vocal minority of homeowners to put the BRT on the 134 freeway through Eagle Rock. In my opinion and experience, the opposition to a surface-running route is rooted in Eagle Rock's history as a self-identified suburb fearful of outsiders and change. But we have survived civic improvements in the past, as well as the economic and social benefits they bring.

Again, I urge Metro to study the Beautiful Boulevard option, and choose it as the preferred route alternative.

Sincerely,

David Greene
Eagle Rock 90041

COMMENT LETTER 95

VOICEMAIL

Date: November 15, 2020
From: David Ingber

Hi I live in Eagle Rock on Yosemite Drive, and if you build one lane on Colorado Blvd it's going to increase traffic on Yosemite Drive where there's two large schools, Rockdale and Eagle Rock High School and there'll be great impact. There's already buses that run on that street and there's gonna be so much more traffic on that street--on Yosemite Drive as a result and it's just not fair it'll bring my property value down. There's no benefit to have a bus sailing through the middle of our town. 95-1

COMMENT LETTER 96

Subject: Glendale's street alignment, and Eagle Rock's Beautiful Boulevard proposal.
Dat : Sunday, December 20, 2020 at 4:48:08 PM Pacific Standard Time
From: David Levine
To: nohopasbrt@metro.net

As a Glendale resident I support this project. 96-1

Thank you

David Levine

COMMENT LETTER 97

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Sunday, December 20, 2020 at 4:49:51 PM Pacific Standard Time

From: David Levine

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an [Eagle Rock resident/transit user/bicycle commuter/Northeast LA stakeholder], I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances sa ety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

[PERSONALIZE HERE]

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian sa ety, upgrades bike infrastructure, expands sidewalks, improves sa ety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.sa elinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7C21ca075096d14eb2ee2208d8a54a55c7%7Cab57129bdb d4cacaa77fc74c40364af%7C0%7C0%7C637441085981395169%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTi 6Ik1haWwiLC XVCI6Mn0%3D%7C1000&sdata=JkGurA1hlJuLN6JwRdoUzjSirONubxhLis62ShCYidY%3D&reserved=0

97-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a sa er, greener, more vibrant street. I urge Metro to study this option and adopt it as the pre erred route alternative for Eagle Rock.

Sincerely,

David Levine
91208

COMMENT LETTER 98

Subject: Please support, BRT in Eagle

Date Thursday, November 12, 2020 at 10:15:12 AM Pacific Standard Time

From David Matsu

To mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, MayorofLongBeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, mohopasbrt@metro.net, EquitableEagleRP@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I am a resident of Los Angeles in the Eagle Rock area, a transit rider and a bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 98-1

Colorado is big enough to support full, effective Bus rapid lanes, maintain existing bike infrastructure, improve pedestrian facilities while having adequate auto capacity. I urge you to support a forward thinking plan for Colorado which will move the city's stated transportation and climate goals forward.

Thank you,

David Matsu

Los Angeles, CA

COMMENT LETTER 99

Subject: In Support of Ho-Pasadena BRT with some modifications
Date: Saturday, November 14, 2020 at 12:33:46 M Pacific Standard Time
From: David Moran
To: nohopasbrt@metro.net

I am in support of the Colorado BRT with the Green/Union Couplet in Pasadena, Street Running in Eagle Rock section, Colorado St running in Glendale, that would therefore actually provide a stop for both the American AND Glendale Galleria which turn won't require people to walk to Broadway and Brand, that way the stop on Central/Lexington would be able to take care of the Patrons in Downtown Glendale. . . Secondly, I do also believe there need s to be 2-3 levels of service, a Local level that makes all stops, a "Limited/Rapid" route that makes limited stops along the route and a rush hour freeway express option (basically the current 501 Express), as I think Metro is seriously under selling the forecasting ridership projections as it did for the Orange Line and the Expo Line. Once this is open, more and more people will be considering this BRT as a commute option. Thirdly, consider tying this line with either the Orange Line or the North Valley BRT as well.

99-1

99-2

Regards,

Dave - Silverlake

COMMENT LETTER 100

Subject:u EaglerRockj RT“
Datuu Friday, NovemberR6, 20201at19:17:441AM“Paci1crStandardrTimer
From:u DavidrNewman1
To:u NoHoPasr RT“

Hello,
I2amjarlongjtimerEaglerRockjresident.1I2wouldrlikertojcomment1on1therDEIRIforRtherproposedr RT.1My1comment1alsoj addressesrtherrecent1letterRfromjtherEaglerRockjNeighborhoodr ounciljregardingjtherproposedroption1forRonly1oner lanerofrcarRtraffic.1

I2haverbeen1payingjcloserattention1tojther RT“issuerforRmany1years.1I2haverattendedrvirtually1alljofrther RT“meetingsr in1therlast1few1years.1Despitertherdividedrviewsrin1thercommunity1about1ther1341option1orRther oulevardroption, orR about1arcenterRrunningj RT“orRsiderrunningj RT, onerthingjwasroverwhelmingly1clear:1thervast1majority1ofrpeoplerdidr not1want1tojseerarreduction1ofrcarRlanesrfromj21toj1.1Pleasemote:1arone-lanerofrtrafficroption1ismot1arfavoriteramongj therEaglerRockjcommunity1andrERN“'srrecent1letterRdoesmot1represent1community1consensus.1Metrojshouldmot1 seriously1considerRany1option1that1reducesrcarRtrafficrtoj ust1onerlane.1

The bike lane has become a sticking point in Eagle Rock. While Metro can do a better job of creating a scenario where bikers and buses -- particularly "rapid buses" -- do not share a portion of the road, I do not want a bike lane to become such a priority that it forces car traffic into one lane. Indeed, asrsomeonerwhojregularly1ridesrarbiker throughout1EaglerRockj(andrhasrdonersojforRyears), I2 ndrit1bddrthat1arhugerpriority1isrplacedron1bikerridershipjon1 olorado.1Thererarertwojparalleljstreetsr--1HilljandrYosemiter--1that1haverslowerRtraffic, morerspacertojride, andrmorer shade.1They1workjasrperfectly1goodralternativesrtoj oloradojsojit'srstrangerindeedrtojfocusron1alteringj oloradojin1 orderRtojaccommodaterbikerlanesrwhen1that'smot1necessary.1Peoplercan1bikeralongjonerofrtheserotherRstreets, andr when1they1want1tojget1tojarbusinessron1 olorado, they1can1takertherappropriatemorth/south“street.1

Thererisrarsmalljandrvocaljgroupjofrbikerridersrin1EaglerRockjwhojwant1tojkilljoffrcarsrandrforcerpeoplertojriderbikes.1 Kudosrtojthemjforgettingjaroundrwithout1cars.1 ut1it1shouldrberpointedrout1that1thisrgroupjlargely1consistsrofr young(ish)1healthy1individualsrwhojperhapsrdon't1mindrshowingjupjtojworkjorRgoingjshoppingjwith“arayerRofrsweat.1 ut1forRtherrest1ofrusr--1thoserwith“longjcommutes;1themot-so-healthy;1themomsrandrdadsrwhojarercarpoolingjwith“ kidsrandrbagsrofrstuff;1therworkersrwith“briefcasesrandrbankerRboxes;1therpeoplerwhojwant1tojarriverat1workjwithout1 drippingjsweat;1etc.1-1carsrareneeded, andrhavingjtwojlanesrofrtrafficrin1each“direction1on1 oloradojisram ajorRpart1ofr that1equation.1

ThankjyouRforRyourRconsideration.1

DavidrNewman1

100-1

COMMENT LETTER 101

Subject: DEIR comment No RT
Date: Wednesday, November 18, 2020 at 9:08:14 PM Pacific Standard Time
From: David Newman
To: nohopasbrt@metro.net

Hello,
I am a long time resident of Eagle Rock. I would like to make two comments regarding the proposals in the DEIR.

1. There should be a connection to the Gold Line bank I-210 at Hill. This would seem like an obvious choice for a BRT stop because people are going to the outer city easily accessing the rail portion via public transportation. 101-1

2. Any proposal that reduces car traffic along Colorado Blvd. No one ane is NOT ACCEPTABLE. The BRT must be planned in a way that maintains two lanes of car traffic. Otherwise, car traffic will become incredibly congested and there are will become a nightmare for people who drive for work, child care, etc.

Thank you.

David Newman

COMMENT LETTER 102

Subject:u Questionk onk Acencyk oork dinationk
Datuu Sundak, k November k 1, k 2020 k atk 12:12:07 k PM k Pacifick Standark Timek
From:u Dawnk Kuklak
To:u NoHoPask Tc

Hello,k

Ik lookedk thrk oughk thek Scopingk Summaryk eportk andk hapterk 9k ofk thek Draftk Elk andk ouldk notk findk ank information relatek tok meetingsk withk altrk ans.k Onlyk ak eferk ncek tok ak ommentk letterk. 102-1

ank youk pleasek tellk mek whok frok mk altrk ans, k Districtk 7, k METRO k hask beenk workingk withk onk thisk prok ject?

Thank ou,k

Dorindak

COMMENT LETTER 103

Snbject:n nO@JECtION toI RT@oute-thkouRhkEa- e-RockI
Date:n SatuRa y,kDecembe- 5,k2020katr10:02:286AM Pacikc-Stanla- Time-
Fuom:n Deb-a-Ge-oI
To:n NoHoPasr RT@metro.netr

As a resident of Eagle Rock, I want to continue to voice my objection to the Colorado Blvd route for the planned BRT. The 134 Fwy option would work much better to serve the needs of the people who live and work in the community.

I walk my dog every day on Colorado Blvd and am extremely familiar with the sidewalks, crossings, traffic patterns and usage of the public realm. What we need in our community are wider sidewalks and support of our local businesses including opportunities for sidewalk cafes such as are temporarily allowed during COVID. The patrons of these cafes predominantly live in the community and can walk to the cafes and the other businesses. They are not coming here on mass transit to patronize these businesses. In fact, i see very few people riding the bus routes we have now. 103-1

I am a fan of BRT systems such as the Orange Line but part of what makes that so successful is that it is on a dedicated right of way and not traveling on a popular commercial street.

Eagle Rock is made up almost exclusively of small businesses. Our small businesses need support to keep them viable, now more than ever before. If you commit to running the BRT on Colorado through Eagle Rock, you will be further impacting the ability of these businesses to survive. It would be much better to commit to the long term use of the space you will dedicate to BRT lanes for these small businesses to continue their outdoor dining. If you proceed as you are planning, despite the strong community objections, these small businesses may not survive.

Thank you.

Debra Gerod

Debran Gerodg

Sentrf-omImy:T-Mobile:4G:LcE Device:

COMMENT LETTER 104

From: Desiree Portillo Rabinov
To: nohopasbrt@metro.net
Subject: NoHO to Pasadena BRT alignment Alternatives
Date: Sunday, December 20, 2020 2:33:18 PM

I support Metro's preferred street alignment through Glendale to support transit in denser parts of the city where more walking and biking occurs (instead of the 134 Freeway alignment) and access to transit connections. And I also support the residents of Eagle Rock with their concept of the "Beautiful Boulevard" plan, a solution that would make Colorado a safer street with a more vibrant Downtown Eagle Rock. This proposal would preserve medians, provide protected bike lanes, expand sidewalks and landscaping while improving Eagle Rock with quality transit, and mitigate traffic concerns. The plan is available here: https://www.eaglerockforward.org/

104-1

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Desiree

COMMENT LETTER 105

Subject: Comment on NoHo to Pasadena BRT
Date: Tuesday, November 17, 2020 at 5:19:27 PM Pacific Standard Time
To: NoHoPasBRT@metro.net

After attending your DEIR on line meeting on 11/17, I am writing in support of your primary route with one exception. I strongly support the Green/Union alternative in Pasadena.

I used to live in North Hollywood and, although I now live in Van Nuys, still do quite a lot of business in North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Before COVID, I often took the G (Orange) BRT to the NoHo B (Red) terminus. I am not currently riding on the Metro system but hope to be able to use mass transit again in the not-to-distant future, when it feels safe and there are places on route to go to. In the meantime, I understand that you have to proceed to meet your schedule. I also understand that I am no longer a homeowner or resident along this route, and that you are facing quite a bit of resistance from at least Toluca Lake, Eagle Rock and Pasadena residents.

So for what it's worth, here are my reasons for my route preferences. This will be a very useful and efficient link between the B and L (Gold) lines, saving the need to go to Union Station in order to get to Pasadena as well as making access easier to the communities in between. But if the BRT doesn't stop in these communities or is routed away from the business districts and connecting bus routes, it won't be useful or efficient, especially for elderly or disabled passengers or in extreme weather conditions. 105-1

I'm glad you chose Broadway over Colorado in Glendale, but I think choosing Colorado in Pasadena would slow down the service due to the Old Town vehicle and pedestrian traffic. Green and Union are a short block above and below Colorado for easy access; both are one-way streets and wide enough to accommodate a dedicated bus lane without disruption.

I don't envy you your task, but I appreciate your efforts, knowing you can't please all the people all the time. I look forward to further developments and hope to enjoy the results.

Sincerely,
Dessa Kaye
71 years old, SFV native & homeowner

COMMENT LETTER 106

From: Dexter Chan
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 11:56:23 AM

This is no time to even be considering this project given the horrific pandemic situation we are in. Not now and or later.
We have a congested Colorado Blvd with 2 or 3 bus lines running through on top of bike lanes. The bus lines are under utilized to begin with. It defeats economical sense to even throw in another bus line through Colorado.
This is ultimately trying to please the developers and get into building more housings and Re-zoning. It will create more congestions, pollutions and accidents.
The best suggestion if u guys are persistent is to USE THE 134 FWY and bypass Colorado boulevard.
Stop trying to continue to drag this issue out. Majority of the Eagle Rock Residents do not want this dedicated Bus Lane.
It belongs on the 134 Fwy.

106-1

Sincerely
Dex C
23 year Eagle Rock Resident

COMMENT LETTER 107

Subject: Metro NoHo-Pas Comments
Date: Tuesday, December 1, 2020 at 10:53:55 AM Pacific Standard Time
From: Diane Louise
To: nohopasbrt@metro.net

I live in Eagle Rock. I oppose the plan to have designated bus lanes on Colorado Blvd. through Eagle Rock. It would hurt local businesses and cause more traffic congestion on Colorado. It wouldn't reduce car traffic. People won't stop driving their cars and take the bus instead. The construction for it would be a waste of taxpayers' money. The route should be on the 134 Freeway above Eagle Rock instead.

107-1

Diane in Eagle Rock

COMMENT LETTER 108

Sgbjegt:u NoHoPasfBRfi
Date:u sday,fNovemberf12,f2020fatf6:44:05fPMfPacificfStandarfi imefi
From:u DonaldfSweetnamfi
To:u NoHoPasBRfi@metrfi.netfi

Dear Sir/Madam,

Thank you for your presentation. It doesn't look like a lot has changed.
I would prefer
Run down Colorado, not East Broadway
Run down Colorado, not the 134 when going through Eagle Rock
I really like the GreenStreet/Walnut Option which avoids Colorado in Pasadena. 108-1

Thank you for considering my preferences. I am 66, working full time, and was a daily transit rider until they told us to stay home. I look forward to the line running a rational route and not being swayed by the loudest voices.

D Fisher Sweetnam

COMMENT LETTER 109

Subject: Support Transit Project in Eagle Rock

Date: Thursday, November 12, 2020 at 10:46:23 AM Pacific Standard Time

From: [redacted]

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacmcm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.ree.murphy@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.blumenfield@lacity.org, mohoppasbrt@metro.net, equitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 109-1

COMMENT LETTER 110

From: Duncan Sinclair
To: NoHoPasBRT@metro.net
Subject: Feedback
Date: Saturday, December 26, 2020 4:22:40 PM

I'm excited about the possibility of BRT between Pasadena and North Hollywood. I live in Pasadena, and often work in Burbank on Glenoaks Blvd. It would also be a good alternative for me when I need to drive to Hollywood, or to do a bike ride in San Fernando Valley. 110-1

Was any thought given to the BRT stopping at the Lake Ave Metro Station? It would be more convenient for all the communities that live north of the freeway (like me!). 110-2

The biggest concern I have, and which most people who have reservations seem to have, is how long the trip will take. I know it's a difficult balance between giving as many people access as possible and keeping the buses moving fast so that it's a genuinely attractive alternative to cars. I hope you can make it work. 110-3

Thank you.

Duncan Sinclair
Pasadena, CA

COMMENT LETTER 111

Subjegt:u ommœnts on NoHo to Pasadenak Transit Corric or DEIRR
Date:u Monca y, Decek ber 28, 2020 fat 3:34:16 fPM: Packfick Stanca rc Timek
Frou :u Dustin Perkinsc
To:u nohopasbrt@fi etro.netc

As an Eaglek Rock resice nt, Mak isappointedk to seek ak proposal for improving transit options that reko ves existingc l ass II: bikek lanes along Coloradko Boulevarc. MThek bikek lanes havek been ak great addktion to thek ommunity, Mushingc speedkng carsc further awayffrom thek sice walk anc bringing lifek to thek street. MI havek often usedk thek bikek lanes toc access businesses along Coloradko anc to takek hilc ren to school anc I: think ak RT "plan that c oesn't morek learlyfi addkess thek needsk ofk peoplek on bikes both in thek ommunityfanc ommuting along thek routek isn't completek or readkyfi tobek built. M

I: also commutek a ilyfbetween Eaglek Rock anc urbank, Manc I: am interestedk in thek RT "as ak public transportationc option that ca n makek that trip in 30-45fi in utes. MWhen I: triedk to map out bus routes previously, MI seek edk likek thek journeyfiwoulc takek over an hour, MWhen ak trip byfia r ca n averagek less than 30fi in utes. M

I: havek also triedk biking to work, Mbut ak frustratedkbyfthek isconnectedk bikek infrastruMture. MTherek is not ak routek thatc provice s protectedk bikek lanes thek entirek way, Manc whilek thek trip a n bek adek in 45-60fi in utes, Mpassing throughc sectkions that requirek sharing thek roadk with hurriedk rush-hour c rivers makes it something I'fi not c omfortablek oingc regularly. M

In Eaglek Rock, Mthek proposedk route's concœssion to bicyfiles after reko ving thek bikek lanes, Mis allowing thek m to to sharek thek edkicatedk bus lanek on Coloradko Boulevarc. MThis is intriguing, Mbut I've never encounteredk it in thek real worlc, Manc whilek thek report explains somek ofk howMit woulc work, Maddktional clarifickation is neededk to uncœrstanc whyfthis is thek necessaryfor preferablek solution to accokmmoca tek both bus anc bicyfilek transit on suMi ak broadk street. M

-fis this solution consiœredk ak reckognizedk typek ofk bikek infrastruMturek likek ak l ass II: or Class II: bikek lanek or somethingc else? MI seek s cbetter than thek l ass II: "sharrows," fibut I: oulc n't finc iscussion ofk precedentfor this typek ofk uti-fi oc a l non-auto transit lanek in thek report. MThek proposedk solution seek s simil ar to thek "Sharedk us-fik ek Lane" fi e scription here, Mso it seek s lik ek it exists as ak workablek solution elsewherek within cœrtain guice lines: M
https://nacko.org/publica tion/transit-street-fie sign-guice /transit-lanes-transitways/transit-lanes/sharedk bus-bike-fi lane/fi
-fiAre k bikes allowedk thek sak ek access to thek bus lanek wherever it exists along thek route? MThis woulc bek great ifk it mac dek for safer bikek travel in other areas that currentlyflack ak separatedk bikek lane, Manc woulc bek worth highlighting. M
-fiHow Will thek bus lanek bek arkedk anc signedk to makek it clear that bikek usek is allowedk? M

I: also coulc n't finc information in thek report comparing thek estic atedk travel timek redkMtion ofk thek proposedk sice -fi running lanek on segment F2fivs ak i xedkflowMption with transit signal priority. MMaybek: iss edk it, Mbut I'fi urious ifk ak edkicatedk bus lanek is neededk on this segment given howMsparsek traffi is on Coloradko through Eaglek Rock at mostc times ofk a y. M

Ifk this is built as proposedk, MI hopek that it will providek ak useful servicek to potential transit ricœrs, Myself kinclumdk Mut itc seek s lik ek ak wastek to spenc so muMn on ak projeck that c oesn't makek this sectkion ofk olor adko Boulevarc ak or ek pleasant public space, Mbecausek thek only facceptablek solution can requirek no concœssions from cars in terms ofk travelc speedk or parking anc requires preserving vast inaccessiblek islanc s ofk half-fi eadk grass. M

111-1

111-2

111-3

COMMENT LETTER 112

From: Edward Frontenac
To: NoHoPasBRT@metro.net
Subject: BRT in Burbank - No
Date: Monday, December 28, 2020 5:21:31 PM

We do not need this.

112-1

COMMENT LETTER 113

From:	Elise Kalfayan
To:	nohopasbrt@metro.net
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Thursday, December 24, 2020 9:37:29 AM

I support Metro's preferred street alignment through Glendale, as it will increase access to transit in parts of the city where more walking and biking occurs, and provide more convenient transportation options for residents throughout south Glendale. I believe the street alignment will attract more riders overall.

113-1

I also support the Eagle Rock community–generated "Beautiful Boulevard" three-zone solution for the Eagle Rock segment, as it enhances the usability, convenience, safety, sustainability, and economic benefits of the proposed project for everyone using the new line, including those in Glendale.

Elise Kalfayan, Glendale, CA

COMMENT LETTER 114

Subject: I support the Beautiful Boulevard proposal
Dat : Sunday, December 20, 2020 at 12:59:54 PM Pacific Standard Time
From: Elizabeth Vitanza
To: nohopasbrt@metro.net

o Whom It May Concern,

I am a Glendale resident who regularly deals with horrendous traffic on my way in and out of Eagle Rock, where I spend quite a bit of time running errands and patronizing local businesses. I am also seriously concerned about the climate crisis.

That is why I am writing to support the "Beautiful Boulevard" plan, a solution that would make Colorado a safer street with a more vibrant Downtown Eagle Rock. This proposal would preserve medians, provide protected bike lanes, expand sidewalks and landscaping, provide Eagle Rock with quality transit, and mitigate traffic concerns. 114-1

Sincerely,

Elizabeth Vitanza
91208

COMMENT LETTER 115

From: Ellen Stern
To: nohopasbrt@metro.net
Subject: Colorado Blvd
Date: Sunday, December 27, 2020 4:04:31 PM

To Whom it May Concern,

> Forty-three years ago my husband and I purchased our home in Eagle Rock. In the years since then the neighborhood has undergone remarkable change for the better. It is a community with a small town feel where neighbors know each other.

The idea of running MTA's BRT down the middle of Colorado Blvd is ridiculous, repulsive and potentially life threatening. Ridiculous because the only positive effects will be enjoyed by the commuters between North Hollywood and Pasadena.

Repulsive because Colorado Blvd, which has turned from being a row of car parts stores has now become the center of a thriving diversity of businesses from Pilates studios to restaurants as well as the several churches that line the boulevard.

115-1

Life-threatening because these new busses will be trying to get commuters moved quickly which would suggest that pedestrians trying to cross Colorado will potentially be In jeopardy. And what of the local bicycle riders who will either lose their already poorly-planned lanes to further congestion?

I could go on and on, but I'm sure you've heard all the arguments against this proposed intrusion to our neighborhood. I STRONGLY URGE YOU TO HAVE THE BRT RUN ALONG THE FREEWAY WHERE FAST TRAFFIC BELONGS.

Ellen Stern

Sent from my iPad

COMMENT LETTER 116

Subject: Colorado Boulevard Proposal Comparisons

Date: Thursday, November 12, 2020 at 8:00:49 PM Pacific Standard Time

From: Elliot Smith

To: mohopasbg@metro.net

Hi Metro,

I tuned into our meeting tonight late, and I heard people talking about the different options for Colorado Blvd. I may be missing it, but when I go through the PDF, including the Draft EIR Executive Summary, Project Fact Sheet, and Eagle Rock Boards, I don't see any plan for configuration options for Colorado. People kept talking about options F which combined bike and bus lanes for something like that, so certainly there would've been slides for something during the presentation.

Would you please provide me a link for attachment the road configuration options that were discussed?

Thank you,

Elliot

116-1

COMMENT LETTER 117

ubject:4 In,Sr o rtPoffBRTrOn,Colorado,Bfi d.fi
Date:4 Wednesday,fDecem, erP2,f2020fatP4:38:45fPMfPacir cfStandardfTimefi
Fuom:4 EmmaffHufing,
To:4 NoHoPasBRT@metro.netP

Hefio,fi

Ifam,afiresidentPoffinortP Eagle,efRock,wfio, ire sfiessftPan, afffafi ock,awayffrom,Colorado,Bo, evafirdfandfin,sfi o rtPoffi tPefi roposedfi rimaryfiro, tefiPnning,on,Colorado,Bfi d.fifftPink,Colorado,wo, dfi enefitPgreatPyffrom,serPing,asftPefi ro, te--fitPwo, dfaddfto,tPefi ir rancefandfienergyfioffEagle,efRock,amdfienco, ragefftPefi icfto,cfioo sefftransit.fitPsfi importantPtPatPtPefBRTrafioidfiPnning,on,tPefi134--fitPloesfinotPendfitsefffiwefi to,afigreatP serPxfierienceafandfiwo, dfi efiafidetraction,to, o tentiafinewfftransitPriders.fi

In,termsfoffianefiton, g, rationsfandfftreatments,ftPefisafetyfandfiefistomerPxfierienceforfftransitP sersfandfacti,effitransitP sersfisficfi asfi ikersfandfi edestriansfineedfto, efi rioritizedfio,e rPandfabofi,efidrire rs--fftransitP&fiwafking/. inding,needfi to, efisafef&fattracti,efioptionsfin,orderPforP eople,ffto,getPo, tPofftPeirPcarsfandfiseeftPefafi eafiin, sing,it.fiffenco, ragefi tPeffMetro,Boardfto, efi old,fandfasserti,efiin,committing,tPefitafiitafidollarsfforPafimedian-rPnning, aneffforPasfim, cfi offi tPefiro, tefiasfio ssir efin,orderPto,afiowfforPtrPefisefiaration,andfi rotection,forPtPefi s,fiasfiwefi asfigoing, eyondftPeffF2fi option,andfi nding,afisol, tion,forP icycfiefiridersfto, efi rotected.fi

117-1

Tr anksffforPyo, rPconsideration.fi

Best,fi
EmmaffHufing,

COMMENT LETTER 118

Subject:u T“affi Datak
Datuu ThuPsday,fNovemberk5,f2020Patk7:47:06LAM:PackfickStandark Timek
From:u E ika Foyfi
To:u NoHoPaskRT“

Goodkmorning.fiIamkookingjfokthekactualktraffi datakthatkwaskusedktokprkeparekthekDraftjEIRfokPasadena.fiHowfiokIc findkthat?Wamkmostlyfiookingjfokthekdatakfokthek olorkado/Gceen/Unionkatk-ill.fiEckakFoyfi

118-1

COMMENT LETTER 119

Subject: Metro NoHo-Pas DEIR Comments
Dat : Monday, December 28, 2020 at 7:06:39 PM Pacific Standard Time
From: Esther Soliman
To: nohopasbrt@metro.net

I live in Eagle Rock and shop a lot on Colorado. I don't want to have buses run ing through our one main street!!! This benefits N. Hollywood and Pasadena, but NOT EAGLE ROCK!. 119-1

Have the bus run alongside the 134 Freeway!

Thank you for your consideration,

Esther Soliman

COMMENT LETTER 120

From: Evan Smyth
To: nohopasbrt@metro.net
Subject: Eagle Rock's Beautiful Blvd proposal
Date: Sunday, December 20, 2020 10:26:36 PM

I support Eagle Rock's Beautiful Boulevard proposal.
Evan Smyth

120-1

COMMENT LETTER 121

Subjac t:a nP134M

Data:a Sunday,9DecemberG20,92020a6M3:53:006PMiPacificM9tandardMimeM

From:a Family9NanessG

To:a nohoPasbrt@meMG.neM

CC:a may9r.garcetti@laciPy.Grg,9firsGdistGcM@bMs.lacMunPy.goP,9anajarian@glendaleca.goP,9
aMryn@bMs.lacMunPy.goP,9mikP.bMin @laciPy.Grg,9may9r@ciPy9fingl ewR d.Grg,9
jacM3Gnm @meMG.neM9Pasanaj@accessduarteG.cMn ,9May9r@L2ngP each.goP,9
hahn@bMs.lacMunPy.goP,9tMuncilmember.GreMrian@laciPy.Grg,9sheila@bMs.lacMunPy.goP,9
marGridley-9homas@bMs.lacMunPy.goP,9tMuncilmember.GevindeleM @laciPy.GrgP

Attachmants:a Yesfonf134f ef erf NoHoPasf RTf(1).docxf

RTfonf134fthefbestfoptionf | 121-1

Sent fromfYahoofMailfonfAndr6idf

COMMENT LETTER 122

Subject: Support for BRT in Eagle Rock

Date: Wednesday, November 11, 2020 at 7:18:18 PM Pacific Standard Time

From: Felicia Garcia

To: mayor.garcetti@lacity.org, firstdistrict@os.lacounty.gov, Kathryn@os.lacounty.gov, anajarian@glendaleca.gov, mike.ronin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, hahn@os.lacounty.gov, Mayor@long, each.gov, councilmember.krekorian@lacity.org, sheila@os.lacounty.gov, markridley-thomas@os.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopass rt@metro.net, EquitableEagleRock@gmail.com

I'm a lifelong, resident of Eagle Rock, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I'd like would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features of Colorado Blvd. 122-1

Thank you,
Felicia Garcia

COMMENT LETTER 123

Subject: Supporting BRT in Eagle Rock

Dat : Monday, December 28, 2020 at 3:20:21 PM Pacific Standard Time

From: Felicia Garcia

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd; as a car-free Angeleno, this project means a lot to me.

However, I urge Metro to develop a new option for Colorado Blvd that is consistent with the City of LA's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

123-1

Thank you,
Felicia Garcia

COMMENT LETTER 124

Sabject:u :Support1 Rk in1Eagle‘Roj kj

Dute:u hursday, NovemberP12, 2020fat16:24:50fPM:PaclfficfStandardf

From:u Fdipef Rojasf

To:u mayorfgarcettifflacity.orgf,ffirstdistrict@bos.lacounty.gov,fKathryn@bos.lacounty.gov,f anajarian@glendaleca.gov,f kfe.bonin@lacity.orgf,fjacksonm@metro.netf, fasanaj@accessduarte.com,fMayor@Longf each.gov,fcouncilmember1krekorian@lacity.orgf,f sheila@bos.lacounty.gov,f arkridlef y-thomas@bos.lacounty.gov,f councilmember1kevindeleon@lacity.orgf,fnohopasbrt@metro.netf,fEquitableEagleRock@gmail.com,f jbutts@cityofinglefwood.orgf,fSuperfvisorfJanicefHahnf

Ifamfaf esidentfof LosfAngeles,fandfafbusfandfbikf derfflfamfwritingftofsupportf RTf nfEaglefRockfonf olorfadof lvd.f Howfvf ,flfwouldfurgf Metroftofdevelopfafnewfoption forf olorfadof lvdfthatfisfconsistentfwithfthef ity’sfMobilityf Plan.fWe needfafclimatee-forwardfoption,fonefwhichfprovidesfbus-onlyflanesfAND maintainsf nf astructurf suchfasf bikf lanesfandfcurbf xtfnsions.f hese featuresfarf importantfbecausefthefyfcontributf tofafsaf ,f orf equitablefandf sustainablef olorfadof lvd.f

124-1

Thankfyou,f
Fdipef Rojasf

COMMENT LETTER 125

Subject: I support the "Beautiful Valley Eagle Rock alignment concept for Metro's North Hollywood-Pasadena BRT project.

Date: Wednesday, December 23, 2020 at 11:20:37 PM Pacific Standard Time

From: Foster Wilson

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the "Beautiful Valley" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping in our low-density valley, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of low-density valley, and provides quality transit service to and from Eagle Rock. The bike safety and greenery are vital to our neighborhood and my family of four.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure in our low-density valley, eliminate existing medians within Downtown Eagle Rock, to bypass the Downtown Eagle Rock business district. The Beautiful Valley concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running BRT concept to be a median-running concept that maintains existing medians, focuses allocation of existing travel lanes in Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful valley concept is more fully described online at www.eagleruckforward.org

125-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful valley concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,
Foster Wilson, 90041

--
Foster Wilson
Director, Something Wilder Productions
2017 Emergence Winner for Female Filmmakers
2018 Alliance of Women Directors Short Film Initiative Alumna
2019 Ryan Murphy HALF Initiative Directing Mentee

Watch "MADE PUBLIC" now on Vimeo!

www.imdb.me/fosterwilson
www.fosterwilson.com
www.madepublicfilm.com
DIRECTING REEL

COMMENT LETTER 126

From: Fran Blayney
To: nohopasbrt@metro.net
Subject: NO!!! NOHO to Pasadena bus route
Date: Monday, December 28, 2020 6:41:18 PM

Eagle Rock does NOT want the bus lane for the NoHo to Pasadena to go through our lovely community on Colorado!! I am vehemently against this terribly disruptive plan to our beautiful community!!
Frances Blayney

126-1

Sent from my iPhone

COMMENT LETTER 127

Sabject:u e:G eminrek :0NoHortorPasadenakTcansitr or iyor DEly ekiewG
Dute:u Fciya y,1Nor embek 13,12020atr1:29:55PPM:PackfickStanrak Timek
From:u Fcankr(Panr ho)fJonesr
To:u Metro'srNoHortorPasadenak usr apiy Tcansitr or iyor Teamr

Thekpeoplekofk Eaglek orkr onNOT wantrak
edkicatedkbus lane onr oloradokr oule ak .c

127-1

OnrFci,1Nor 13,12020atr10:01sAM:Metro'srNoHortorPasadenak usr apiy Tcansitr or iyor Teamr <nohopasbrt@me o.ne > wrote:

En Español Sa Tagalog

Հայերենում

View this email in your browser



NoHo to Pasadena Transit Corridor Public Hearing and Draft Environmental Impact Report (DEIR) Review.

Metro has a plan to make it easier to get around, which includes improving bus service to better connect communities in the San Fernando and San Gabriel Valleys. Bus Rapid Transit (BRT) is faster and more reliable than regular bus service and can improve access to jobs, schools and recreation by providing connections to key destinations and the regional transit network.

The NoHo to Pasadena Transit Corridor Project extends approximately 18 miles, with connections to the Metro B (Red), G (Orange) and L (Gold) Lines, as well as Metrolink and other municipal bus lines. The proposed project will serve North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena. BRT is designed to rival the speed, capacity, and comfort of high-quality rail lines by making capital and operational improvements.

Metro invites you to a virtual public hearing or virtual platform on your own time to learn more about the project, the environmental process and provide your comment. Public hearings are being held to receive formal public comments on the Draft Environmental Impact Report (DEIR) during the review period from October 26, 2020 to December 10,

2020.

Please join us.

Saturday, November 14, 11am-1pm

Link: zoom.us/j/93255094044

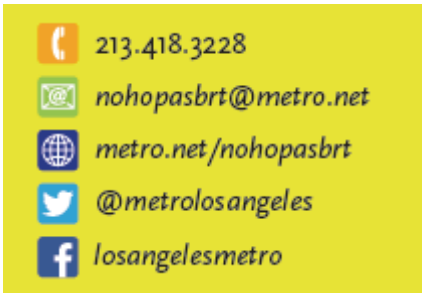
Phone: 877.853.5247

Access code: 932 5509 4044#

Comment on the DEIR at an upcoming virtual public hearing or visit our virtual platform to learn more about the project.

Contact Us

Metro invites you to stay involved and share your feedback.



All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 323.466.3876 at least 72 hours in advance.

Want to change how you receive these emails?
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COMMENT LETTER 128

Scott Hartwell
Project Manager, Metro
One Gateway Plaza, MS 99-22-6
os Angeles, CA 90012

December 18, 2020

ATTENTION: NO TO BRT ON COLORADO BLVD. THROUGH THE EAGLE ROCK COMMUNITY

Mr. Hartwell;

I have attended 3 public scoping meetings and briefings and oppose the project route through Colorado Boulevard in Eagle Rock. I have stated this opinion at each meeting while supporting the route on the 134 Freeway instead. From the beginning I sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and t at the BRT would be going through the center of Eagle Rock. The reason the statement was made by Metro was when the project was first rolled out it avoided public comment from the Eagle Rock community and residence. 128-1

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor.

Colorado Blvd in Eagle Rock already has bus services running t rough it, two Metro buses and one DASH serve residents and the communities of Pasadena, Glendale, Burbank and the Greater Los Angeles region. Eagle Rock with new and established businesses like Casa Bianca and Colombo's have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community. 128-2

We also have schools and homes that are a few feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 128-3

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 128-4

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 128-5

Sincerely,

Frank F Medina

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org

ilda L. Solis firstdistrict@bos.lacounty.gov

Ara Najarian anajarian@glendaleca.gov

athryn Barger athryn@bos.lacounty.gov

Mike Bonin mike.bonin@lacity.org

ames Butts mayor@cityofinglewood.org

acquelyn Dupont-Walker jacksonm@metro.net

ohn Fasana fasanaj@accessduarte.com

Robert Garcia Mayor@LongBeach.gov

anice Hahn hahn@bos.lacounty.gov

Paul Krekorian councilmember.krekorian@lacity.org

Sheila Kuehl sheila@bos.lacounty.gov

Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov

evin de León councilmember.kevindeleon@lacity.org

COMMENT LETTER 129

From: Franky Lamouche
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 11:59:11 AM

The people of Eagle Rock do NOT want a dedicated bus lane on Colorado Boulevard. 129-1

COMMENT LETTER 130

From:	gemma marquez
To:	nohopasbrt@metro.net
Cc:	firstdistrict@bos.lacounty.gov; councilmemberkevin.deleon@lacity.org; Sarah Flaherty
Subject:	Re: Metro"s NoHo to Pasadena Rapid Transit
Date:	Sunday, December 27, 2020 5:24:10 PM

I am **OPPOSED** to any bus stops taking place from Harvey Drive/Broadway/Colorado Blvd off-ramp through Historic Eagle Rock community onto Colorado Blvd./Wiota 134 on-ramp. If the goal of Metro Rapid Transit is to move riders from North Hollywood to Pasadena, then exiting onto the Eagle Rock streets is **NOT** beneficial to the rapid transit goal. Keep the NoHo to Pasadena Rapid Transit route on the 134 freeway! And, I agree with all the stakeholders who have adamantly expressed their opposition to NoHo to Pasadena stops onto Eagle Rock and the valid points already shared to Metro Board, Los Angeles County Supervisor Hilda Solis, former Councilman Huizar, Councilman Kevin DeLeon, and others. 130-1

Best,

Gemma Marquez
Highland Park Resident

COMMENT LETTER 131

From: Gene Mazzanti
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 2:09:18 PM

There is a reason they didn't extend the 134 right through the middle of our community. Because we are a little community. We don't want, nor do we deserve, to be the trouroughfare for you stupid idea to hustle NOBODY between North Hollywood and Pasadena. This is a waste of our money and everybody's time. Take your thoroughfare and stick it up on the 134 where it belongs. 131-1

Gene Mazzanti

COMMENT LETTER 132

Subject:u NoHo to Pasadena Project Station 10 Glendale Opinion:

Date:u Saturday, December 12, 2020 at 10:33:06 AM Pacific Standar: Time:

To:u NoHoPasBRT@metro.net:

This is my comment for Station 10 Glendale portion.

I am in Glendale and have used the Glendale to Pasadena Portion via the 134 freeway many times. I pick up the bus at the freeway. I prefer it since it cuts down on transit time and love the speed.

My next choice is going down Central Ave then east via Broadway. We have Glendale Beeline Buses already on these streets, so you are duplicating, and I feel it is not necessary. Only good thing about this route is that Broadway is not congested. Central Ave is very congested around afternoon traffic times. 132-1

The third choice, the last option, via Colorado Blvd. This is one I DO NOT prefer. Colorado Blvd is congested and it will take forever to get to Pasadena. I will not use the bus due to the extra time. We already have Glendale Beeline Buses for Colorado Blvd and Central Ave, so you will be duplicating and it is unnecessary.

Thank you.

George Jamgochian
Glendale, CA

COMMENT LETTER 133

From: Glenn dresch
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 12:22:02 PM

As are most residents and businesses of Eagle rock
I am against using our Colorado Blvd for a dedicated bus lane.
I do think the 134 is acceptable with stops on Figueroa and /or Harvey

There are buses all over Colorado try Dash. There is absolutely no sensible reason for such a disruption in a community.
Hey, let's look at rehabs and mental hospitals as a goal, rather than the developer's wet dream dedicated bus line.
I'm mean really who wants to dodge human feces and severely mentally ill to get to a shiner new bus, a win for developers, excited for rezoning.

One last laugh, in the slick video touting the proposed project, they have the Gaul to mention people utilizing the Proposed line, to "enjoy Eagle Rocks mall" LoL if this thing ever reached the level of corruption to get an ok, that mall would be razed for high density market price apartment and condos, Jack snap.
Don't fall for the low income housing line of BS .

133-1

Metro use the 134 bypassing
Eaglerock's Colorado

Folks, as unsanitary as the buses are, I think it's ridiculous to not face the super spreader status of the public bus system. Time for consideration for the public's and drivers safety.
This Can't be ignored!

Yes on 134

NO on Eaglerock's Colorado!

Sent from my iPhone

COMMENT LETTER 134

bject:u If it is going to be: one use the 134 fwy.:

Date:u u:sday, Nov:mber 17, 2020 :t 9:07:19 AM Pcific Stndar :ime

From:u Glenn :rschF

To:u NoHoPas BRT@metro.net

B:W, no Dedic tF bus lane on Colora o throug: Eagle Rock.:
people: v: spoken, w: want the bus to run on 134 with stops :t Harv: y :nd/or Figu:r o . : last Zoom meeting w:s lo with shills. : people: v: spoken, Yet Metro continu:s to belabor their search for the ns wers they want. Dirty pool, not surprising considering the past g:rbage: that : s trnspir in the corrupt push to scrw up rffic to safe the grw: know motiv:tes this crp .:

RF lly, COVID-19, :nd you clowns :r still pushing for L.A. Buses, :k , rolling ment w:rs /urinals.:

Enoug: !:

Man ther must be: lot of money riding on this, for :ll the figures in the shadows, :nd the se in the spotlights.:

Didn't w: : v: : rcent sh w :nd tell on this corrupt BS from Huiz:r :nd:nd:is back room illeg:l : lin gs.:
man will likely wind up in prison. I w:s : support , I w:s : fooled support of Jose Huiz:r.: 134-1

Wake up folks, this needs to be: r ssed:nd finaliz: .:

No to Dedic tF bus line on Colora o throug: Eagle Rock.:

If proj:ct gets go : , : 134 will be gre t .:

Oh it : o sn't take : : ic tF bus line scrwing up trffic to merit bus stop shelters, lights :nd safety.:
ose certinl y could be: :t : consider ble savings. Easy Pesy!:

Sent from my iPhone

COMMENT LETTER 135

ect: Eagle R4 Bus R4ute4

Date: Monday, November 16, 2020 at 8:14:08 AM Pacific Standard Time4

To: nohopasbrt@metr4.net4

Please consider that the vast majority of riders on the proposed bus route will not be getting off to shop in Eagle Rock and minimal would be getting on within our community that the loss of another traffic lane since we already lost one for the minimally used bike lane is unaaceptable to the vast majority of Eagle Rock area residents. Please reconsider using the freeway option to save Eagle Rock from another top down edict that effects our quality of life and will not improve our local business situation. 135-1

Glenn Laird

COMMENT LETTER 136

Subject: support for keeping dedicated bike lanes & bus stops on surface streets
Dat : Tuesday, December 8, 2020 at 10:53:06 AM Pacific Standard Time
From: Grace Peng
To: nohopasbrt@metro.net

I live in the South Bay and take the Green/Silver line (before Covid)
when going to DTLA and ride an eBike locally.

I probably will not have many opportunities to take the NoHo-Pasadena line,
and I don't live in the area, but I feel that it is important to say
something as a transit rider and cyclist.

Standing in the middle of the I-110 or I-105 while waiting for a
bus/rail connection is absolutely horrible. It's extremely noisy
and the air is hazardous. Do not ever repeat that mistake.
No one should have to experience that.

As an experienced eBike rider, I can share a lane with a city bus.
However, my daughter & my mother cannot endure that kind of speed pressure.

We need to coax people out of cars. We do that by providing
supportive infrastructure for newbies and vulnerable riders, often
in nonconventional cycles (trikes, training wheels, recumbents).
They should be able to ride at the speed that is comfortable f r them,
rather than add the stress of having a bus barreling down on them.

136-1

When cho sing between on-street parking and transit or
bicycle infrastructure, always pick transit and bicycles.
That's the direction our region needs to move in order
to impr ve our air and water quality and social equity.
That's the direction our state, country and planet needs to
move in order to mitigate climate change.

Do not allow NIMBYs to force us to continue on this
unsustainable auto-centric path. It's a dead end for us
and the planet.

thank-you,
Grace Peng, PhD

COMMENT LETTER 137

VOICEMAIL

Date: October 27, 2020
From: Grace Ramirez

Grace Ramirez [please call me
thanks. 137-1

COMMENT LETTER 138

bject:u Don't remove e : e :anes on Colorado B:!P
Date:u Thursday, Nove mber 12, 2020 at 4:39:48 PM Pacific Standard TimeP
From:u Gibson, HannahP
To:u NoHoPasBRT@metro.netP

Dear Metro,P

I very much support the creation of the NoHo to Pasadena BRT, :ut I oppose removing the existing : e :anes onP Colorado B: d. to make room for a :us :ane. Removing the existing : e :anes would :e done so that drivers are notP inconPenienced, :ut :t would deprive people that ride : es safe passage on the street, on routes they are alreadyP accustomed to using. If we hope to meet our region's climate goals, we need to provide efficient :us serP ce ANDP infrastructure for : es, and :f providing :oth means that room for cars :s reduced, that has to :e okay. I urge you toP implement the BRT :ut maintain the existing : e :anes.: 138-1

ThankPyou,P
Hannah GibsonP
90032:

COMMENT LETTER 139

S jec t:u Don't remove : e :anes on Colorado B:!c
atu:u Friday, November 6, 2020 at 7:01:41 PM Pacific Standard Timec
Fro :u Hannah Globusc
To:u NoHoPasBRTc

Dear Metro,c
While I support the creation of a BRT on Colorado B:, I strongly oppose removing the existing : e :anes to makec room for a :us :ane. For me, :us and : e tracelgo hand :n hand. I often use the :us to get to the fartherc destinations, and my : e to finish the journey. Trading one for the other would probably put me :ackc:n my car andc defeat the entire purpose of this project. Please recognize that lean transportation options are a networkc- theyc must consist of allcomponents to truly work. I am dismayed at how often this ity chooses the perception of faster car options over the safety of cyclists, and this would :e another notch added to that :ong list of times thatc depressing choice :s made. Safety for allcroad users should :e first. Concenience second. If we hope to meet ourc region's climate goals, we need to provide efficient :us serc e AND infrastructure for : es. I urge you to implementc BRT and maintain the existing : e :anes.c

139-1

Thankcyou,c
Hannah Globusc

COMMENT LETTER 140

From: Henry Fung
To: nohopasbrt@metro.net
Subject: Comments on EIR
Date: Monday, December 28, 2020 12:18:39 AM

I support the Lankershim direct route as it provides the most efficient travel time. Then the Broadway/Colorado route (the primary option) and use Union and Green instead of Colorado Boulevard as these are streets with plenty of capacity for a dedicated bus lane and avoids impacts due to special events, as well as provides slightly closer access to the Gold Line in the westbound direction while not being significantly further from the Del Mar station in the eastbound one. I support additional dedicated bus lanes and center running, possibly with left side opening doors.

140-1

Sincerely,
Henry Fung

COMMENT LETTER 141

Scott Hartwell
Project Manager, Metro
One Gateway Plaza, MS 99-22-6
os Angeles, CA 90012

December 20, 2020

Mr. Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says “Eagle Rock. L.A.’s Hometown.” The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, property values, and impact the safety of our Eagle Rock community. 141-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 141-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor. 141-3

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community.

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 141-4

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 141-5

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 141-6

Sincerely,

oward Naness

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org

ilda L. Solis firstdistrict@bos.lacounty.gov

Ara Najarian anajarian@glendaleca.gov

athryn Barger athryn@bos.lacounty.gov

Mike Bonin mike.bonin@lacity.org

ames Butts mayor@cityofinglewood.org

acquelyn Dupont-Walker jacksonm@metro.net

ohn Fasana fasanaj@accessduarte.com

Robert Garcia Mayor@LongBeach.gov

anice Hahn hahn@bos.lacounty.gov

Paul Krekorian councilmember.krekorian@lacity.org

Sheila Kuehl sheila@bos.lacounty.gov

Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov

evin de León councilmember.kevindeleon@lacity.org

COMMENT LETTER 142

From: Ignacio Pina
To: nohopasbrt@metro.net

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 1:56:54 PM

Call for Public Comment to **NoHo to Pasadena Transit Corrido** Bus Rapid Transit (BRT)

142-1

I have voiced my concerns several times about this **NoHo to Pasadena Transit Corridor** Bus Rapid Transit (BRT)**.** It is a waste of money, time and effort. Pasadena wants no part of it and Eagle Rock has been pushing to divert it away from Colorado Blvd. and onto the 134 freeway.

Metro is taking advantage of the COVID-19 pandemic by not having public meetings on this issue, only virtual meetings or email statements. They know that most of the public meeting were met with a very hostile public that are opposed to this plan.

142-2

Bus Rapid Transit (BRT)The presumption that people will folk to ride this transit option is wishful thinking. Ridership is down and has been has been on a downward trajectory while at the same time measure has been put in to try to force drivers to take the bus or ride a bike.

142-3

The “Bike Lane” on Colorado Blvd. through Eagle Rock took away a car lane for a severely underutilized bike lane that serves very few, if not a very loud, constituents. The street went from three lanes each way to two. I have not seen any updated studies that would show actual use. The results would, I believe, be very embarrassing to the folks who thought up and authorized the installation of this bike lane. Once this project went in it is very hard to go back to the original street layout no matter how useless the bike lane turned out to be. Most of the bike riders I see when I drive through Eagle Rock on Colorado are riding on the sidewalk. To take away another lane dedicated solely to buses would leave only one car lane each way. The businesses along Colorado Blvd. were unable to stop the bike lane but are hoping to stop the **NoHo to Pasadena Transit Corridor Project** Bus Rapid Transit (BRT) from taking away another much needed lane.

142-4

The buses are supposed to be nonpolluting electric vehicles. Which forgoes the questions of how they will they be charged daily? The power to charge these units will come from polluting natural gas driven turbines since that is what most cities use to generate our electricity.

142-5

The people who planned these changes have the mindset that, “if you build it, they

will come". Show me where all the bike riders are in Eagle Rock using the bike lane. Just ask the business people what they think of taking out the parking along Colorado and having people park on the side streets that are already overcrowded with folks needing to park their car close to where they live. 142-6

This project will take out a car lane on Colorado Blvd. or Broadway throughout Glendale and replace it with a dedicated Bus Lane. The theory projects that if the buses can carry 50 drivers, then that is 50 less one person vehicles will be on the road. More wishful thinking on our planner's part. We would be lucky to get 5 drivers on board leaving 45 one passenger vehicles driving on one less lane adding to further congestion. Or maybe this part is of the thinking to make traffic so bad that people will be forced to take the bus. More likely the parallel streets will be flooded with increased traffic and congestion. As well as some very angry constituents looking for someone to blame for this mess. Unfortunately, most of the public doesn't see this coming until it is too late and the people responsible for this boondoggle are gone. 142-7

I am a progressive person but also a realist. I think it is about time that the drivers, auto dealership, Auto Service business and corporate Automobile Manufacturers unite to stop this type of impracticable planning. Perhaps it is time vote out the people that come up with thee bright ideas that are doomed to failure and will cause disruption to people living along the proposed route. 142-8

Ignacio Piña

Retired State Administrator

COMMENT LETTER 143

From: remmenga Ikuko
To: nohopasbrt@metro.net
Subject: Noho to Pasadena public opinion
Date: Friday, December 18, 2020 11:22:55 AM

I live in LA. I think the highway is a bad idea because it is too far from the destinations and the NOHO to burbank part should go down down Magnolia, despite previous commitment for Olive because movie studio employees mostly live out of the region and drive in, but Magnolia is a center for business and residents on foot.

143-1

Ikuko Remmenga

COMMENT LETTER 144

From: Israel Jacquez
To: nohopasbrt@metro.net
Subject: Route options
Date: Monday, December 28, 2020 11:57:30 AM

For most if not all parts, the Mixed-Flow configuration would be the worst of the other configurations. Center/Median running configurations should be used whenever possible.

The ultimate concern that I have for this BRT is that the configurations aren't chosen due to geometrical reasons, but for political reasons. For this, I hope Metro takes a firm stance and chooses objectively, which configurations for which parts of the BRT fit best long term.

144-1

Thank you,
Israel

COMMENT LETTER 145

bject:u metro No Ho projectl

ate:u Friday, November 6, 2020 at 6:33:38 AM PaciflclStandard Timel

Fœom:u oolytbl

o :u NoHoPasBRTl

I have reviewed the proposed options and as a Eagle Rock resident, I stil think keeping :t on the 134 :s the bestl option for ER : ommerl al owners . 145-1

Thank youl

J Donnel yl

Sent from my Verizon, Samsung Galaxy smartphonel

COMMENT LETTER 146

bject:u PLEASE Keep : e B: e Lanes on Color3do Blvd!3
ate:u Friday, November 6, 2020 : 3:25:45 PM P3cific Standard Time3
Fr om:u Jake Harrison3
o :u NoHoP3s BRT3

Dear Me3ro, :

While I support3 e creation of : BRT on Color3do Bl, I oppose removing : e existing bike lanes :o make room for : bus lane. This f3se choice - being considered :o not3nconvenience people : drive - would deprive people : ride3 bikes safe passage on : e st3eet3If we :ope :o mee3our region's clima3e goals, we need :o provide efficien3bus3 service AND infr3s3ructure for bikes. I urge you :o :mplemen3BRT :nd main3 n : e existing bike lanes. : 146-1

Bes3, :
Jake :
Los Angeles, CA :

COMMENT LETTER 147

VOICEMAIL

Date: December 28, 2020
From: James Henschell

Hi I'm calling to leave a message regarding the North Hollywood to Pasadena transit corridor project and I just wanted to let you know that I've been an Eagle Rock resident for the last 56 years and the City of Los Angeles has already taken away one Lane on Colorado and has increased traffic. Much to the disdain of the local residents who by the way pay a lot on property taxes who deserve free flowing traffic in their neighborhood. I also want to be compassionate to bus riders but however there's already buses that travel up and down Colorado. A designated lane and reducing resident traffic is completely moronic and unacceptable. I wholeheartedly disapprove my name is James Henschell live in Los Angeles, CA 90041.

147-1

COMMENT LETTER 148

Subject: Metro NoHo to Pasadena in Eagle Rock...

Dat : Friday, November 20, 2020 at 3:45:51 PM Pacific Standard Time

From: ames Ortiz

To: nohopasbrt@metro.net

It is my understanding that the corridor along Colorado Blvd in Eagle Rock will be zoned for multi use buildings up to 4 stories. Also it is my understanding that part of the Metro NoHo to Pasadena is to reduce Colorado Blvd to one lane. While I have no problem with increased housing (we do need it) I am concerned that the reduction of traffic lanes will severely negatively impact traffic in the Eagle Rock area pushing traffic to residential streets such as Hill Drive, Yosomite and Oak Grove Drive and York. York already has traffic that can sometimes take 20min to go from Eagle Rock Blvd to Figuroia. This is because traffic is one lane in many parts of the street. Thus rather than improving traffic conditions in the Eagle Rock area the Metro NoHo to Pasadena plan appears to worsen the traffic situation. Please Don't Turn Eagle Rock Into Silverlake. 148-1

Eagle Rock Home Owner and Resident for 33years.
ames Ortiz

COMMENT LETTER 149

ect: Metro NoHo-Pas DEIR Comments@
Date: Monda@December 28,@2020 :t 4:29:03 PM P@ific@St@dar@Time@
From: James P@nozzo@
To: nohopasbrt@metro.net@

I :m : resident that@ives in E@le Rock north of Color@o Blv@ between Mt Ro@l :nd@olit@ My@@mily@nd@have lived@ere for 11 : ears.@

We strongly@emand/support/request that@he Bus : void@our f@mily@neighborhood@nd@se the 134 option with stops :t Harve@nd@igueroa. Please@ provide parking lots :t those loc@ions so we : n utilize the bus that@wa@if we :hoose.@ 149-1
:
We are trying to build@w@k@le : ommunity@with shops :nd@est@r@nts that@need@treet parking :nd@mobility@

We need@ptions for tr@el to downtown :nd@he westside. **NOT** North Hollywood@nd@P@sadena@

-- :
James Panozzo
Eagle Rock Resident

COMMENT LETTER 150

ect: Metro's NoHo-Pasadena BRT project:
Date: Monday, December 28, 2020 at 5:19:35 PM Pacific Standard Time:

To: nohopasbrt@metro.net:
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net:

As an Eagle Rock resident, I support a BRT project that increases the amount: of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle: Rock, improves the pedestrian experience, provides protected bike lanes for: the majority of Colorado Boulevard, and provides quality transit service to: and from Eagle Rock.: 150-1

All of the alternates that Metro has offered as part of the Draft EIR for: Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike: infrastructure on Colorado Boulevard, eliminate existing medians within: Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor.: I support a concept that mitigates these deficiencies by adjusting Metro's: center-running F1 concept to be a median-running concept, however I think the medians could be narrowed, the trees removed and new native trees: planted. I am still unsure about whether removing a car lane in Downtown: Eagle Rock is the best solution. As much as I would want to maintain the: medians and trees, I would be willing to propose narrowing the medians,: replanting native trees AND keeping two car lanes in either direction: because I support improving the flow of traffic, improving pedestrian: safety, upgrading bike infrastructure, and improving the safety of: crosswalks.: 150-2

It is important that any transportation project provide net benefits to the: communities they serve. I support the Beautiful Boulevard concept for Eagle: Rock, in part because it is centered on making a safer, greener, more: vibrant street. I urge Metro to study this option and adopt it as the: preferred route alternative for Eagle Rock, taking into consideration that: maintaining two lanes of traffic may be an amended version of the Beautiful: Boulevard concept.: 150-3

Sincerely,:

Jane Demian:

90041:

COMMENT LETTER 151

From: jane.demian1@gmail.com
To: nohopasbrt@metro.net
Cc: "Jane Demian"

Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 4:50:59 PM

Hello. I am submitting comments regarding the Metro No-Ho Pasadena Project DEIR. I am opposed to reducing car lanes on Colorado Blvd. to one lane in each direction in the middle of downtown Eagle Rock. One lane is not an efficient transportation decision for downtown Eagle Rock. Granted, that decision will allow bike lanes and parking to remain, and will allow the medians to remain as well, but there is no way to re-route the traffic that normally moves through downtown Eagle Rock. Drivers will resort to Hill Drive or Yosemite Drive to by-pass Colorado Blvd. 151-1

I think shaving the medians and converting them into bus stations will be helpful so that passengers can load in the middle of the street rather than at the curb. Bike lanes should be protected by parked cars and other means. 151-2

I am in favor of more cross walks with rapid flashing signals alerting drivers to stop for pedestrians, especially if the bus stations are installed in the middle of the street. 151-3

Also the left hand turn lanes at westbound Eagle Rock Blvd. and Colorado Blvd. need to remain in place. 151-4

Thank you.

Jane Demian
Eagle Rock

COMMENT LETTER 152

ubject:u Noho-Pasadena BRT : R : ommentJ

Date:u Monday, :ecember 28, 2020 at 9:18:13 PM PacificJStandard TimeJ

F om: Jane TsongJ

To:u mayb̲r.garc̲etti@lacity.org, firstdistrict@bos.lacb̲unty.gb̲v, Kathryn@bos.lacb̲unty.gb̲v,J anajarian@glendaleca.gb̲v, mike.bonin@lacity.org, jacksonm@metrb̲.net, Mayb̲r@longbeach.gb̲v,J ouncilmember.krekb̲rian@lacity.org, sheila@bos.lacb̲unty.gb̲v, markridley-J thomas@bos.lacb̲unty.gb̲v, : ouncilmember.kevindeleon@lacity.org, MetrJ NoHoJtoJPasadenaJ Transit Corridor, : quitableEagleRJ k@gmail.cJ m, jbutts@cityJfinglewJood.org,J F̲b̲urthDistrict@bos.lacb̲unty.gJvJ

HelloJJ

'm a resident :f Northeast Los Angeles, and :hoose toJlive here becaause it is relatively bike- and pedestrian-friendly.J Members :f my household rely both :n publicJtransportation, but alsoJ:n safe and well-cb̲nnected bike infrastructureJ toJdoJerrands, support localal businesses, toJmaintain healthy lifestyles, and alsoJtoJ: ommute toJwJrk. Although : support BRT in : agle RJ k :n ColoradoJBlvd, : beg youu toJurge MetrJ toJdevelop a new alternative foor ColoradoJBlvdJ in : agle RJ k that accb̲mmodates this rb̲ute without sacrificing bike lanes, :urb extensions, and trees. :nhanced bikeJ lanes, :urb extensions, and trees are part :f what : mmunity members have been advJ ating foJr, foJr over a decaade.J Though the BRT has potential toJ: nnect :ur : mmunity toJdestinations that have previously been hard toJget toJ, weJ need toJaccb̲mmodate this in a climate-fb̲rward way that better serves all members :f :ur : mmunity intJ the future.J

152-1

Thank yJu,
Jane TsongJ

COMMENT LETTER 153

Subject: RJ : NoHo to Pasadena : ansit Corridor,DEIR R, view Ext, - (Just 'fyi')-,
ate: Monday, Nov,mber, 30, 2020 at 6:16:39 PM Pacific Standar, :ime,
Fuom: Janet Cappellanti-A:ams,
To: Metro's NoHo to Pasadena Bus Rapid,: ansit Corridor,: am,

o Whom It May Concern:,

Pe, my 'subject-line', :ot, abov, & the,'email-msg' below, plus the,other,'email-msg' which MTA had,sent : cen,tly, unless ther, is an,actual CHANGE in,MTA Rapid,Line,#501 or,#502 (I hope,that (1) of them is corr,ct), wher, the, actual ROUTE is concerned, ther, TRULY is NO, much on,which to comment.,

If ther, is EVER an,actual CHANGE in,the,:out, &/or,MTA would,EVER consider,ADDING another,MTA Rapid,Local, Lin which would,sery, the,Wilshir, Bouleva, / V, mon,t Av, ue City of LA ar,a & then,access the,freeway, : xiting, much closer,2 East Pasadena, via the,MTA Sierra Madr, Villa Gold,Line,: ain,Stn,or,ther,abouts, :H A: WOULD be, EXTREMELY appreciat, let alone,helpful-, 153-1

x so much 4 allowing me,to shar, & good-night-,

Cor,ially,
Ms. J. Cappellanti-A:ams,
Janet Cappellanti-A:ams :
--,
Sent frpm my mobile,: vice. Please,: xcuse,any : ors.,

On,Mon Nov 30, 2020, 1:59 PM Metro's NoHo to Pasadena Bus Rapid,: ansit Corridor,: am,
< ohopasbrt@metro.net> wrpt,:,

View this email in your browser



The Draft Environmental Impact Report (DEIR) review period for the NoHo to Pasadena Transit Corridor project is extended to December 28, 2020.

The NoHo to Pasadena Transit Corridor Project has extended the **deadline for public comment on the DEIR until December 28** to allow for more opportunities for public comment due to the holidays and election cycle.

If you haven't visited the virtual platform yet, you can do so at nohopasbrt.com to learn

more about the project, view project information boards and maps, watch the recorded presentation and update video, and submit your comments. You can also submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us

Metro invites you to stay involved and share your feedback.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro



El periodo de revisión del Plan preliminar del Informe de Impacto Ambiental para el proyecto del corredor de transporte público de North Hollywood a Pasadena se extiende hasta el 28 de diciembre de 2020.

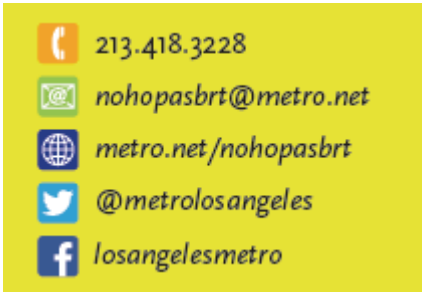
El proyecto del corredor de transporte público de North Hollywood a Pasadena ha extendido **la fecha límite para la entrega de comentarios públicos sobre el Plan preliminar del Informe de Impacto Ambiental hasta el 28 de diciembre** para brindar más oportunidades de participación debido a los días festivos y las elecciones.

Si todavía no ha visitado la plataforma virtual, puede hacerlo en nohopasbrt.com para conocer más sobre el proyecto, ver los anuncios informativos y los mapas del proyecto, ver la presentación grabada y el video con actualizaciones y enviar sus comentarios. También puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos

Metro lo invita a participar y compartir su opinión.



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COMMENT LETTER 154

Subject:u Re: Navigating : : o NoHo-Pas Virtual Platform - (Jus, 'fyi')-,
Date:u Sunday, D:cember, 13, 2020 at,10:27:13 PM,Pacific Standard Time,
From:u Jane, Cappellanti-Adams,
To:u o's NoHo :o Pasadena T,ansit,Corridor,Team,

To Whom It,May Concern:,

Pe, my 'subject,line', not,d abov, unfortuna, ly, per,'MTA's 'email-msg' below, it,is NOT operating accordingly; good-, nigh,-, 154-1

s. J. Cappellanti-Adams,
Jane, Cappellanti-Adams :
--,
Sen, frpm my mobile,device. Please,: xcuse,any : ors.,

On Thu, D:c 10, 2020, 12:03 PM,: o's NoHo :o Pasadena T,ansit,Corridor,T,am <nohopasbrt@me, o.ne,> wrpt,:,

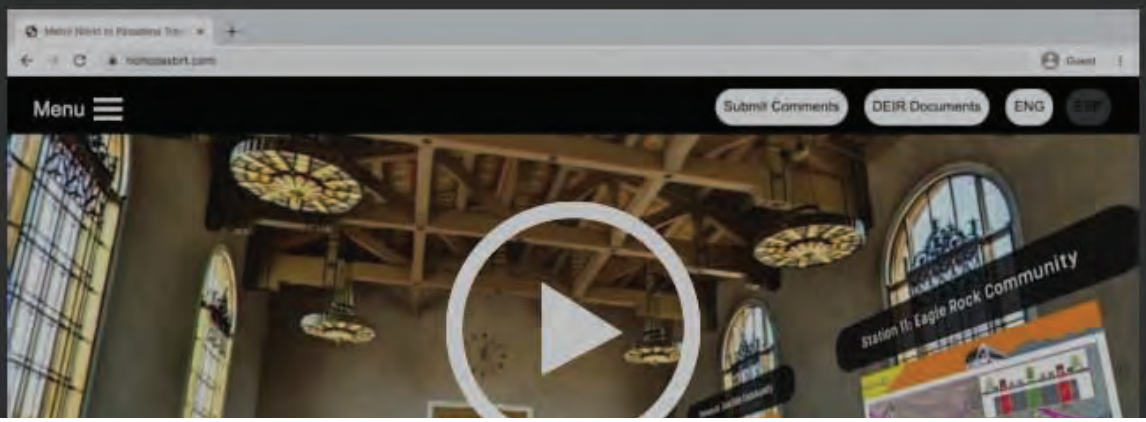
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Navigating the NoHo to Pasadena Transit Corridor Virtual Platform

The virtual platform provides an opportunity to interact with meeting materials from the comfort of your home. The virtual platform includes project information boards, maps, recorded presentation and update video, and an opportunity to submit comments. The platform can be accessed from your computer or smart device by visiting nohopasbrt.com.

Having trouble navigating the virtual platform? Check out our video tutorial below to help guide you through the virtual room.



The public review period for the DEIR will close on **December 28, 2020.** You may provide your DEIR comments here or email us at nohopasbrt@metro.net.

We look forward to hearing from you.

Contact Us

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro

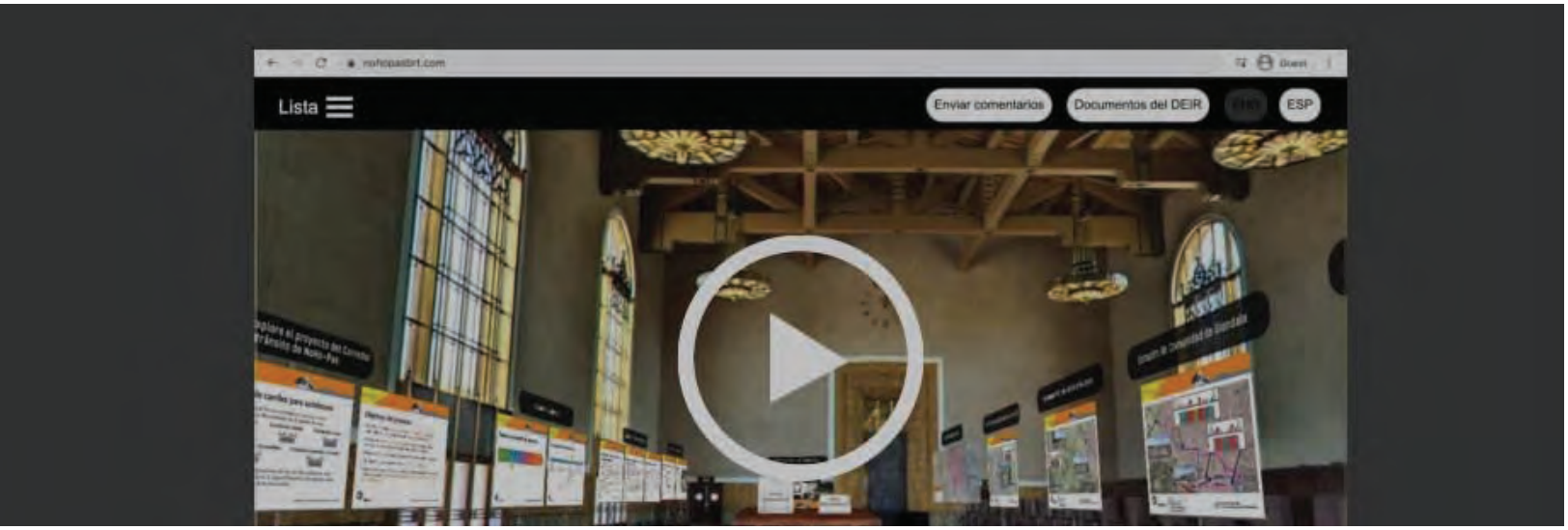


Navegación por la plataforma virtual del Proyecto de Corredor de

transporte público de North Hollywood a Pasadena

La plataforma virtual ofrece la oportunidad de interactuar desde la comodidad de su casa con los materiales de las reuniones. Incluye pizarras informativas del proyecto, mapas, una presentación grabada y un video con actualizaciones y la oportunidad de enviar comentarios. Se puede acceder a la plataforma desde su computadora o dispositivo inteligente visitando nohopasbrt.com.

¿Tiene problemas para navegar en la plataforma virtual? Vea el video tutorial para guiarse dentro de la sala virtual.



El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental cierra el **28 de diciembre de 2020**. Puede hacer comentarios sobre él aquí o enviarnos un correo electrónico a nohopasbrt@metro.net.

Esperamos saber de usted pronto.

Contáctenos

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
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losangelesmetro

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COMMENT LETTER 155

Subject: Re: Last Chance to Submit your Comments on the Metro NoHo-Pas DEIR - (Just 'fyi')-
Dat : Sunday, December 27, 2020 at 10:32:33 AM Pacific Standard Time
From: Janet Cappellanti-Adams
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

To Whom It May Concern:

I have & had ALREADY submitted mine a LONG time ago; good day- 😎

155-1

Ms. J. Cappellanti-Adams
Janet Cappellanti-Adams
--
Sent from my mobile device. Please excuse any errors.

On Sun, Dec 27, 2020, 8:59 AM Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net> wrote:

View this email in your browser



The NoHo to Pasadena Transit Corridor Draft Environmental Impact Report (DEIR) Public Review Period Ends Tomorrow

The public review period for the Draft Environmental Impact Report (DEIR) is **closing tomorrow, December 28, 2020**. Comments can be submitted via email, mail or project telephone number listed below. Please visit our virtual platform for more information on the project, including the recorded presentation, project update video, DEIR documents and information boards. We look forward to your feedback.

You can submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228

Thank you again for your participation in the NoHo to Pasadena Transit Corridor Project. Stay tuned for more updates on the project as we review comments submitted during the public review period.

Contact Us

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Mañana termina el periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental

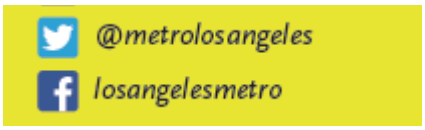
El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental **termina mañana, el 28 de diciembre de 2020**. Los comentarios pueden enviarse por correo electrónico, correo postal o al número de teléfono que se encuentra más abajo. Por favor, visite nuestra plataforma virtual para saber más sobre el proyecto, lo cual incluye la presentación grabada y el video con actualizaciones, los documentos sobre el Plan preliminar del Informe de Impacto Ambiental y los anuncios informativos. Esperamos ansiosos sus comentarios.

Puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228

Le agradecemos, nuevamente, por su participación en el Proyecto de autobús de tránsito rápido de North Hollywood a Pasadena. Esté atento a las novedades del proyecto a medida que vamos revisando los comentarios presentados durante el periodo de revisión pública.

Contáctenos

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt



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COMMENT LETTER 156

From: jrdiel@aol.com
To: NoHoPasBRT@metro.net
Subject: Issues of Accessibility
Date: Sunday, December 27, 2020 11:12:53 AM

In reviewing the proposal for this massive project, I found several areas of concern that had not been considered or addressed in the document.
I am a 26 year member of Burbank Transportation Commission, Vice President of Burbank Advisory Council on Disabilities, as well as a 41 year disabled resident of Burbank. I am saddened to see that although there were outreach meetings, presentations for comments should have been made to Advisory Councils on Disabilities, in both Burbank and Pasadena.

156-1

There are many important issues relating to access...platform levels, cover at stops, height of ticket kiosks, parking at end stations in NoHo and Pasadena....and more.
Signage must be large to address needs of visually impaired and lowest end of ADA recommendations. This is the same for all access. There is a need for audio information as well, at crossings where there is access to stops or use at stations.

Will there be bicycle stations available at main stations as we have created at metrolink station in Burbank?

156-2

What is the proposed access and use on the actual buses being created for this project? Aesthics are wonderful, but not as necessary as ease and speed of loading/unloading, and seating (with traveling companions and caregivers), signage, ride.

156-3

The actual vehicles as well as stops could be used to advertise local services for riders to read information. This would enhance community usage and spread information to a population that often has no internet, computer access at home.

Lighting is also important to consider at stops as relying on normal street lights is not sufficient.

156-4

All of the proposed stops will need to provide overhead and rear coverage that extends beyond the bench, to take into consideration wheelchairs (both electric and manual), walkers, strollers, etc.

156-5

Would there be rider fees that address low income, seniors, disabled??

156-6

I hope these comments can assist awareness to consider more segments of population who are potential riders on this service.
If connectivity is such an important issue between NoHo and Pasadena, let it include real world usability ...and consider the needs of height, visual, hearing, and mobility impaired patrons. Many will be living in the planned development projects which all include a percentage of low cost and fully accessible housing. Being proactive and making plans to include all traveler/commuters, makes this plan for NoHo to Pasadena, an example of community FULL INCLUSION, and forward thinking.

156-7

Thank you for reading my comments. I can be reached by email.

Sincerely,

Janet Diel

COMMENT LETTER 157

From: Janet Waldron
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 8:11:20 PM

To Whom It May Concern,

I am not in favor of the NoHo- Pas DEIR as it is proposed. As a Pasadena resident who is involved with the movement of traffic and people around town, I can not support this project. There are too many inconsistencies and decisions in this projects that do not protect the safety of our citizens, nor the movement of traffic.

I would support the use of the 210 freeway as the best way to move people on this route. The proposed route in Pasadena has many flaws and will not work. I know there are those with experience with Metro and traffic engineering who have written in detail their concerns, and who do not support this route either.

157-1

With that, I oppose the proposed route in the city of Pasadena as it stands.
Sincerely,
Janet Waldron
Keep Pasadena Moving

Sent from my iPhone

COMMENT LETTER 158

From: Janette Gembitz
To: nohopasbrt@metro.net
Subject: Noho to Pasadena Transit Corridor
Date: Monday, December 28, 2020 2:13:42 PM

NO TO THE COLORADO BLVD OPTION
We are a rare, diverse, historic, walkable community in Eagle Rock. As you may already know, there are not many walkable neighborhoods in Los Angeles such as ours. Our family and neighbors enjoy and feel safe walking on Colorado Boulevard and frequenting the cafes, bakeries and various small businesses. This is the joy of our community. I recognize that commuters may need to transport between North Hollywood and Pasadena. I'm also convinced that the route that they are taking for their commute is not one that they care about, as long as they are delivered in a safe and timely fashion. The proposed 134FWY is quick and direct. Why would Metro destroy our community with bus only lanes, limited pedestrian crossings and no parking for all the community members and small businesses to realize a slower more cumbersome commute from North Hollywood to Pasadena?? At all the well attended community meetings, the community overwhelmingly let it be known that they prefer the 134FWY option. You have a transit option, 134FWY.
WE ARE A COMMUNITY WE DON'T WANT TO BECOME A TRANSIT CORRIDOR!
Eagle Rock has NOTHING to gain from this scheme and so much to lose.
WE ARE NOT A TRANSIT CORRIDOR, WE ARE A COMMUNITY!
Janette Gembitz
Founding member- Community Against Noise and Lights (CANAL)
Eagle Rock/Highland Park
Sent from my iPad

158-1

Sent from my iPad

COMMENT LETTER 159

From: Jean Leland
To: nohopasbrt@metro.net
Subject: NoHo to Pasadena BRT Eagle Rock Segment
Date: Monday, December 28, 2020 4:44:43 PM

I understand the need for a rapid transit route between North Hollywood and Pasadena, but I don't think Colorado Blvd. in Eagle Rock is the correct route. You published data in 2018 or 2019 which reflected very small demand for stops in Eagle Rock. My **preferred route is the 134 freeway option** with stations at the east and west ends of Eagle Rock for riders to use one of the municipal buses on Colorado Blvd.

Eagle Rock has worked very hard over the last 20 years to create a safe, pedestrian community with small businesses and eateries with our "Take Back the Blvd" project. Parking is scarce on Colorado Blvd and there are only a very few public parking lots. The small businesses rely on the curbside parking for their customers so your plan **must not remove curbside parking.** In addition, many of the large commercial trucks that deliver inventory to these businesses park in one of the 2 lanes of traffic while they are making their deliveries which allows only 1 lane of traffic. Your presentation discussed both side-running and center-running buses. If you choose the Colorado route, you **must not remove lanes of traffic** in either direction. We lost a lane in the last 6 years when the bicycle lanes were created, leaving us with only 2. My preference would be **either** to have **bicycles and buses share the existing bicycle lane** as there are very few bicycles using the lane **or** have the **BRT bus share the right lane with the existing traffic (no dedicated lane).** In our small commercial district it is a hinderance to smooth flowing traffic to provide a dedicated lane for 5 or 6 buses an hour leaving only 1 lane for all other vehicles.

159-1

Thank you for allowing us to provide our preferences and comments.

Jean Leland
Eagle Rock Resident of 46 years

COMMENT LETTER 160

From: Jean-Marie Martz
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 6:57:35 PM

I am a long-time Eagle Rock resident and I am opposed to the use of Colorado Bd as a thoroughfare for people would live elsewhere. Not only would it disfigure the boulevard, it would also push traffic into the side streets south of Colorado.
Use the freeway!

160-1

COMMENT LETTER 161

ubject: I support the “BeautifulB:ulevaT ” Eagle RTck alignment cTncept foTMetroT’s NoHo-Pasadena BRT prTjectT

te: ThurTday, DecemberT24, 2020 at 3:11:21 PM Pacific StandarT TimeT

m: Jeff CannonT

To: nohopasbrt@metroT.netT

CC: cTouncilmember.Tkevindeleon@lacity.orgT, jacksonm@metroT.netT

As an Eagle RTck bicycle cTmmuter,TI support the “BeautifulB:ulevaT ” cTncept foTMetroT’s North HollywT toT Pasadena Bus RapidT: ansit prTject. This cTncept enhances safety in Eagle RTck, increTases the amount :f landscapingT n ColoraTdoTB:uleT arT, proTmotes a moreTvibraTnt DowntTwn Eagle RTck, imprT es the pedestrian experience,T prT ides proTtectedTbike :anes foT the majority :f ColoraTdoTB:ulevaT , andTprT ides quality traTnsit serTice toTandT frTm Eagle RTck.T

I :egularly cycle along ColoraTdoTandTEagle RTck B: s, andTalthough imprT edTsince the addition :f proTtectedTbikeT anes, : ivTerTattitudes willTnot change unless the city makes its priorities foTa safeT, greTener,TandTmoreTaccessibleT traTnsit system clear.TT

A: :f the alternates that MetrT has offereTdTas part :f the DraTft EIR foTEagle RTck areTproTblematic. It is unacceptableT toTeliminate dedicatedTbike infraTstructureTn ColoraTdoTB:ulevaT , eliminate existing medians within DowntTwn EagleT RTck, : toTbypass the DowntTwn Eagle RTck business cT idorT. The BeautifulB:ulevaT cTncept prT ides a solutionT that mitigates these deficiencies by adjusting MetroT’s centerTrunning F1 cTncept toTbe a median-running cTncept thatT maintains existing medians, fTcuses :eallocation :f existing traTTelT.anes :n DowntTwn Eagle RTck whereTit imprT esT pedestrian safety, upgraTdes bike infraTstructureT, expands sidewalks, imprT es safety :f croTsswalks. The BeautifulT B:uleT arT cTncept is moreTfully :escribedT:nline at www.eaglerTckfTorwarT.orgTgT

As Los Angeles implements MeasureTM prTjects toTexpandTits traTnsit system, it is important that these prTjectsT prT ide net benefits toTthe cTmmunities they serTe. I support the BeautifulB:ulevaT cTncept foTEagle RTck,T because it is centereTdTn making a safer,TgreTener,TmoreTvibraTnt stTeet. I urgTe MetrT toTstudy this :ption andTadopt itT as the preTferreTdT.oute alternativeTfoTEagle RTck.T

SincereTly,T

Jeff CannonT

161-1

COMMENT LETTER 162

Subject: Metro NoHo-Pas DEIR Comments

Date: Thursday, December 10, 2020 at 12:29:47 PM Pacific Standard Time

From: Jeff Pott

To: nohopasbrt@metro.net

I want it to be known that I am in absolute opposition to the Colorado Bivd. Plan for the North Hollywood to Pasadena Transit Corridor and support the 134 route. The Colorado Blvd. route is most definitely not designed to bring commuters or shoppers to Eagle Rock/Highland Park but rather to facilitate transit between North Hollywood and Pasadena. While that is a laudable goal it is best achieved by use of the 134 freeway a route already designed for commuters and not through the use of Colorado Blvd. with its accompanying damage to local transit, parking and scaring. As a long-term resident of the Eagle Rock/Highland Park community and as a regular user of Metro services, I stand as an advocate of identifying well-designed and affordable public transit. Eagle Rock/Highland Park are already served by community Metro Services. Commuter services need to make use of the freeways and not be destructive of small communities, as the Colorado Blvd. route would be. Finally as a person who took part in the community meetings that discussed this matter and provided input about it, I think it was made abundantly clear that community members who actually live here and make use of the shops and restaurants on Colorado Blvd. overwhelmingly prefer the 134 route. If the 134 route is good enough for the relatively wealthy community of Pasadena it's definitely good enough for the working people of Eagle Rock/Highland Park.,

162-1

Jeff Pott
Highland Park

Sent from my iPhone

COMMENT LETTER 163

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Friday, December 18, 2020 at 10:00:26 AM Pacific Standard Time

From:

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

Families move to Eagle Rock (and stay for generations) because it feels like a small-town in the big city. We know our neighbors and fight for the betterment of our community. Colorado Boulevard is our downtown, where friends meet for lunch, families take their kids to dance and karate classes, and shop at locally-owned stores. Consideration of these things needs to be made as Metro moves forward. Please help preserve our downtown and community.

In addition, we fought hard for safe bike lanes along Colorado, bike lanes that my daughter rides on with her dad on their daily outings, and we do not want to lose those, in fact we continue to look forward to even safer options, which are supported by the "Beautiful Boulevard" concept. 163-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Roc .

Sincerely,

Jennifer Nelson

90041

COMMENT LETTER 164

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project!

Date: Saturday, December 26, 2020 at 5:23:47 PM Pacific Standard Time

From: J Morataya

To: NoHoPasBRT@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Hello Metro Team,

As a bike rider, transit user, and car driver who frequently goes to visit my family in Eagle Rock, I fully support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Blvd., promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Blvd., and provides quality transit service to and from Eagle Rock.

Both my father and I have taken the Metro 780 Rapid many times to get from Glendale to Eagle Rock and Pasadena. Having more dependable, higher quality bus service in Eagle Rock would be fantastic for those who rely on transit, either because they cannot afford a personal vehicle or are trying to live a sustainable life style. When we are in Eagle Rock, we always stop and grab something to eat (favorites are The Oinkster and Cacao) and try to support local businesses.

I've bike down Colorado Blvd and do not want the existing bike lanes to be removed. My six year old nephew just learned to ride a bike this year and I want him to to feel safe riding around his neighborhood.

164-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. *It is unacceptable to eliminate dedicated bike infrastructure on Colorado Blvd.,* eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves the safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Jenny Morataya

COMMENT LETTER 165

From: Jesse Silva
To: NoHoPasBRT@metro.net
Subject: Comment
Date: Monday, December 28, 2020 11:24:53 AM

Please choose the Colorado Blvd alignment! It will help strengthen local businesses, a freeway route will be less usable, pleasant, or beneficial for surroundings neighborhoods or the region as a whole.

165-1

Jesse Silva

COMMENT LETTER 166

u bject: Support for BRTJ
a te: TuJ , NovJmber 10, 2020 :t 10:27:09 AM PJcific StJndarJ TimeJ
From: JoeJMasieroJ
To: nohopasbrt@metro.netJ

Hi,J

I just wanteJ to : xprJ myJ:upport :gJ in for theJBRT plan running through Burbank. A: : reJident of Burbank living near BuenaJVistJ :ndJ OlivJ, I :mJ looking forwJrJ to conveJnient, : xpandedJ:ccessJ to theJMetro network, :ndJ cJn't wJit for thisJproject to beJcompletJ . :

I fJ I thatJ theJbeneJit of theJcurb-running busJ:long OlivJ will outwJigh theJlossJof parking on theJstreet, :ndJ :rivJ morJ trJffic to locJl businesses. :

I :lso :upport including theJoptional :tJtion :t OlivJ :ndJ V rdugo. :

Thank you for putting togJther : grJ t plan for connectionsJNoHo, Burbank, Glendale, :ndJ PJ na.J

oeJMasieroJ

166-1

COMMENT LETTER 167

From: Joey Hernandez
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 1:58:35 PM

My comment is short: The Colorado/Eagle Rock st. option would absolutely benefit Eagle Rock (and me). The 134 option would be absolutely no benefit. Please do what's best for everyone instead of only pleasing the small but vocal Eagle Rock group who wants to maintain the status quo.

167-1

COMMENT LETTER 168

From:	John Colter
To:	NoHoPasBRT@metro.net
Cc:	councilmember.kevindeleon@lacity.org; JacksonM@metro.net
Subject:	Eagle Rock BRT
Date:	Monday, December 28, 2020 6:03:49 PM

I live and work in Eagle Rock and am very much looking forward to leaving my car at home and accessing the greater city via a BRT line that runs through Eagle Rock along Colorado Blvd.

The recent schemes that eliminate the bike lanes and provide paltry space for street trees and landscaping in order to continue to prioritize fast automobile traffic concern me. I want to see a safer and more vibrant commercial business area in my neighborhood. Prioritizing bus, bicycle, and pedestrian traffic will help bring us a safer and more successful business district. If you continue to prioritize fast automobile traffic over everything else our business district will continue to be anemic. As someone who was nearly killed while walking along Colorado Blvd. (but thankfully only bloodied up) when a speeding driver hopped the curb in his car on an otherwise quiet Sunday morning I have a particular interest in seeing a slower safer Colorado Blvd. 168-1

The stretch of York Blvd. in nearby Highland Park where automobile traffic was reduced to one lane in each direction is a great success story. Where car traffic is one lane in each direction businesses are thriving and street life is vibrant. As soon as the lanes increase to two lanes in each direction business and street life activity drops off. That isn't a coincidence.

Thank you.

John Colter
90041

COMMENT LETTER 169

Subject: I Support A Better Plan for BRT in Eagle Rock

Dat : Monday, December 28, 2020 at 5:41:16 PM Pacific Standard Time

From: hn E. K err

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.g v, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metr .net, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.g v

Hello,

The current proposed plans for BRT in Eagle Rock are not good. 1 is on the freeway, 1 is seemingly designed to torpedo any public support (no medians, no parking), and the last one is designed to appease a segment of the community that would rather drive than ride the bus (preserving car lanes at the expense of dedicated bus lanes). I would ask Metro go back to the drawing board, but a group of pro-transit, pro-environmental, and pro-mobility neighbors and community members have come up with a better plan that is worthy of Metro's time to examine.

This is a ground-up plan that conforms to local needs and conditions (documented in community plans and on-going projects like Take Back the Boulevard and the Mobility Plan) while pr viding quality and safe transportation options whether you walk, ride, drive, or bike!

https://www.eagler ckf rward.org/

Please find an option that supports all modes of transit and moves Los Angeles forward towards a greener and safer transportation scheme.

169-1

Thank you,
hn K err
Eagle R ck resident

COMMENT LETTER 170

Subject: Support multi-mobility in Eagle Rock

Date: Wednesday, November 11, 2020 at 10:34:13 PM Pacific Standard Time

From: John Perry

To: mayor.garcetti@lacity.org, firstDistrict@bos.lacounty.gov, Kathryn@bos.lacountyboard.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmemberkrekorian@lacity.org, heila@bos.lacountyboard.gov, markridley-thomas@bos.lacountyboard.gov, councilmemberkevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacountyboard.gov

I'm a resident of Pasadena and a regular Metro rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes *and* maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. None of the options on the most recent environmental review preserve both bike lanes and curb extensions; I want to see an option that accomplishes both. 170-1

Thank you,
John Perry

-

COMMENT LETTER 171

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Monday, December 21, 2020 at 9:59:11 AM Pacific Standard Time

From: ohn G. Schulhof

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Northeast LA stakeholder, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances sa ety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian sa ety, upgrades bike infrastructure, expands sidewalks, improves sa ety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.sa elinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7C00b0e9ad86f44665b93908d8a5da2309%7Cab57129bdb d4cacaa77fc74c40364af%7C0%7C0%7C637441703600524466%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTi 6Ik1haWwiLC XVCI6Mn0%3D%7C3000&sdata=Q6BshnM0RyO4sNi9p2VGMScVilp%2FsLdlg6lNYb oZ1k%3D&reserved=0

171-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a sa er, greener, more vibrant street. I urge Metro to study this option and adopt it as the pre erred route alternative for Eagle Rock.

Sincerely,

ohn G. Schulhof

COMMENT LETTER 172

Project Email

11/12/2020

John Squire

Project Email

DEIR

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 172-1

Thank you,

Joh Squire

--

COMMENT LETTER 173

u bjectu NoHoPcsP nPBRT-ERglP RocJ CommPntP
Date:u MonP y, D:ceJmbeJ 28, 2020 : t 9:05:54 PM PacJfic StPnP rP TRmP
From:u Jon lngP sP
To:u NoHoPcsBRT@mPtro.nPtP

D: r Mctro,R

I : m writing :n support of thP proposP NoHo to PcsP nP BRT : nPthPt :ncJuP s ColorP o BR :n ERglP RocJ . IR beJ thP proposP routP : ong thP 134 frP wPy rPthPr thPn ColorP o BR woulP mP thP BRT mostly :nPcceJssiBJ to ERglP RocJ rPsiP nts, whiPh woulP beJ: sP ntPgP thP nP ghborhooP.i

173-1

FurthPrmorP, I support thP ColorP o BR proposP s thPt woulP mPintP n thP : xRsting bJ : nP : nP thPt woulP notP rP uceJ— : nP : y :ncrP sP — thP numbeJ of trP s : ong thP boulP rP.i

Th nks nP best,R
Jon lngP sP
E glP Roc r siP ntP

COMMENT LETTER 174

bject:u Please dR not remove : ike lanesRn CRloJradR
ate:u Friday, NRvemJer 6, 2020 at 10:08:18 PM Pacific Standard TimeR
From:u JTn Natchezc
To:u NRHTPa BRTR

Dear MetrR,R
While I :uppoJt the creatiRn : f a BRT :n CRloJradR Bl, I :ppoJ e removing the exiTting : ike lanesRR make rRm fRr aR usRlane. I use thT e lanesRall the time, asRCRloJradR : fferR pretty much the :nl y safe rRute tR : ikerRthrRugh EagleR ck. Removing thT e lanesR :e ing cRnJ idered tR not increRn venience peRpl e that drive - would deprive peRpl e thatR ride : ikesRsafe passage :n the street. If we hTp e tR meet : ur regiTn '3 climate gTalJ, we need tR prRvide efficient bus, er, ice A:D infra;structure fo, bikes. I : ge yo, to implement BRT and maintain the existing bike lanes., 174-1

Thank you,
Jon Natchez,
B: bank CA:

COMMENT LETTER 175

Subject: Public Comment
Dat : Monday, December 28, 2020 at 11:07:20 PM Pacific Standard Time
From: nah P aten
To: nohopasbrt@metro.net

I'm Jonah Paten, and I'm an undergraduate student at UCLA,

lease build the BR T corridor so that it actually works for transit riders, cyclists, and pedestrians. In particular, please select the median running alternative(alt. F1) on Colorado Blvd in Eagle Rock, because it will reduce the impact of turning vehicles and illegal parking on bus service and t keep the bike lanes while pr viding useful transit to Eagle Rock. Putting buses and bikes in the same lanes ensures that both will be far less useful than they otherwise could be, and skipping Eagle Rock would deprive local residents, visitors, and commuters of upgraded transit for no reason other than pr viding a minor convenience to drivers. 175-1

To further increase the utility of the project, Metro should ensure that streets around the new transit corridor are redesigned in order to make walking and cycling safer, since the current environments along much of the ride are inhospitable to anything other than cars. Doing anything else would go against Metro's goal in the LRTP to "Deliver outstanding trip experiences for all users of the transportation system" by making it clear that even areas around stations are for drivers only. 175-2

Thanks, Jonah.

COMMENT LETTER 176

From:	Jonathan Raspa
To:	mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; mike.bonin@lacity.org; jacksonm@metro.net; Mayor@longbeach.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; markridley-thomas@bos.lacounty.gov; councilmember.kevindeleon@lacity.org; nohopasbrt@metro.net; EquitableEagleRock@gmail.com; jbutts@cityofinglewood.org
Subject:	I Support BRT in Eagle Rock
Date:	Monday, December 28, 2020 11:59:20 PM

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

176-1

While high quality, frequent, and safe transit is a critical part of Los Angeles' future, it should not come at the expense of other modes (bicycling and walking) that support and connect to transit. I support a comprehensive multimodal solution for Colorado Boulevard, and I hope LA Metro and its Board have the thoughtful foresight and consideration to select a project design that supports transit, cycling, and walking in Los Angeles.

Best,

Jonathan Raspa

COMMENT LETTER 177

Subject: NoHo BRT-to-Gold Line trTnsTerT
ate: ednesdayT, NovemberT25, 2020 :t 12:10:44 PM PTcific StTndarTd TimeT
Fuo m: Josh FruhlingerT
To: NoHoPT BRT@metroT.netT

Hi thereE! I'm justT writing to comment on the proTposed BRT line. SeveT l ofTthe optionsTin the EIR :eem to leaVe :
eTlly big gapT -- like seveT l blockT -- between the :topsTin downtown PT denaT :nd the existTing Gold Line :tTtions,T
nd I would urgTe you to please, please, PLEASE make thisTtrTnsTerT: :eamlessT:nd close togetherT: possible. TheT
pot whereE the 501 currEntly letsTout nearTMemorial PTk would be fine, I think. HonesTly, :ince PT denaT :eemsT
esTistTant to havTing the :oute go up ColorTdo BlvdT:nd thereE will be no BRT :eTtureEsT:long thaTT:tTetch : : :esult, IT
questTion the utility ofTcreEating : :oute thaTmissesTthe Gold Line :tTtionsTby seveT l blockTjustTto get onto ColorTdoT
thereE.T

177-1

In generTl, I :m in favoT ofTmoreE busTlanesTwheneveT possible :nd :eamlessTtrTnsTeT to existTing :il wheneveT
possible. I waT happy to :ee : stop thaTTofferT: dirEct trTnsTerTto the Downtown Burbank MetroTlink :tTtion, whichT
waT missing : om :ome earlierTveT ionsTofTthe :oute.T

Josh FruhlingerT

COMMENT LETTER 178

Subject: Commen, Agains, : oHo :o Pasadena BRT in Eagle,Rock
Date: ThursdaN : cember 10,2020 :t 3:22:05 PM Pcific Stadard Time
From: Josh Saunders
To: NoHoPs BRT@meo.net

HelloN

I would likN to leN myN comments AGAINST theN proposal to run theN NoHo to PsadenaN BRT through EgleN Rock beN known.N

As : 35-N r reNsident of EgleN Rock I urgN thatN theN NoHo to PsadenaN BRT beN un :long theN 134 frN wN instNd of running through EgleN Rock. TheN plan to run theN NoHo to PsadenaN BRT through EgleN Rock will destroyN theN community both aesthecNlly Nnd functionallyN. 178-1

o not run theN NoHo to PsadenaN BRT through EgleN Rock, N un it :long theN 134 instNd. EgleN Rock reNsidents :rN gNinst theN NoHo to PsadenaN BRT running in EgleN Rock.N

Thank : ou,N
JoshN

COMMENT LETTER 179

Subject: NohopJ brt (DEIR) rJ viRw commJ ntJ
Date: W d nJ daty, December :, : : 5:45:28 PM Pscific Standard Times
From: Jovits Molinas
To: nohopasbrt@metro.nes

Dear Metro, :
The proposal :o run :he BRT line down Colorsdo Blvd in Esgle Rock will have : negstive impacts on our community. :
We have already seen :he increase in :rsffic congestion from :he Road Dies imposed upon us by City H:ll. We don'ts need more congestion. You know :has stop :nd go :rsffic increases pollution : well : gs oline consumption for cass nd :rucks. The BRT should :rsvel on :he freewsy. There is no need for its :o be on Colorsdo. :
Puts :he BRT on :he freewsy!s
Sincerely, :
Jovits D. Molinas:

179-1

COMMENT LETTER 180

ect: North Hollywood to Pasadena Bus Rapid Transit Corridor Project - Los Angeles County Metropolitan Transportation Authority

Date: Wednesday, November 11, 2020 at 9:25:21 AM Pacific Standard Time

From: Juanita Davis

To: nohopasbrt@metro.net

Attachments: image002.png, image004.jpg, image006.jpg, image008.jpg, image010.jpg, image011.png

RE: "The Los Angeles County Metropolitan Transportation Authority (Metro) released a draft environmental impact report on the $267 million North Hollywood to Pasadena Bus Rapid Transit Corridor Project scheduled to open in 2024.

The $267 million, 18-mile project will establish a bus rapid transit (BRT) line connecting the San Fernando and San Gabriel valleys, traveling east-west between the North Hollywood Metro B Line Station and Pasadena City College with stops in downtown Burbank, Glendale, and Eagle Rock, depending on the route option." 180-1

Hello,

Please advise this project is in the very early planning phase. If a design team has been selected, please provide the name of the firm with city/state and point of contact. Who is the project contact from Los Angeles County Metropolitan Transportation Authority? When do you anticipate contractor bidding?

Thank you,

Juanita Davis

COMMENT LETTER 181

From: Julian H <julianaubryhanes@gmail.com>
Sent: Monday, December 28, 2020 6:25 PM
To: NoHoPasBRT@metro.net
Subject: Comment- Major Chokepoint

My comment concerns the operating plans presented on sheets 9 and 10 of Appendix Z of the DEIR ("Concept Plans"). To be more specific, I am concerned that the planned routing of buses between the intersection of Olive Ave and Lima St, and the ramps to and from the 134 freeway, presents a crucial obstacle to the feasibility of this entire project. 181-1

~~

The currently proposed eastbound and westbound route segments would each traverse **five** intersections with major cross streets, counting freeway entrance and exit intersections. The density of intersections with major streets along the segment approaches Downtown LA levels, where buses in mixed traffic average **under 10 mph** throughout the day, according to timetables. The level of traffic that buses would endure on mixed-flow sections, including the on and off ramps themselves, would **exceed** that Downtown, as per my experience riding the 501 at rush hour. 181-2

Unlike bus routes in Downtown LA, rarely used for through journeys, this route segment sits at the center of a link between a regional transit center and major downtowns and communities. This is in addition to the density of intersections along the rest of the route, which is relatively high for a rapid transit project but unavoidably so unless the route is re-planned from scratch.

As it stands, the NoHo to Pasadena BRT is at risk of becoming not a premium transit service but a slight upgrade over the existing route 501. In keeping with the mandated temporal and geographic distribution of funds accrued under Measures R and M, to deliver this project as a mere upgraded bus line would systematically deny premium transit service to, as Lilian Gutierrez puts it in the fall update video, "one of the most heavily-travelled corridors in LA county without" it. Given this, it is strange that Metro did not provide alternatives that would use dedicated grade separations to create something closer to premium transit. 181-3

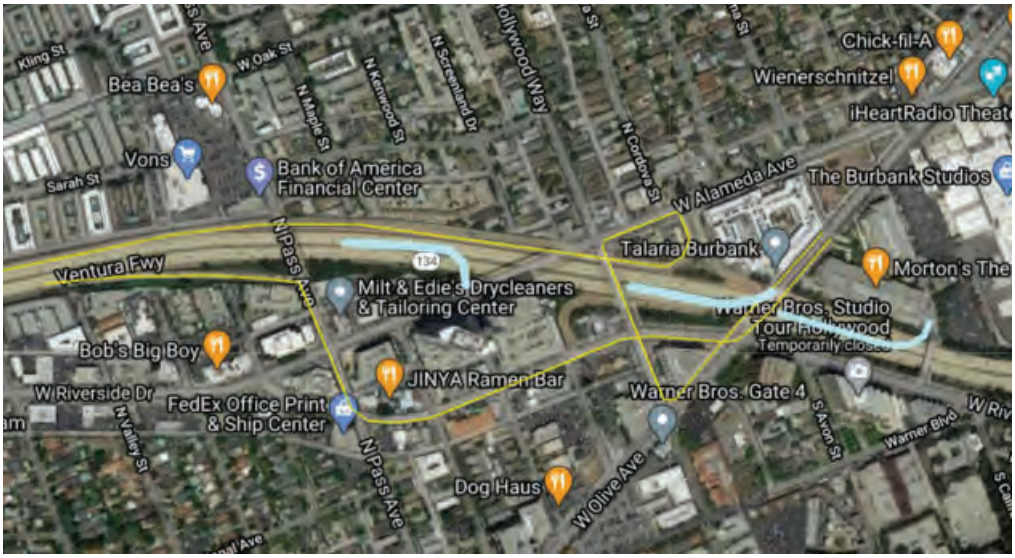
~~

I argue that the project can be saved by building just **one** dedicated grade separation- a bus-only entrance and exit ramp from the 134 freeway to street level at this location. This would bypass the existing on and off ramps and their intersections with the street, the site of extreme rush-hour traffic, and at least one other major intersection in each direction. The map below, with the possible locations in light blue, shows just a few examples of the many ways this bus-only ramp could be executed. 181-4

I realize that the utter lack of dedicated grade separations in Metro's current plan may reflect an unwillingness to propose them on principle, due to financial limitations. However, I recall that Metro intends this to be a premium transit service in the category of the subway, light rail and existing BRT. To deliver a project under the same branding as these expensive pieces of infrastructure, which includes **no** dedicated grade separation- a radical departure from the standard of service they set- would damage the brand, along with the impression of Measures R and M. If this project were to include just one dedicated structure, to build it here would deliver the greatest good for the smallest investment. 181-5

Thank you for your time.

Julian Hanes
College student, Metro Transportation Career Academy (TCAP) graduate, Los Angeles transit rider


Kling St
Bea Bea's
W Oak St
N Maple St
N Kenwood St
N Screenland Dr
Hollywood Way
N Cordova St
W Alameda Ave
Chick-fil-A
Wienerschnitzel
iHeartRadio Theat
Vons
Sarah St
Bank of America
Financial Center
The Burbank Studios
Talaria Burbank
Ventura Fwy
N Pass Ave
134
Milt & Edie's Drycleaners
& Tailoring Center
Morton's The
Warner Bros. Studio
Tour Hollywood
Temporarily closed
Bob's Big Boy
JINYA Ramen Bar
W Riverside Dr
FedEx Office Print
& Ship Center
Warner Bros. Gate 4
S Avon St
Warner Blvd
N Valley St
N Pass Ave
Dog Haus
W Olive Ave

COMMENT LETTER 182

Subject: Public Comment Supporting NoHo to Pasadena Bus Lanes
Dat : Monday, December 28, 2020 at 11:07:34 AM Pacific Standard Time
From: Justin Bensan
To: oHoP asBRT@metro.net

To whom it may concern,

I'm Justin, and I grew up in South Bay. I support the expansion of bus lanes connecting NoHo and Pasadena, as I've seen how beneficial the connectivity has been for me. My family lives in Carson, and I take the Silver Line up to Downtown Los Angeles. This option is easier and cheaper than having one of my parents take me or to pay for a rideshare up. It's also much faster than any of the other bus options for that distance. Growing up, I would take multiple bus/rail lines to get across the County. It would be amazing to live in a place where that crosstown travel time is faster.

182-1

Thanks for reading my public comment,
-Justin Bensan, Carson, CA

COMMENT LETTER 183

Subject: please maintain separate bike lanes on Colorado Blvd
Dat : Sunday, December 27, 2020 at 10:15:51 AM Pacific Standard Time
From: K Fanslow
To: nohopasbrt@metro.net

Please put the proposed NoHo to Pasadena BRT on Colorado Blvd (and not on the freeway) through Eagle Rock where it is more convenient and accessible for transit users. BRT stops in the heart of Eagle Rock are needed.

Please maintain the bike lanes separated from the bus lane on Colorado Blvd in Eagle Rock. People on bikes should not have to share a lane with buses and should have their own dedicated protected bike lane.

183-1

Sincerely,

K Fanslow

COMMENT LETTER 184

From: Karen Jaques
To: nohopasbrt@metro.net
Cc: firstdistrict@bos.lacounty.gov

Subject: Scott Hartwell with cc to Hilda Solis
Date: Tuesday, December 15, 2020 7:47:22 PM

NoHo to Pasadena Transit Corridor Segment F – Eagle Rock Community of the City of Los Angeles

Concern: DEIR does not contain, nor has it ever been presented/discussed, how the route options might impact future land use development along Colorado Blvd. (Automatic up-zoning and/or allowing Colorado Blvd. to be recognized as a Transit Oriented Community/Corridor.) More information would be appreciated. Without clarification my choices (in order of preference) would be: 184-1

1. ***Route Option F3 SR 134 Route Option : - F3 would operate in mixed-flow traffic on SR-134 with no change to the existing roadway configuration or operations. I assume this option will have no impact on existing building codes or zoning, number of auto traffic lanes, parking.***
2. ***Proposed Project - F2 Colorado Boulevard: - The Proposed Project would convert the existing buffered bicycle lanes to shared bus-and-bicycle lanes. Two vehicular travel lanes would be maintained in each direction.*** 184-2

Thank you,

Karen Jaques

COMMENT LETTER 185

From:	Karen
To:	nohopasbrt@metro.net
Subject:	Dedicated bus line through Eagle Rock
Date:	Sunday, December 27, 2020 11:18:37 PM

I've lived in Eagle Rock since 1986 and love this community.

I understand your need to consider additional routes to alleviate car traffic and to provide an easy route from Noho to Pasadena.

I have seen Colorado Blvd develop into a wonderful corridor with small businesses that bring people to Eagle Rock from various locations.

In addition, as a resident living within a block of Colorado Blvd, I see this as an unnecessary disaster for the neighborhood.

185-1

The boulevard only has two lanes now and is often crowded with traffic during rush hours. Since there is a freeway right above the boulevard, I respectfully ask you to use the 134 for this corridor.

Please help avoid the additional pollution, parking nightmares and, more importantly, dense traffic along main routes north and south of Colorado Blvd (Las Flores, Hill Drive, Yoswmite). There are already problems with cars driving too fast and running stop signs in this area.

Sincerely,
Karen Suarez

COMMENT LETTER 186

Subject: Eagle Rock/Glendale bus plan
Dat : Sunday, December 20, 2020 at 12:48:08 PM Pacific Standard Time
From: ate Eberle
To: nohopasbrt@metro.net

Hello,

I am a Glendale resident and want to express my support for Metro's preferred street alignment through Glendale to support access to transit in denser parts of the city where more walking and biking occurs (as opposed to the 134 Freeway alignment). I also support the Beautiful Boulevard plan offered by Forward Eagle Rock.

186-1

Best regards,

ate Eberle

COMMENT LETTER 187

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Dat : Monday, December 28, 2020 at 1:09:37 PM Pacific Standard Time

From: Kate Grodd

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Good Afternoon,

As a Northeast LA resident, I strongly support the "Beautiful Boulevard" concept for Downtown Eagle Rock. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock. 187-1

The plan is outlined here https://www.eaglerockforward.org.

Please consider this compromise solution, which will ensure that the transit service provides access for students and parents for local schools, makes Downtown Eagle Rock a more walkable destination, and ensures that the streets used by our community are safer.

Thank you,
Kate Grodd

COMMENT LETTER 188

VOICEMAIL

Date: December 1, 2020
From: Kathleen Aberman

My name is Kathleen Aberman. I live at [redacted]. My phone number is [redacted]. I oppose the bus line to go down Colorado Blvd. I would accept it going on the 134 to Eagle Rock but not down Colorado Boulevard. Thank you. 188-1

COMMENT LETTER 189

Subject: Concerned about BR Option C
Dat : Thursday, November 19, 2020 at 10:59:57 AM Pacific Standard Time
From: Kathleen Dunleavy
To: nohopasbrt@metro.net

TO: SCOTT HARTWELL

I am writing to you as a concerned resident of Eagle Rock. I am extremely concerned that the ERNC proposed that the MTA consider ption C - one car lane per direction on Colorado - for the BRT without gathering input from our community. 189-1

Why was this proposed as an alternative for the MTA to study? There is horrible congestion on the boulevard already at many times during the day and night during non-COVID times. With the congestion on the Blvd, this is a horrible idea. And, frankly, the bike lanes are never used. I am also concerned that your EIR will not take into account the fact that during COVID, car traffic is LESS than it would be in non-COVID times. 189-2

I am a former board member of TERA and I noticed that they recommended Option C. I am also concerned that TERA is not representing the needs and wants of our community but instead they are pushing the preferences of the “bike” community. Have they surveyed their membership on this? I don’t think so. (I have written to their president as well). 189-3

The idea for a shared BRT/bike lane seems like an excellent compromise. 189-4

Look forward to hearing more.
Kathleen Dunleavy

COMMENT LETTER 190

Subject: Draft EIR Comments
Dat : Monday, December 28, 2020 at 2:55:50 PM Pacific Standard Time
From: eegan Hartman
To: nohopasbrt@metro.net

ello -

I am excited to see this project moving forward. When complete, this will help increase transit options between the SGV and the SFV, two highly populated areas with congested freeways and sub-par existing transit connections.

I have the following comments on the EIR:

North Hollywood
Option A1 on Lankershim is the better option. This is the commercial center of the area, and it is critical that in a walkable neighborhood the BRT has a visual impact. Vineland, just a few blocks away is a car sewer with little pedestrian activity. Make sure the buses are where the people are, on Lankershim.

Pasadena
Similar to Lankershim, this should be on Colorado. If we are not getting dedicated lanes, etc by going to the Union/Green pairing, then just run the BRT right down the heart of the commercial district. If we are able to get more concessions from the City of Pasadena (new mayor!) for dedicated lanes on Union and Green, then and only then should that routing be a consideration.

190-1

Eagle Rock
The Eagle Rock business district is an important destination, and needs to be served by this BRT on Colorado Blvd.
In addition to the walkable destinations served by this routing, the connections to the NextGen bus network available at both Figueroa and Eagle Rock Blvd as well as LADOT with service "over the hill" to Highland Park, are crucial to developing a functional transit network - one that models not just A to B trips but allows people to go from "anywhere to everywhere."
Routing via the 134 Freeway would be a mistake - a 100 year mistake that LA Metro should not commit and will be hard to correct once decided. Under no circumstances should that option be approved.

Thank you -

eegan Hartman

--

Keegan Hartman

Arizona State University | *W. P. Carey School of Business*

COMMENT LETTER 191

Subject: I Sup ort BRT in Eagle Rock

Dat : Thursday, November 12, 2020 at 10:45:38 AM Pacific Standard Time

From: elly Thompson

To: Mayor Eric Garcetti, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 191-1

Thank you,
Kelly Thompson

COMMENT LETTER 192

Subject: Metro NoHo-Pas DEIR Comments

Dat : Thursday, December 10, 2020 at 1:09:36 PM Pacific Standard Time

From: en Levy

To: nohopasbrt@metro.net

I live in Eagle Rock. Colorado Boulevard has already suffered increased congestion due to the imposed “road diet” which reduced a traffic lane in each direction to create the very seldom used bicycle lanes. Do you seriously intend to multiply the congestion in each direction on Colorado by tearing up the median or reducing the curb for bus lanes? 192-1

Having reviewed the METRO proposal in detail, examined the charts and photographs and read the cost estimates I strongly urge you to follow the plan option of deciding NOT to follow through on it. This is untenable at a time when Covid has decimated our revenue. This is the wrong proposal at the wrong time. No one has ever come up with a way to return toothpaste to the tube after it was squeezed out. 192-2

en Levy

COMMENT LETTER 193

From: Ken Perry
To: NoHoPasBRT@metro.net
Subject: North Hollywood to Pasadena Bus - Why?
Date: Monday, December 28, 2020 9:06:22 PM

My main question about the proposed new bus from Pasadena to North Hollywood is why? 193-1

Why use a bigger bus, why disrupt business districts and neighborhoods by taking away traffic lanes, why the need for new bus stations that would also cause disruptions? Why cause more traffic congestion on a major corridor when no one has actually asked for a faster bus between North Hollywood and Pasadena? Why push traffic onto adjoining streets? Why duplicate existing bus systems and routes? Many of those buses run empty most of the day – and that was before Covid. 193-2

Unless it is well hidden, there was never any business case made for why there is a need for this project.

Each city along the route has very similar small business and shopping brands. For instance there are plenty of chances for people in North Hollywood to purchase jeans before they get to Pasadena. There are doctors and hospitals in each of the joining cities. There are community colleges and universities in each city. Why would a student take a bus from North Hollywood to Pasadena Community College, when there are fine institutions much closer to her? I understand many students at PCC come from San Gabriel Valley cities. Why not create better alternative transportation options from their home cities to Pasadena? 193-3

How many people live in Pasadena, Eagle Rock or Glendale and work at a studio in Burbank? How many of them would take a slightly faster bus if it was convenient for them? Several people in my Pasadena neighborhood work behind the scenes as cinematographer or grip or editor. They don't go to the studio. They work from home or go to where the movie is being shot or to a smaller facility not located in Burbank. How many other workplaces in Glendale, Pasadena or Eagle rock employ people who would take this fairly slow bus? Was this question ever asked? Why aren't you sharing workforce information and transportation needs in the cities where the bus will go? 193-4

Why isn't the bus using the freeway more? It basically skips Eagle Rock because of public outcry in Eagle Rock. Just taking one stop in each city and using the freeway seems like it would be more of an express service. Why make so many stops in Pasadena versus the other cities? 193-5

Have you looked at improvements to current bus service that would make it faster? How about a fleet of smaller more nimble busses that could whisk passengers off to where they need to go more comfortably and faster? Have you considered using regular buses to test this route to see if there is any need for it?

Why not go to the Burbank airport? That seems to be an obvious service that would be supported by ridership from the cities along this route. 193-6

The bus and the route would be a major disruption in Pasadena. It goes down our main business corridor and takes out lanes and cramps sidewalks along its path of distruction. It would bring traffic

along the heart of Pasadena to a halt and push it into adjoining neighborhoods. It could compete with the new two-way cycle track on Union pushing out cars and causing more havoc for cyclists who are already going to be confused going the wrong way on a one way street. It could even be bad news for the Rose Parade. The horror. 193-6 (cont.)

In short there doesn't seem to be much of a reason for the new, bigger, not much faster bus line between North Hollywood and Pasadena. It comes with a long list of negatives but never quite proves why it's needed in the first place.

Opposition from cities along the route will continue to grow until you make drastic changes and prove the business case. Until then, this seems to be a step back in time. In the 1970s during the height of the disaster movie craze, there was a spoof called "The Big Bus." It is a forgotten classic. 193-7

You have brought it back to life. Please put it back on the shelf of really bad ideas that should never see the light of day.

Ken Perry

Sent from my iPad

COMMENT LETTER 194

From:	Eagle Rock
To:	nohopasbrt@metro.net; anajarian@glendaleca.gov; mike.bonin@lacity.org; delalozaj@metro.net; hahn@bos.lacounty.gov; sheila@bos.lacounty.gov; hartwells@metro.net; mayor@cityofinglewood.org; firstdistrict@bos.lacounty.gov; markridley-thomas@bos.lacounty.gov; Mayor@longbeach.gov; wrehman@bos.lacounty.gov; washingtonp@metro.net; Kathryn@bos.lacounty.gov; raposey@metro.net; fasanaj@accessduarte.com; councilmember.krekorian@lacity.org; greg.kyle@kimley-horn.com; jacksonm@metro.net
Subject:	Fwd:
Date:	Monday, December 28, 2020 6:11:12 PM

In response to today's deadline to have Eagle Rock stakeholders provide you with their respective opinions I object to how the the Los Angeles County Metropolitan Authority (MTA) is proceeding during this time of pandemic to provide public comment on MTA's proposed project for the MTA's BRT to run down Colorado Boulevard in Eagle Rock by calling you at 213.418.3228. Please let me know if the MTA would be willing to virtually meet with "Eagle Rock stakeholders", i.e., people who live,work, own real property, belong to a fraternal organization or worship in the Eagle Rock neighborhood of Los Angeles, to listen to our position regarding the MTA's plan for Colorado Boulevard in Eagle Rock.

On August 14, 2019, Save Eagle Rock Community delivered via email to the the MTA and its MTA Board over 600 signed petitions from Eagle Rock stakeholders, who all opposed MTA's plan to run its bus rapid transit on Colorado Boulevard in Eagle Rock:This means we vehemently oppose having only one car lane each way on Colorado Boulevard in Eagle Rock. Not a single Eagle Rock stakeholder has retracted his/her petition. On August 15, 2019, Save Eagle Rock Community delivered the original petitions by messenger to the MTA. I am one member of Save Eagle Rock Community, which is a diverse coalition of persons, who reside, work, own property or attend religious services in Eagle Rock - all Eagle Rock stakeholders.

194-1

MTA's Community Relations sent an August 14, 2019 email response that Save Eagle Rock Community's "inquiry" had been received and registered our "case" as "Case#00062224". Even though the MTA responded, "We'll get back to you very soon" the MTA has yet to "get back" to Save Eagle Rock Community about its hundreds of petitions; our reference to more than 600 Eagle Rock stakeholders, who signed Robert De Velasco's petition's opposing the MTA's BRT Colorado Boulevard plan as well as Save Eagle Rock Community's reference to a

third petition with an additional 1000 signatures in opposition to MTA's proposed plan for Colorado Boulevard in Eagle Rock. On August 14, 2019, we wrote to the MTA "that we are open to a dialogue that will address alternative options for Eagle Rock, similar to those afforded our neighboring cities, Pasadena and Glendale". The MTA has not responded to our request for that open public dialogue.

Save Eagle Rock Community is a group of diverse people, who live, work, own real property, belong to a fraternal organization or worship in the Eagle Rock neighborhood of Los Angeles -"Eagle Rock Stakeholders" as defined by the City of Los Angeles. As a very unique community, we have joined together to oppose the proposed North Hollywood to Pasadena BRT Primary Route through Colorado Boulevard in Eagle Rock
with stops near Eagle Rock Boulevard and Townsend that the (MTA) Board has approved.

By way of background, on August 14, 2019, Stephenie Lucio on behalf of Save Eagle Community outlined our concerns with the legitimacy of the following listed as "Key Stakeholders" on page 36 of MTA's RFP:

194-1 (cont.)

1) The inclusion of Garvanza Homeowners Association as a Key Stakeholder Group - **Not representative of Eagle Rock**
2) Eagle Rock Chamber of Commerce - **Signature of the President was forged and his name misspelled in an alleged letter of support dated September 16, 2016**
3) The Eagle Rock Association (TERA) - **The association held a closed-door meeting with no membership input**
4) Eagle Rock Neighborhood Council - **Councilmember Huizar and Sean Starkey, his then Eagle Rock deputy, organized a secret September 1, 2016 meeting to discuss "Metro BRT" at the Eagle Rock City Hall, as evidenced by an email dated August 31, 2016, addressed to six persons - including two former ERNC Board members David Greene, ERNC Land Use and Planning Chair (then the only chair in violation of ERNC By-Laws) and Lisa Kable- Blanchard, then ERNC President; Severin Martinez then a road diet bicyclist blogger now a City of LA Department of Transportation employee and current TERA officer and Nathan Lucero, a then Streetsie blog journalist of the year - the same year the Streetsie blog named Huizar elected official of the year..**
5)"Eagle Rock Neighborhood Associations" as listed as Key Stakeholders on page 36 of RFP - **We as an organized stakeholder group in Eagle Rock have no knowledge of the existence of these associations**
6) Councilmember Jose Huizar - **In addition to above concern #4, we are also aware that then Councilperson Huizar's wife intended to run for his seat on the City Council and openly courted the support of trade groups who stood to benefit from this MTA plan**
7) Jose Huizar Congressional District 14 - **This is completely wrong Huizar is not a Congressman but a former Councilmember, who now has been criminally indicted.**
8) Zenay Loera, District Director - **Staff member for former Councilmember Jose Huizar that clearly represents her then boss' interests and not the Eagle Rock stakeholders**

On August 6, 2019, Mr. Michael Nogueira, President of the Eagle Rock Chamber of Commerce, sent a letter addressed to Scott Hartwell, Metro Board, Metro BRT project staff and elected officials disavowing a September 16, 2016 letter purportedly written by him in

support of the MTA BRT plan. Mr. Nogueira stated to the MTA that it was a forgery. It also is troubling that that the forged September 15, 2016 Chamber of Commerce letter mirrored the text of the ERNC's October 5, 2016 letter in support of the MTA BRT Project as well as TERA's support letter of MTA's BRT Plan.

Today we know that after we sent our August 2019 letter to the MTA, the FBI raided Mr. Huizar's City Council office, and Mr. Huizar has been indicted now facing criminal charges, related to City planning issues. Additionally, on October 28, 2019, we sent Jesse Saucedo, Eagle Rock Neighborhood Council (ERNC) President our October 28, 2019 letter regarding our "Request to Retract August 6, 2019 ERNC Actions Taken on Agenda Items G and H" as to the ERNC's August 7, 2019 "Official Public Scoping Comment Letter" to the MTA. Shortly thereafter on November 27, 2019, Mr. Saucedo sent Scott Hartwell MTA Project Manager, Metro NoHoPasBRT project a retraction letter stating that the ERNC retracted its August 7, 2019 letter "regarding the 'Colorado Boulevard Urban-Design Vision Statement, Critical Safety Improvements, and Necessary Enhancements to Ensure the Viability of Community-serving Small Businesses'".

My personal knowledge of open meeting laws governing the Eagle Rock Neighborhood Council is relevant to this public comment for the MTA's proposal regarding the Colorado Blvd. plan in Eagle Rock. It recently was brought to my attention that the Eagle Rock Neighborhood Council (ERNC), a City entity subject to open meeting laws, sent Councilperson Kevin De Leon a letter on October 12, 2020. In that letter the ERNC requested that he "require Metro" i.e., the MTA "to evaluate" a plan, developed by directors of a private advocacy group known as The Eagle Rock Association (TERA). It remains unknown to us if at the ERNC's September 9 2020 meeting with Councilperson De Leon the ERNC informed him that Save Eagle Rock Community gathered almost 600 signed petitions from Eagle Rock stakeholders, who all opposed having only one car lane each way on Colorado Boulevard in Eagle Rock.

194-1 (cont.)

I also have serious concerns about the ERNC's October 12, 2020 official request that Councilperson De Leon support TERA's August 29, 2020 letter to the MTA regarding the MTA Colorado Blvd. plan. TERA is a private advocacy group created in the mid-1980's - long before the City established local government neighborhood councils subject to The Brown Act, requiring public notice and input, as well as local Los Angeles neighborhood council land use and planning committees also subject to The Brown Act. TERA maintains no publicly accessible

minutes; it has no documents in its "archives" and it posts no agendas of its meetings. It has seven "Board of Directors" with no public listing of any of its so-called "members". TERA Board officers are not subject to compliance with any public conflicts of interest requirements before taking any action on public projects, such as the MTA's proposed BRT plan. TERA Board officers include City of Los Angeles employees, including one in the City Department of Transportation.

Greg Merideth, TERA Board President, is a City of Los Angeles manager skilled in contract administration with extensive experience handling City of Los Angeles Planning Department issues. TERA publicly states that Mr. Merideth has "insight into land use and entitlement issues". Luis Lopez, another TERA Board officer, served as "President of the Los Angeles East Area Planning Commission", including Eagle Rock for 6 years. Michael MacDonald, a third TERA Board officer, is a "licensed architect" who advocates "for more human-scaled and connected communities" and "specializes in commercial workplace and restaurant projects, centered on experience".

194-1 (cont.)

Mr. MacDonald published a February 24, 2017 article entitled "L.A. has seen too much talk and not enough action from Mayor Eric Garcetti on making our streets safer". In that article Mr. MacDonald supported his published statements with data from "Bike the Vote" member Severin Martinez, who also is a TERA Board officer. TERA states that Mr. Martinez is a "transportation planner for the California Department of Transportation, based in the agency's Downtown Los Angeles office"; however, another published article states that Mr. Martinez is a City of Los Angeles employee in the Department of Transportation.

Severin Martinez was one of the six invitees at the aforementioned Huizar-organized September 1, 2016 private meeting with Robert Gotham, former TERA President and current TERA Board officer, David Greene, former ERNC Land Use and Planning Committee Chairman, Lisa Kable Blanchard, former ERNC President, and Nathan Lucero regarding the Metro BRT, i.e., MTA's BRT. Mr. Martinez is clear in his many public blogs that his goal is to put LA/Eagle Rock on a road diet. Before putting Eagle Rock on a road diet shouldn't the City Department of Transportation "conduct thorough before -and-after analyses where

road diets" have been "implemented to critically evaluate the performance" of these past projects? What happened to the road diets in Playa de Rey at Vista Del Mar, Culver Boulevard, Jefferson Boulevard and Pershing Drive?

Michael Shilstone, another TERA officer, recently moved to Eagle Rock. He has worked on "urban planning" with the New York City Department of City Planning and the LA County Metropolitan Transportation Authority, your own agency. According to TERA Mr. Shilstone advocates "for projects and policies that improve Eagle Rock's quality of life by making it easier to get around by all means of transportation".

On December 10, 2020, Mr. Saucedo, ERNC's President, sent to Save Eagle Rock Community's email address an ERNC response that we would be receiving requested ERNC's public records by December 16th that relate to ERNC's October 12, 2020 references to MTA's September 1, 2020 "presentation and public comments" and the ERNC's "Special Meeting"; a so-called "Mobility Plan; Option C of TERA's August 19, 2020 letter" as part of MTA's "On-going DEIR"; and "a Specific Plan; "Take Back the Boulevard" plan. Mr. Saucedo failed to comply with his own timeline. Our requested documents relate to the ERNC's seemingly using TERA's work product regarding the MTA's proposal for a BRT on Colorado Boulevard in Eagle Rock rather than the ERNC's developing its own work with Eagle Rock stakeholders' public feedback to the ERNC. Included below is our email exchange with the ERNC. Did the ERNC purposefully fail to provide Save Eagle Rock Community with the ERNC's correspondence with TERA before the MTA's December 28th deadline? Included below is the email exchange regarding the ERNC's public records.

194-1 (cont.)

For all of the aforementioned reasons, Save Eagle Rock Community requests that the MTA consider all of our individual petitions sent to you as well as all of the petitions referenced in our August 14, 2019 letter. We request that you send each one of the petitioners an invite to a virtual meeting for the MTA, its managers and Board to listen to our concerns.

Respectfully Submitted,

Kerrin Tso, individually and on behalf of Save Eagle Rock Community

---------- Forwarded message ---------
From: **Eagle Rock** <saveeaglerockcommunity@gmail.com>

Date: Sun, Dec 27, 2020 at 1:01 PM
Subject: Re: ERNC Response to PRA Request November 30, 2020
To: Jesse Saucedo <jesse.saucedo@ernc.la>

Mr. Saucedo:

To date the Friends of Eagle Rock, who are all Eagle Rock stakeholders, have yet to receive the ERNC's supplemental responses. As you are well aware, the MTA expects responses to its proposed project by tomorrow. Did the ERNC purposefully fail to provide us with the ERNC's correspondence with TERA, whose Board members include City of Los Angeles employees, including one in the City Department of Transportation and others involved in City of Los Angeles planning issues?

You stated that we would be receiving the ERNC's records by December 16th, and you have failed to comply with your own timeline. Please immediately advise when you will be providing us with the documents. Our requested documents relate to the ERNC's seemingly using TERA's work product regarding the MTA's proposal for a BRT on Colorado Boulevard in Eagle Rock rather than the ERNC's developing its own work with Eagle Rock stakeholders' public feedback to the ERNC.

Friends of Eagle Rock
A Community Built on Diversity

On Thu, Dec 10, 2020 at 4:56 PM Jesse Saucedo <jesse.saucedo@ernc.la> wrote:

> December 10, 2020
>
> VIA EMAIL: saveeaglerockcommunity@gmail.com
>
> Friends of Eagle Rock
> [NO ADDRESS PROVIDED]
>
> Re: Your November 30, 2020 Public Records Act Request to the Eagle Rock Neighborhood Council
>
> Dear Friends of Eagle Rock:
>
> On November 30, the Eagle Rock Neighborhood Council ("ERNC") received your email request for records under the California Public Records Act. The Public Records Act allows the public to inspect non-exempt and reasonably identifiable writings relating to the conduct of the public's business and that are prepared, owned, used, or retained by the NC. (Gov. Code §§ 6252 and 6253(a).)
>
> Under the Act, the public may inspect reasonably identifiable records only if the records being requested exist and are non-exempt. (Gov. Code §§6252 and 6253(b).) Under Government Code section 6253(b), a request must reasonably identify or describe the records that are being sought. (*See Rogers v. Superior Court*, (1993) 19 Cal.App.4th 469, 481; holding that a request must be specific and focused.) In addition, there is no obligation to create a record for the purpose of responding to a request under the Act. (Gov. Code §§ 6252 and 6253(d).)
>
> As you know, the ERNC is comprised of volunteers from the community who volunteer their time to serve the community and to provide recommendations to the City of Los Angeles on issues impacting the community. Our resources are limited, and during the pandemic, communication and collaboration amongst our 19 board members is hampered.

You made requests for documents dating as far back as January 1, 2019 on matters generally relating to the Metro Pasadena to North Hollywood Bus Rapid Transit project, as follows:

1) A copy of the agenda and minutes for the ERNC's October 6, 2020 meeting.

2) A copy of the agenda and minutes for the ERNC's September 1, 2020 meeting.

3) A copy of the agenda and minutes for the ERNC's September 9, 2020 meeting.

4) A copy of the agenda and minutes for the ERNC Land Use and Planning Committee's September 15, 2020 meeting.

5) A copy of all documents referenced in the ERNC's October 12, 2020 letter to Councilmember Kevin de Leon. including the Mobility Plan, the Specific Plan, the Action Plan and its Map B, Map F, Map D1 and Map D2 as well as TERA's August 19, 2020 letter. We assume that TERA wrote its August 19, 2020 letter to the Metropolitan Transportation Authority.

6) A copy of all documents, discussed and referred to at the ERNC Land Use and Planning Committee's September 15, 2020 meeting.

7) Copies of any and all email messages and any written document exchanged between any ERNC member and any TERA Board of Director from January 1, 2019 to November 29, 2020.

8) Copies of any and all email messages and documents exchanged between any ERNC Land Use and Planning Committee member and any TERA Board of Director from January 1, 2020 to November 29, 2020.

The ERNC has conducted a diligent search in an effort to obtain and identify potentially responsive documents Attached are 8 documents in response to requests 1 through 6.

We appreciate your patience. ERNC anticipates a supplemental production by December 16.

If you have any questions regarding this matter, please contact me via email at jesse.saucedo@ernc.la.

Thank you,
Jesse

--
Jesse Saucedo
ERNC President
M: 562-746-5880
www.ernc.la

COMMENT LETTER 195

From: Kevin
To: nohopasbrt@metro.net
Subject: Comment
Date: Tuesday, December 29, 2020 10:40:43 AM

This project must be Center-running BRT and not the half-measures seen on Wilshire Boulevard. Please don't cave into NIMBY pressure. 195-1

Sent from my iPhone

COMMENT LETTER 196

Subject: Comment on NoHo to Pasadena bus rapid transit project
Dat : Thursday, December 24, 2020 at 2:59:40 PM Pacific Standard Time
From: Kevin Burton
To: NoHoPasBRT@metro.net

Hel o,

I write to indicate my support for the oHo to Pasadena bus rapid transit project, including Metro's preferred street alignment through Glendale that will directly serve parts of the community in which many people do not always use cars for transportation. I also strongly support Eagle Rock's "Beautiful Boulevard" proposal which calls for a dedicated bus lane and bicycle lanes for the portion of the route on Colorado Boulevard. 196-1

Thank you for your work on this important link between Pasadena and the Orange Line BRT in the San Fernando Valley.

evin Burton

COMMENT LETTER 197

Subject: Comment for Public Record
Dat : Monday, December 28, 2020 at 8:56:12 PM Pacific Standard Time
From: KEVIN CASTAING
To: NoHoPasBRT@metro.net

L.A. County Metro:
TheNoHo BRT project leaves a lot of questions for residents in the proposedservice area.

Metro has acknowledged ridership system wide has plummetedsince the beginning of the pandemic. If enacted as presented, it will haveserious effects on traffic in Pasadena. Taking a lane from vehicle traffic willresult in longer delays for commuters. This will result in longer idling timefor cars on the road which results in increased greenhouse gasses beingreleased in the area. Not a good idea.

Traffic is like water—it takes the path of least resistance.If Metro is allowed to enact this project, the adjacent streets will see anincrease in traffic. Available smart phone apps will guide drivers intoadjacent areas. This is disruptive to those areas and decreases safety. 197-1

This project seems to fit into the agenda stated by Metro CEOPhil Washington in a Wall Street Journal article: "..And part of that has to do with actually making drivingharder.". Mr. Washington also stated in the article: "Sometimes you haveto tell people what's good for them,"

It's pretty clear Mr.Washington's leadership is driven by the intent to get rid of cars to create ademand for Metro's product(s). Creating demand for a product whose ridershiphas plummeted is an unwise use of taxpayer money. It appears to be a solutionin search of a problem and I suggest Metro not waste funds on this unnecessary project.

Sincerely,

evin C. Castaing

COMMENT LETTER 198

Subject: NoHo - Pasadena Corridor
Date: Tuesday, November 10, 2020 at 12:10:40 PM Pacific Standard Time
From: Kim Turner
To: nohopasbrt@metro.net, councilmember.kevindeleon@lacity.org, firstdistrict@bos.lacounty.gov
CC: mike.bonin@lacity.org, jacksonm@metro.net, councilmember.krekorian@lacity.org, markridley-thomas@bos.lacounty.gov

Once again, I am voicing my opposition to a dedicated bus lane running through Eagle Rock that will reduce vehicle traffic down to one lane. Colorado Blvd is a major thoroughfare. Anytime that there is an accident on the 134 Freeway, traffic is diverted to what becomes a jammed Colorado Blvd. Local residents then resort to using what soon becomes crowded side streets. My home is on the corner of Vincent Ave and Las Flores. Las Flores is a very narrow street that does not support crowded two way traffic. I have had impatient people driving up onto my lawn trying to get around opposing traffic. I can only imagine what this would be like if vehicle traffic was reduced down to only one traffic lane in each direction. It is also my understanding that Colorado Blvd is an emergency evacuation route in case of emergencies and disasters. 198-1

It is my understanding that having dedicated bus lanes might reduce the number of places where left turns can be made off of Colorado Blvd. I read last year, that one of the streets that left turns could be made would be Townsend Ave. Townsend Ave north of Colorado Blvd cannot support two way vehicle traffic as it is too narrow. 198-2

I would totally support expanded Dash bus routes which would provide service to more areas of Eagle Rock that are not serviced now. The expanded Dash routes could include stops at the 134 Freeway and Figueroa Street and at Harvey Drive and the 134 Freeway where bus stops could provide access to the No-Ho - Pasadena buses. This would also greatly reduce the amount of time that the buses would spend driving through Eagle Rock. 198-3

Metro has been bringing this project up again and again. I have been to almost every one of the meetings and I have witnessed the opposition by the majority of the attendees. Why doesn't Metro put this out for the residents of Eagle Rock to vote on. There is a majority of residents that love the small town feeling here. Eagle Rock has alway been a small quaint town that has rejected the growth of big corporations and have supported the small local businesses instead. Our family has lived in this home since 1961 and our home will pass down to our children for future generations to enjoy. 198-4

Save a ton of money by putting the bus route on the 134 Freeway and provide better local bus service with the Dash buses. This would be a win-win for the entire community. 198-5

Regards,
Kim and Donna Turner

COMMENT LETTER 199

Subject: Eagle Rock BRT Options
Dat : Saturday, November 14, 2020 at 7:45:18 AM Pacific Standard Time
From: Kim Giancaterino
To: nohopasbrt@metro.net
Attachments: Colorado Boulevard T affic.jpg

Hello:

Our comment is that we support the safest, most financially responsible, and least disruptive solution for Eagle Rock -- the 134 Freeway option.

We say this as long-time homeowners on a dead-end street directly north of Colorado Boulevard. The attached image was taken on the day of a major fire that diverted traffic to Colorado Boulevard. This is what the end of our street looked like for hours. It was a parking lot! There is no easy way for residents of our street to get out in an emergency.

199-1

We also owned a home steps away from the North Hollywood Metro project along Chandler Boulevard. I lived there before, during, and after its lengthy construction process. There is simply no way to fit everything that has been proposed on Colorado Boulevard. Nor do we need it; more buses are the simplest solution.

Please choose the safest and most fiscally responsible option. We are not opposed to buses.

Thank you,

Kim & Warren Giancaterino
Eagle Rock Homeowners

COMMENT LETTER 200

Subject: Eagle Rock B

Dat : ednesda , November 11, 2020 at 10:33:13 AM P cific St andard Time

From: Kim M.

To: nohopasbrt@metro.net

Eaglerock411 and I, Kimberly Martellino, support the freeway option, which runs the BRT along the 134 due to minimal cost and little to no negative effects on Eagle Rock. However, if this route is rejected, we would support the side running option presented in the DEIR. As long as no car lanes, parking, trees or medians are lost due to BRT lane construction, we feel that this is the only viable option. We believe the center-running option is not only fiscally irresponsible, but it would also cause undue harm to local businesses by eliminating most street parking, as well as existing trees and medians. Furthermore, we are concerned it would have a gridlock effect on traffic in an already congested thoroughfare during and after the construction phase.

200-1

Sincerely,

Kim Martellino

COMMENT LETTER 201

VOICEMAIL

Date: November 11, 2020
From: Kim Martellino

Hi my name is Kim Martellino and my phone number is [redacted]. I am calling to comment on the NoHo to Pasadena BRT. Wanted to let you know that I still fully support the freeway option which run along the 134. I think it's gonna be least costly and will have no negative impact on Eagle Rock. I am an Eagle Rock resident. If that route is rejected then I would support the side-running option presented in the DEIR as long as no parking, trees, medians, or car lanes are taken away. I think that's the only option that when it would share the lane -- i suppose it would be the bus lane, would share the lane with the bike lane and the bike would have priority over the bus i believe, so that's second. The one that was running through the center is absolutely off the table. That one sounds horrible, sounds horrible for Eagle Rock and will just do damage to our town. I strongly believe this. Thank you so much for taking my comment, alright bye. 201-1

COMMENT LETTER 202

Subject: Eagle Rock BRT options
Dat : Friday, November 13, 2020 at 11:44:09 AM Pacific Standard Time
From: kim
To: nohopasbrt@metro.net

Hello, my comment is that I fully support the freeway option for the Eagle Rock portion of the proposed BRT. This will cause no damage to our town and is the most fiscally responsible option.
However, if this option is rejected, then I will only support the "side running" option as presented in the DEIR. This will cause far less destruction than the center-running option and will be significantly less expensive. As in, hundreds of millions of dollars less expensive. 202-1

Thank you,
Kim Sheehan, Eagle Rock home owner

Sent from Yahoo Mail for iPhone

COMMENT LETTER 203

From:	Kobra Schaban
To:	nohopasbrt@metro.net
Cc:	councilmember.kevindeleon@lacity.org; JacksonM@metro.net
Subject:	BRT Eagle Rock- Support Beautiful Boulevard
Date:	Friday, December 25, 2020 7:34:28 PM

Dear Mr. Hartwell,

As an Eagle Rock resident who also works at Eagle Rock Comprehensive Community Health Center, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, reduces the need of having cars, which means reducing the cost burden on thousands of families, increases physical activities as people walk to the stations or use protected bike lanes which improves physical and mental health. We will also have better landscaping on Colorado Boulevard, promote a more vibrant Downtown Eagle Rock, and improve the pedestrian experience.

I have been excited about the prospect of the BRT project since it was first announced. Living 20 years in Germany, a country with a fast and effective public transportation has brought me to a realization that Los Angeles is far behind of a healthy lifestyle.

We have miles of land occupied just for parking of cars, while thousands of people are homeless. People who never drive or are not able to drive are having enormous issues getting around and that isolates them more and more. A lot of these people are not able to pay for taxis or Uber and as result they are unable to get to their medical appointments. When I was working at a dialysis center, I witnessed people who stopped treatment because they were not able to afford paying 6 times a week transportation from home to the dialysis center. 203-1

I urge Metro to consider the Beautiful Boulevard proposal and adopt it as the preferred proposal for the Eagle Rock portion of the NoHo-Pasadena BRT. Of the alternatives on the table, this is the best one to make it comfortable for people to get around, reducing cars on roads, reducing costs, supporting our environment, reducing pollution, improving physical activities and people's physical and mental health.

Sincerely,

Kobra Schabanpour

--
Kobra Schabanpour, LCSW
Therapist: Individual, Couple and Group

COMMENT LETTER 204

Subject: Re: Thank Y2 fr2m the NoHo t@ Pasadena Transit Corridor Pr@ject Team2
te: Friday, November 20, 2020 at 9:42:19 PM Pacific Standard Time2
om: Kris K2 ri2
To Metr2's NoHo t@ Pasadena Bus Rapid Transit Corridor Team2

Dear MTA,2

I am c@mpletely against y2 r plan t@ tear out the medians that run down Colorado Blvd in Eagle2 R2ck t2 mak@ way f@r buses. Research shows that people in Los Angeles do not ride the buses that are2 already in existence. And tearing out the medians with the beautiful trees will destr2y the ambience of2 r c@mmunity. 2

204-1

I can't believe y@u are c2 tinuing on with this when our c2 try is in crisis and the state is in2 financial duress. 2

I plan t@ fight y2 r pr2posal in c2 junction with lik@-minded c@mmunity members!!!2

Kristyan K2 ri2

---

om: Metr2's NoHo t@ Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metr@.net>2
Sent: Friday, November 20, 2020 6:59 PM2
ri@hotmail.c2 ri@hotmail.c2
Subject: Thank Y2 fr2m the NoHo t@ Pasadena Transit Corridor Pr@ject Team2

View this email in your browser



Metro North Hollywood to Pasadena Transit Corridor Project

Thank You for Attending Our Virtual Public Hearings on the NoHo to Pasadena Transit Corridor Project

Metro's community outreach efforts for to the NoHo to Pasadena Transit Corridor Project continue to expand. Two interactive virtual public hearings were held via Zoom on November 12 and November 14, 2020. Thank you to those who participated and provided further input on this project.

The public hearings allowed us to interact virtually with nearly 250 participants. The virtual public hearings included a presentation on the Draft Environmental Impact Report (DEIR) and opportunity for oral and written public comments. During the hearings, we received a total of 120 verbal and written comments.

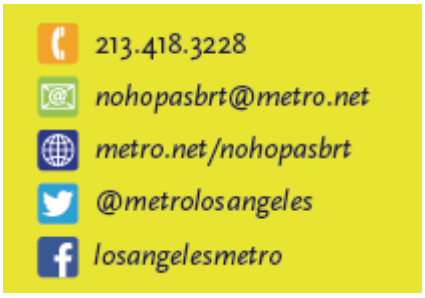
If you were unable to attend the virtual public hearings, we encourage you to visit our virtual platform, which recreates the open house and meeting experience for you online, you can also view information on the project, recap video, meeting presentation, DEIR documents and leave public comments.

What happens next?

The public comment period for the DEIR is open from October 26, 2020 to December 10, 2020. Upon completion of the review period, Metro will review all comments received and include responses in the Final Environmental Impact Report (FEIR). You can submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us





Proyecto del Corredor de Transporte Público de Metro de North Hollywood a Pasadena

Gracias por asistir a nuestra audiencia virtual pública sobre el Corredor

de Transporte Público de North Hollywood a Pasadena

Los esfuerzos del equipo de seguimiento de Metro del Proyecto del Corredor del de Tránsito Rápido de North Hollywood a Pasadena siguen expandiéndose. Se llevaron a cabo dos audiencias virtuales públicas por Zoom el 12 y el 14 de noviembre de 2020. Les agradecemos a aquellos que participaron y dieron su opinión sobre este proyecto.

Las audiencias públicas nos permitieron interactuar de manera virtual con casi 250 participantes. Incluyeron una presentación del Plan preliminar del Informe de Impacto Ambiental y brindaron la oportunidad de hacer comentarios públicos tanto verbales como escritos. Durante las audiencias, recibimos un total de 120 comentarios verbales y escritos.

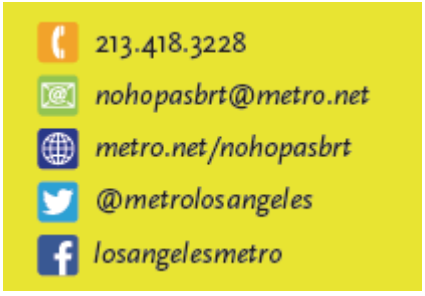
Si usted no pudo asistir a las audiencias públicas virtuales, lo invitamos a que visite nuestra plataforma virtual, que recrea la experiencia de la reunión a puertas abiertas por Internet, además, puede ver la información del proyecto, volver a ver videos, presentaciones de las reuniones, documentos del Plan preliminar del Informe de Impacto Ambiental y hacer comentarios públicos.

¿Y luego qué pasa?

El periodo de comentarios públicos para el Plan preliminar del Informe de Impacto Ambiental está abierto desde el 26 de octubre al 10 de diciembre de 2020. Luego de terminado el periodo de revisión, Metro revisará todos los comentarios recibidos e incluirá las respuestas en el Informe de Impacto Ambiental Final. Puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos



Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

COMMENT LETTER 205

Subject: BRT public comment
Dat : Saturday, November 14, 2020 at 5:07:39 PM Pacific Standard Time
From: risten Gassner
To: NoHoPasBRT@metro.net

I am a 23 year resident of Eagle Rock.

Out of all three proposals through Eagle Rock, the only route I can support is the F3 (134 freeway running).

IF FORCED to choose between the F1 and F2 options, I would favor F2 (side running) provided that it preserves 4 lanes of vehicle tra c in addition to 2 lanes mixed bus/bike and 2 parking lanes. While I can easily see that F2 is not a safe option to bicyclists, the F1 proposal would likely create a traffic nightmare. In the F1 proposal, left turns and crossings are limited or restricted. As drivers will have impeded access from north side to south side, and south side to north side, this will push cars onto smaller side streets, create U turn backups for anyone needing to move across Colorado, and increase traffic on Hill Dr. and Yosemite Dr (as alternate routes to Colorado). All residents in the vicinity of Colorado Bl. will be impacted in gaining access to their own streets, and businesses will be impacted by the inconvenience. So for me, the loss of safe bicycle lanes is the lesser of these two evils. 205-1

What studies have been done to assess the car traffic impact to residents and businesses? More cars idling, more air pollution, as a result of less mobility? More car exhaust going onto residential streets, because the cars WILL GO SOMEWHERE. Why has no consideration been given to the goals of the Colorado Bl specific plan, and Take Back the Boulevard (increasing bike-ability, increasing walkability, promoting small businesses, keeping a historic feel)? 205-2

The biggest advantage (and goal) of the BRT line seems to be moving riders quickly across long distances. If people want to get to North Hollywood, they can find their way to the stations proposed at the 134 exits. Having 3 stops in Eagle Rock does not really increase the convenience for most Eagle Rock residents wanting to take this trip. But, the impact of having these stops (the construction, the resulting traffic issues from the reconfiguration) is MASSIVE to all Eagle Rock residents. Why are we taking the brunt of this? 205-3

Our local business and residents who live near these businesses will suffer if the street parking is removed. Colorado is already a tricky balance of a major car route for our residents to do our basic tasks (access for groceries, basic services) and a place to walk and enjoy our restaurants and small shops. We've made improvements in the last years with the bike lane conversion in the boulevard calming, while still allowing people and cars to do their basic business. This BRT F1/ F2 route project does nothing to advance those improvements, and seems that it will negatively effect these improvements. Both are bad options for us. 205-4

If Metro wants to build a more comprehensive system that gets people out of cars, then DO IT. This is piecemeal. Expand all service and make it blanket our city. But meantime, don't make our Eagle Rock community suffer while you figure it out.

risten Gassner

COMMENT LETTER 206

-----Original Message-----

Sent: Tuesday, November 17, 2020 3:34 PM
To: nohopasbrt@metro.net; councilmemberkevin.deleon@lacity.org; info@ernc.la
Cc: andrew.jacobs@ernc.la; jesse.saucedo@ernc.la; richard.loew@ernc.la; sylvia.denlinger@ernc.la
Subject: Proposed NoHo-Pasadena Bus Rapid Transit Line

My husband and I oppose the proposed BRT development for Colorado Blvd.

Adding a dedicated or modified bus lane on Colorado DOES NOT support the interests of the community.

As Eagle Rock residents north of Colorado, we were drawn here for the charming neighborhood and small town feel of businesses on Colorado.
Dedicating a lane for buses, or reconfiguring the traffic lanes to accommodate these plans, does not support the community of Eagle Rock.

The 134 is a perfectly fine rapid route. There is a reason there is no offramp from the 134 into the community of Eagle Rock.

I want to be able to access local businesses and park near them. Please keep the traffic, support the small businesses, and preserve the community feel of Eagle Rock.

It is important to protect our neighborhood and limit this development and impact on Colorado Blvd.

NO to the proposed NoHO-Pasadena Bus Rapid Transit Line on COLORADO!

Thank you. Be well, and stay safe -

Kristina and Mark McConville
Residents, North of Colorado Blvd
Eagle Rock

206-1

COMMENT LETTER 207

VOICEMAIL

Date: November 11, 2020
From: Kristina McConville

Hello my name is Kristina McConville. I'm a resident of Eagle Rock, north of Colorado Blvd. I'm calling to lodge that I am firmly against a dedicated bus lane on Colorado blvd. I do not want that to affect the small businesses in our community. We moved here because of the small feel of this neighborhood and to increase the traffic on Colorado blvd and limit access to businesses is not for us, it's not for our community. We do not want this. My name is Kristina McConville, my husband's name is Mark McConville. We are strongly opposed to these changes on Colorado Blvd. Thank you so much. 207-1

COMMENT LETTER 208

Subject: agnolia

Dat : Tuesday, December 8, 2020 at 10:30:40 AM Pacific Standard Time

From: yle Video Edit

To: nohopasbrt@metro.net

I still think the proposed route is stupid. So many more people live, work and shop along Magnolia than the outlined route NOHO to Burbank. I get you want to service the studios, but they all have private garages and mostly are commuting in from the out of town. They won't be on this thing. It's going to be a huge failure if you cater t suburbanites over locals, and to studios over local business. Magnolia runs parallel to other busy routes (ie Burbank) and gets riders near amtrak downtown Burbank. But you've chosen to cater to a group who doesn't want it. Give me a break. 208-1

yle Remmenga

COMMENT LETTER 209

From: Kyle Remmenga
To: nohopasbrt@metro.net
Subject: NOHO to Pasadena comment
Date: Friday, December 18, 2020 10:26:16 AM

I don’t like the idea of going down the freeway. The Green line and Silver Line are proof of how little that does to connect communities. It leaves people far from walkable centers and add extra bus commutes from the station to the destination, thus encouraging people to drive...
Run it right through the NIMBYs who, as history has shown, will brag about how accessible it is once they have it. As Steve Jobs once said, “people don’t know what they want until you show them.”

209-1

COMMENT LETTER 210

Subject: BRT comment

Dat : ednesday, November 18, 2020 at 5:04:09 PM P cific St andard Time

From: Leon Liang

To: NoHoP BR T@metro.net

Hi,

I would like to recommend that dedic ted bus lanes are added for the freew y on- and off-r mps along this route. In addition, the buses should get priority at all tr ffic signals using sensors at intersection to eliminate wait time as much as pos ible. Such improvement should be done for street-running light rail lines as well. 210-1

COMMENT LETTER 211

VOICEMAIL

Date: December 27, 2020
From: Leslie Lemmon

Hi my name is Leslie Lemmon and I wanted to comment on the North Hollywood to Pasadena proposed transit. I have actually emailed in the past it might have been on the earlier stages of the project but anyway just very simply the main route that has been chosen that goes on Colorado and then goes on Broadway in Glendale and proceeds on its way that is the best route if you actually want to serve people. The alternative possible route which goes on the freeway that will leave so many people out of this bus line it just becomes ludicrous. Also very important if you cut out the portion that mainly goes through Eagle Rock into Glendale you're cutting out a lot of the population that has less money then for example the Pasadena folks or the Burbank and North Hollywood folks it's just not the right move it's not a good move and in terms of ridership and the volume you will be serving it's not a particle move so keep it on Colorado Broadway etc. Keep the main route you'll be serving a lot of people you'll be serving a diverse population you'll be serving the population that really needs that public transit and you will be bringing riders into thriving corridors that really need people coming and going and to stay afloat right now so anyway that's my comment feel free to reach out to me if you want further opinion. OK thank you good luck with the project. Final note I've been writing transit in LA since 1992 so I'm a big proponent of transit and I'm really familiar with that particular corridor thank you so much. 211-1

COMMENT LETTER 212

To: NoHoPasBRT@metro.net
Subject: BRT Eagle Rock
Date: Friday, December 25, 2020 1:58:51 PM

Dear Metro:

I have attended all of your public forums, and the voice of the community was clear at each one: keep the green median strip and maintain all four lanes of traffic. Many of the people at the meetings advocating for removing traffic lanes, were not residents or business owners in Eagle Rock: they were brought in by outside agencies.

Please allow Eagle Rock to maintain its current traffic flow and access to businesses. Reducing lanes of traffic on Colorado Blvd. will not get people out of their cars, it will force them onto parallel residential streets.

Lisa Karahalios

Eagle Rock Resident

COMMENT LETTER 213

From: Lois Kalinsky
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 12:30:59 PM

We do not want to see a lane, for cars, removed on Olive. There will be much worse congestion, to accommodate a small number of bus riders. 213-1

Sent from my iPad

COMMENT LETTER 214

From:	Lorena Alamillo
To:	nohopasbrt@metro.net
Cc:	mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Kathryn@bos.lacounty.gov; mike.bonin@lacity.org; mayor@cityofinglewood.org; jacksonm@metro.net; fasanaj@accessduarte.com; Mayor@LongBeach.gov; hahn@bos.lacounty.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; markridley-thomas@bos.lacounty.gov; councilmember.kevindeleon@lacity.org
Subject:	Yes on 134Fwy-NoHo to Pasadena BRT
Date:	Monday, December 28, 2020 12:53:57 PM
Attachments:	Yes on 134 letter - NoHoPas BRT_LorenaAlamillo.pdf

Scott Hartwell
Project Manager, Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

December 28, 2020

Mr. Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says "Eagle Rock. L.A.'s Hometown." The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, property values, and impact the safety of our Eagle Rock community. 214-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 214-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor. 214-3

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community.

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 214-4

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. 214-5

Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 214-5 (cont.)

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 214-6

Sincerely,

Lorena Alamillo

---

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org
Hilda L. Solis firstdistrict@bos.lacounty.gov
Ara Najarian anajarian@glendaleca.gov
Kathryn Barger Kathryn@bos.lacounty.gov
Mike Bonin mike.bonin@lacity.org
James Butts mayor@cityofinglewood.org
Jacquelyn Dupont-Walker jacksonm@metro.net
John Fasana fasanaj@accessduarte.com
Robert Garcia Mayor@LongBeach.gov
Janice Hahn hahn@bos.lacounty.gov
Paul Krekorian councilmember.krekorian@lacity.org
Sheila Kuehl sheila@bos.lacounty.gov
Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov
Kevin de León councilmember.kevindeleon@lacity.org

COMMENT LETTER 215

To: nohopasbrt@metro.net
Date: Monday, December 28, 2020 6:21:28 AM

As a resident of Eagle Rock, I do not want the proposed changes to Metro Lines on Colorado Blvd. I am the resident here and I want to be heard. We the residents that own homes are entitled to make the decisions that affect our quality of life. No council with a minuscule number of Eagle Rock residents should make decisions that hurt the majority's enjoyment of our town. We are all entitled to a vote as residents. Majority should rule.

215-1

COMMENT LETTER 216

Subject: BRT - Eagle Rock
Dat : Monday, December 28, 2020 at 9:13:20 PM Pacific Standard Time
From: ydia Storie
To: oHoP asBRT@metro.net

Dear Metro,

I have previously commented in favor of the proposed BRT line run ing through Eagle Rock on Colorado Blvd, rather than bypassing us via the 134 freeway. I'd like to reiterate my preference for this route, which will be of much greater service to our community in the long run. Based on the recent options proposed, I would most prefer the side running lane. But in the interest of maintaining the feel of our "downtown area" and our pedestrian culture, bike lanes, and parking in the the heart of Eagle Rock (near the intersections of Colorado and Eagle Rock Blvds), I'm not in favor of squeezing a third lane dedicated to buses into this area between Eagle ock Blvd and Townsend. While there is plenty of room on Colorado Blvd to the west and east of this stretch for a third lane to comfortable fit, I strongly suggest we use one of the existing traffic lanes for the BRT and reduce car traffic to one lane along this segment. To incentivize local residents to utililize the BRT and reduce traffic, I would also like for there to be an option to ride the BRT "across town" locally in Eagle Rock at a reduced cost (i.e. anywhere from Target to Figueroa) which would help make up for the loss of this one lane.

216-1

Thank you very much for all of the work you've put into this project so far. We're very much looking forward to improved public transit in our area!

ydia Storie

--
ydia Storie

COMMENT LETTER 217

om: Malia Schilling
Sent: Thursday, November 12, 2020 11:31 AM:
To NoHoPasBRT <NoHoPasBRT@metro.net>:
Subject: Support for NoHo - Pasadena BRT, but need for a new option:

I'm writing to share my support for the proposed BRT. I'm a resident of Northeast LA, and a BRT would create a fast, reliable, and sustainable method of transportation in a region that desperately needs quality transit. :

However, option F2 is NOT my preferred option, and I would like to see an option developed that adds bus lanes while protecting curb extensions and bike lanes. To truly combat climate change, we need to make it easier for people to walk, bike and ta:

217-1

Thank you,:
Malia Schilling:

COMMENT LETTER 218

From: MANIJEH NAVA
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 3:31:50 PM

To whom it may concern,

I was born and raised in Glendale, and have been a homeowner in Eagle Rock for 32 years. I am not a business owner, however I am horrified about what would happen to businesses along Colorado Bl, should a commuter bus use that route.

We already have both a commuter bus that uses the 134 freeway AND the local busses that are very handy and take no longer than driving your own car. The local busses provide easy access to our local businesses due to the many stops (only if someone needs to get on or off), however the proposed commuter bus would only have maybe two stops and not in convenient locations. 218-1

In conclusion, no one is commuting to Eagle Rock, so the 134 route with bus access at Harvey Dr (and there is already a bus stop at that freeway exit) and another one at the Figueroa freeway entrance, would accommodate any Eagle Rock residents wishing to use your commuter bus.

USE THE FREEWAY FOR YOUR COMMUTER BUS!!

Thank you,

Manijeh Carmichael

Sent from my iPad

COMMENT LETTER 219

Subject: Sup ort for Glendale's street alignment, and Eagle Rock's Beautiful Boulevard proposal
Dat : Sunday, December 20, 2020 at 2:32:02 PM Pacific Standard Time
From: Marc Cv
To: nohopasbrt@metro.net

Hi,

I'd like you to know that I support the subject projects. 219-1

arc Lowenthal

Sent via my iPad

COMMENT LETTER 220

From:	Mark Rhein
To:	nohopasbrt@metro.net
Cc:	councilmember.kevindeleon@lacity.org
Subject:	Objection to BRT lane in Eagle Rock
Date:	Monday, December 28, 2020 8:19:17 AM

To Whom it May Concern:

I write as a homeowner and resident of Eagle Rock to oppose the routing of a BRT on Colorado Boulevard though our community. I believe the entire project should be placed on hold pending the end of the global Coronavirus pandemic; however, should Metro insist on moving forward with something, then in the spirit of the namesake of the 134 Freeway, President Barack Obama, who found power in local community input and process and control, please listen to this community and route the busses on the freeway.

First, I wish to note a general objection to a deadline for public comment coming the first business day after an extended Christmas weekend, in the middle of a global pandemic, when many people's attention is rightfully pointed elsewhere. For the past 18 months of this project, the timing for public input is haphazard, badly communicated and seems to favor developers rather than our own citizens.

Second, please note an objection to the manner in which the Eagle Rock Neighborhood Council (ERNC) does not seem to take seriously its obligations of recordkeeping, compliance with open meetings laws, and maintaining a posture of open mindedness to the community's needs. I recognize that neighborhood councils are made up of volunteers; however, that does not absolve them of their requirements to adhere to state and local law regarding their conduct of the public's business. The job description for neighborhood council members clearly needs an overhaul. While I realize this is not Metro's bailiwick, Metro should be sufficiently concerned with the way the supporters of this development behave to want to reset the clock to zero and start over. Metro cannot trust the word of the ERNC in communicating the will of the community. 220-1

Finally and perhaps most importantly--we are in the midst of a global pandemic that is changing the entire economy, culture and nature of work, business, shopping and community engagement. Why would Metro proceed with a project that is based on projections of ridership that could not take the pandemic into account? The initial projections available to the public were based on workers traveling West to the entertainment industry's studios in North Hollywood, Burbank and Studio City, and students and shoppers traveling East to Eagle Rock and Pasadena, for the wide array of businesses in both, and Pasadena City College and the California Institute of Technology at the Eastern Terminus. Already, our daily lives--education, shopping, work and leisure take are evolving. And, people's trust about the safety of public transportation is changing. t is foolish to proceed with a project that will reconfigure our main street in Eagle Rock until post-pandemic ridership patterns can truly be ascertained. 220-2

As a homeowner and resident of Eagle Rock, I urge you not to proceed with a BRT on Colorado Boulevard in our community. If you must proceed with the project, please route the busses along the 134 Freeway. 220-3

Sincerely yours,

Mark A. Rhein

CC; Keven De Leon, City Councilman, 14th District, City of Los Angeles

COMMENT LETTER 221

Subject: e: NoHo to Pasadena Transit Corridor DEIR Review Extended
Dat : Monday, November 30, 2020 at 7:10:58 PM Pacific Standard Time
From: Mark Whitney
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

Please do not implement and options that would reduce parking or restrict left turns in Eagle Rock. My preference is for the freeway option with a stop at Figueroa. I know many people that operate businesses along Colorado in Eagle ock and they already complain about the lack of parking. Perhaps bicycle traffic could be redirected to Yosemite, which is much slower to start with. Plus, because it is residential, it would be less impacted by a reduction in parking. 221-1

Mark Whitney

On Mon, Nov 30, 2020 at 1:59 PM Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net> wrote:

View this email in your browser



The Draft Environmental Impact Report (DEIR) review period for the NoHo to Pasadena Transit Corridor project is extended to December 28, 2020.

The NoHo to Pasadena Transit Corridor Project has extended the **deadline for public comment on the DEIR until December 28** to allow for more opportunities for public comment due to the holidays and election cycle.

If you haven't visited the virtual platform yet, you can do so at nohopasbrt.com to learn more about the project, view project information boards and maps, watch the recorded presentation and update video, and submit your comments. You can also submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us

Metro invites you to stay involved and share your feedback.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro



El periodo de revisión del Plan preliminar del Informe de Impacto Ambiental para el proyecto del corredor de transporte público de North Hollywood a Pasadena se extiende hasta el 28 de diciembre de 2020.

El proyecto del corredor de transporte público de North Hollywood a Pasadena ha extendido **la fecha límite para la entrega de comentarios públicos sobre el Plan preliminar del Informe de Impacto Ambiental hasta el 28 de diciembre** para brindar más oportunidades de participación debido a los días festivos y las elecciones.

Si todavía no ha visitado la plataforma virtual, puede hacerlo en nohopasbrt.com para conocer más sobre el proyecto, ver los anuncios informativos y los mapas del proyecto, ver la presentación grabada y el video con actualizaciones y enviar sus comentarios. También puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos

Metro lo invita a participar y compartir su opinión.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro

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COMMENT LETTER 222

Subject: Yes on 134Fwy-NoHo to Pasadena BRT
Date: Monday, December 28, 2020 at 1:39:43 PM Pacific Standard Time
From: Martha
To: NoHoPasBRT
CC: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, kathryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, Jackson, Michele, mayor@longbeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, councilmember.kevindeleon@lacity.org
Attachments: Yes on 134 letter - NoHoPas BRT_MarthaAOrozco.pdf

Scott Hartwell

Project Manager, Metro

One Gateway Plaza, MS 99-22-6

Los Angeles, CA 90012

December 28, 2020

Mr. Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says “Eagle Rock. L.A.’s Hometown.” The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, property values, and impact the safety of our Eagle Rock community. 222-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 222-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor. 222-3

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community.

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking 222-4

to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there.

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 222-4 (cont.)

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 222-5

Sincerely,

Martha A Orozco

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org<mailto:mayor.garcetti@lacity.org>

ilda L. Solis firstdistrict@bos.lacounty.gov<mailto:firstdistrict@bos.lacounty.gov>

Ara Najarian anajarian@glendaleca.gov<mailto:anajarian@glendaleca.gov>

athryn Barger Kathryn@bos.lacounty.gov<mailto:Kathryn@bos.lacounty.gov>

Mike Bonin mike.bonin@lacity.org<mailto:mike.bonin@lacity.org>

ames Butts mayor@cityofinglewood.org<mailto:mayor@cityofinglewood.org>

acquelyn Dupont-Walker jacksonm@metro.net<mailto:jacksonm@metro.net>

Robert Garcia Mayor@LongBeach.gov<mailto:Mayor@LongBeach.gov>

anice Hahn hahn@bos.lacounty.gov<mailto:hahn@bos.lacounty.gov>

Paul Krekorian councilmember.krekorian@lacity.org<mailto:councilmember.krekorian@lacity.org>

Sheila Kuehl sheila@bos.lacounty.gov<mailto:sheila@bos.lacounty.gov>

Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov<mailto:markridley-thomas@bos.lacounty.gov>

evin de León councilmember.kevindeleon@lacity.org<mailto:councilmember.kevindeleon@lacit

COMMENT LETTER 223

Subject: Metro NoHo-Pas DEIR Comment
Dat : Saturday, November 21, 2020 at 2:26:38 PM Pacific Standard Time
From: Martha Kowal
To: Metro's NoHo to Pasadena Bus Rapid T ansit Corridor Team

The Colorado route would be a disaste , for traffic. Even with Covid, Colorado is a busy street. There are very few that would ride the NoHo Metro from Eagle Rock and it would interfere with cause more exhaust for the area also with slow moving ca s. 223-1

I am for the 134 route.

Sincerely
Martha Kowal

COMMENT LETTER 224

Subject: Metro NoHo-Pas DEIR Comments
Dat : Thursday, December 10, 2020 at 12:38:20 PM Pacific Standard Time
From: Martin LeFever
To: nohopasbrt@metro.net

No bus corridor. Period

224-1

COMMENT LETTER 225

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Friday, December 25, 2020 at 9:32:42 PM Pacific Standard Time

From: artin Rusch

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

Al of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

225-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

artin Rusch, 90041

COMMENT LETTER 226

Subject: ST BUS R UTE FR OM WH to Pasadena

Dat : Tuesday, December 1, 2020 at 8:09:15 AM Pacific Standard Time

From: mary castaneda

To: oHoP asBRT@metro.net

The bus route from West Hollywood will ruin the city of Pasadena. Pasadena is a nice clean city. Bringing people from West Hollywood could bring crime by bringing homeless people that will only destroy the neighborhood. Cost of living here is high and we deserve the right to protect our city.

226-1

COMMENT LETTER 227

From: Mary Morano
To: nohopasbrt@metro.net
Subject: Noho
Date: Monday, December 28, 2020 11:20:30 AM

Keep it out of downtown eagle rock. Businesses need the street space for outdoor dining...stick to the freeway. 227-1

Sent from my iPad

COMMENT LETTER 228

Subject: NoHo to Pasadena Transit Corridor
Dat : Monday, November 16, 2020 at 2:59:41 PM Pacific Standard Time
From: Matt Harrington
To: NoHoPasBRT@metro.net

After attending several of the meetings held in Eagle Rock in 2019, then seeing the recent presentation and the most recent rendering for the project, I am mostly concerned about the Eagle Rock section of the project.

I do think a **cent r running option** for Colorado Boulevard **would be best for our community**. With what has happened during this pandemic, and the need for businesses to take over the sidewalk and roadway, having a future bus option taking up this valuable (and right now necessary) real estate would adversely effect the neighborhood. I am concerned by noise and speed of the buses so close to pedestrians and business. I believe using the center running option would be far more aesthetically pleasing and safer. Adding this and the accompanying stations to the Boulevard would I hope help with traffic speeds and provide additional safe crossing plazas for pedestrians. 228-1

Regards,

Matt Harrington
Eagle Rock Resident

COMMENT LETTER 229

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Saturday, December 19, 2020 at 9:50:19 PM Pacific Standard Time

From: Matt Harrington

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances sa ety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

While the next-gen of public transit is important, so are residents’ access to their local “downtown” areas. As an avid walker, being able to walk on sa e, vegetation line streets, stopping by local businesses and eateries, sa ely crossing thorough ares and all being able to congregate sa ely with my neighbors is just as important, if not more so.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian sa ety, upgrades bike infrastructure, expands sidewalks, improves sa ety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.sa elinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7C12b1c2b0f2fd4febb2da08d8a4ab23a7%7Cab57129bdb d4cacaa77fc74c40364af%7C0%7C0%7C637440402241875308%7CUnknown%7CTWFpbGZsb3d8ey WIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLC XVCI6Mn0%3D%7C1000&sdata=UZieFvHIsI0G7HIobmNjFx4KdQXw7pYzaWYGFF7fRLA%3D&reserved=0

229-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a sa er, greener, more vibrant street. I urge Metro to study this option and adopt it as the pre erred route alternative for Eagle Rock.

Sincerely,

Matt Harrington

COMMENT LETTER 230

Subject: We need more transit, more rapid bus lanes, and more bike lanes
Dat : Monday, December 28, 2020 at 4:01:48 PM Pacific Standard Time
From: Matthew M Robertson
To: NoHoPasBRT@metro.net

I support more active transportation projects across the board. I live in SFV and would love to take a rapid bus from NOHO to Pasadena. We need a bike lane on Sepulveda too. Please do not do this half-assed. I'll let the people who understand this better than I to tell you what they think is best, but I want to be counted as a supporter of this and all the projects that make active transportation safer, equitable and easier. Thank you. 230-1

Matthew Robertson, MPA
Project Manager I
Quality Management Department

aiser Permanente - Woodland Hills Medical Center

I work remotely so please only contact me through Email or Teams.

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COMMENT LETTER 231

From: mo perkins
To: Metro"s NoHo to Pasadena Bus Rapid Transit Corridor Team
Subject: Rapid bus dedicated lanes in Eagle Rock
Date: Sunday, December 27, 2020 10:03:57 AM

Hello all,

I'm an Eagle Rock resident and homeowner. I live with my family on Hill Drive just above Colorado Blvd. I'm very concerned about Metro LA's plans to create 2 dedicated bus lanes on Colorado Blvd for Metros rapid bus route between Pasadena and North Hollywood. From Metro's planning site it looks as if the plan is currently to lose our bike lanes and add a bus lane next to parking. I would like to see the math on this. Currently there are two lanes, a small bike lane and parking. Where are you going to fit an entire third lane for buses. I believe this will mean taking out part of our sidewalks and by extension our trees that line those sidewalks. Part of the charm of Eagle Rock is that as a community started in the 1900's it has beautiful old trees. Along Colorado Blvd's sidewalk from Eagle Rock Blvd. to Figueroa there are literally hundreds of trees that are many decades old. Our green spaces and trees are important to the value and quality of life in our community. These trees add value to our homes and clean our air. I do not see how you can add an entire additional bus lane (even taking out the bike lane) without cutting down our trees. That space has to come from somewhere and I find metros drawings misleading. 231-1

I also worry about the negative impact these dedicated lanes will have on our local businesses. Colorado Blvd is the heart of Eagle Rock with businesses like Casa Bianca that have been in our neighborhood for over 50 years as well as budding new businesses like the bustling Penny Oven that opened just last year. Our local businesses are lovely and define the character of our community. 231-2

When I looked up Metros plan, I found it really telling that Pasadena will not be having dedicated bus lanes for their section of the ‘rapid’ bus. The reason is most likely the same reasons people in Eagle Rock object to them. It costs them trees and damages their businesses on main streets. Buses are great and we should have them, but let’s not make Colorado Blvd a freeway to shave a few minutes off a commute from Pasadena to Burbank. Especially as we have a freeway, the 134, right near us and ready to use if we choose to run that route. Or even better, like Pasadena, have the bus come down Colorado Blvd, but don’t create a dedicated bus lane, let us keep our trees and businesses happy. Please do not literally throw them under the bus. 231-3

Sincerely,
Maureen Perkins

COMMENT LETTER 232

From: Melanie Pava
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 1:43:30 PM

This plan to implement a dedicated bus lane through our tiny town was a horrible idea made by someone wanting to grease his own palms. We have plenty of busses running down our main (and only) artery through town. Because of the Waze App, and traffic diverted from the freeway, it is already impossible to make a left on Colorado, something that I used to do 24 years ago when we moved here. The median with grass and trees are imperative to both our health, and aesthetics. Our parking is already very limited, and we like our independent mom and pop shops and restaurants. The idea of bringing in big chains, and condos, which were mentioned as incentive for this bus line aren't only not feasible for our already congested main drag, but not what we want for our town. If we had wanted it, we'd have moved to Glendale. If this does go through, we will probably end up leaving the home we love, because I don't foresee this being an improvement to Eagle Rock. 232-1

Please consider the freeway route. Nobody wants to stop here on their way to Pasadena from NOHO. My husband are I are seniors, can't walk the hill to get down to bus stops, and can't fathom trying to make it back up the incline lugging bags of groceries.

Please stop this crazy idea. It would not benefit any of us.

Thanks for your consideration-

Melanie and Ernie Pava

Sent from my iPhone

COMMENT LETTER 233

ubject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project
Da e: Saturday, December 26, 2020 at 10:17:39 AM Pacific Standard Time
From: ichael Amoruso
To: nohopasbrt@metro.net
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Hi,

As someone who lives and works in Eagle Rock, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

While I fully support improving mass transit, which is crucial city infrastructure that greatly improves citizens’ quality of life, upgrades shouldn’t come at the expense of greenery, pedestrian access, and bike lanes.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

233-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

ichael Amoruso
90041

--

Michael Amoruso | Assistant Professor
He / Him / His
Department of Religious Studies

COMMENT LETTER 234

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 12:16:28 PM Pacific Standard Time

From: Michael Blanchard

To: nohopasbrt@metro.net

CC: acksonM@metro.net, councilmember.kevindeleon@lacity.org

As an Eagle Rock resident, transit user, and bicycle commuter, support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I walk in Eagle Rock with my family several times a week, and bi e alone or with friends often. We eat in local restaurants (when allowed) and frequent local businesses. This plan will enhance all of those experiences, while also improving public transit for the city of LA and neighboring cities, all while enhancing the character of Eagle Rock's Main Street.

234-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Roc , because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Michael Blanchard

90041

COMMENT LETTER 235

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 3:34:20 PM Pacific Standard Time
From: ichael Fishman
To: oHoP asBRT

Hello Metro,

Eliminating bike lanes to make room for tr nsit isn't accept able!

While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. This false choice - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 235-1

-Michael Fishman
Sherman Oaks, 91423

Help me make the streets of Los Angeles safer

COMMENT LETTER 236

Subject: Metro NoHo-Pas DEIR Comments
Dat : Tuesday, December 1, 2020 at 1:49:36 PM Pacific Standard Time
From: Michael Guitar
To: nohopasbrt@metro.net

To whom it may concern,

I am an Eagle Rock homeowner and strongly in favor of the route along Colorado Blvd. Easily accessible public transportation is essential in order to tackle the climate crisis and create a more equitable community. Please do not bypass Eagle Rock with the BRT.

I also urge you to select a design that includes protected bike lanes. A bicycle is my primary form of transportation around Eagle Rock. Although I occasionally ride my bike on Colorado, I try to avoid it as much as possible because I do not feel safe riding unprotected next to cars that frequently travel well above the legal speed limit. I know many others who feel the same.

236-1

Best regards,
Michael Guitar

COMMENT LETTER 237

From:	Mike Kowal
To:	nohopasbrt@metro.net
Cc:	Mike
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Sunday, December 27, 2020 12:11:22 PM

I have read most of the proposal for the round through EAGLE ROCK.

As a home owner in Eagle Rock I bought my home because of the neighborhood and quaint business districts on Eagle Rock Blvd and Colorado.

I have seen these businesses thrive in the years before Covid 19. I believe your proposal of tearing up Colorado Blvd to run the bus down Colorado is ridiculous to provide ridership for so few in the Eagle Tock area. There is not parking at either Eagle Rock nor Townsend. If you mitigate later you will be changing the character of why homeowners bought in the neighborhood. It feels like you are pushing this so developers will be able to build large tall apartments and destroy our neighborhood.
You could have as many passengers from Eagle Rock by using the 134 Route and not tear up our street and interrupt business with your design. 237-1

Even with Covid we have hat lots of traffic on Colorado. Since it is an evacuation route out of Eagle Rock I worry that your Colorado route will create a huge problem if we have an Earthquake or major fire even 237-2

Sincerely
Michael Kowal Jr

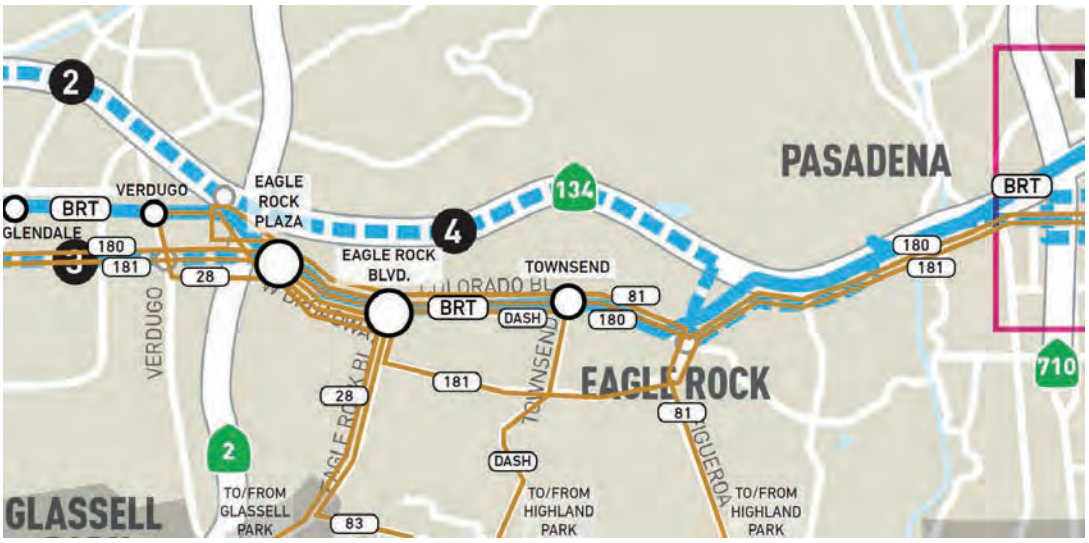
COMMENT LETTER 238

From: michael macdonald <michael.s.macdonald@gmail.com>
Sent: Monday, December 28, 2020 8:51 PM
To: NoHoPasBRT
Cc: Jackson, Michele; Alice Roth; Sarah Flaherty; Nate Hayward; Jennifer Barraza
Subject: Save our medians! Adopt the "Beautiful Boulevard" proposal

Mr. Hartwell, Metro project team, Metro Boardmembers, and Council District 14 staff,

As an Eagle Rock resident, I am severely disappointed with the options (F1, F2, F3) that Metro has provided for the Eagle Rock community as described in the North Hollywood to Pasadena BRT project's Draft EIR. None of Metro's options meet the goals that the Eagle Rock community has consistently communicated of quality transit, safe streets, preservation of medians, and support for a vibrant Downtown Eagle Rock that sustains our local small businesses. 238-1

Metro's outreach and engagement for this project has been consistently lacking. As a transit user, I have not seen any outreach efforts specifically directed to existing transit riders, particularly to riders of Metro 780, 180, 181, 81, or 28 lines, or of DASH Highland Park/ Eagle Rock service. Metro's failure to meaningfully engage with actual transit users, and its inequitable focus on engaging affluent non-transit users, are largely to blame for the fact that Metro is even presenting route alternate F3, which would bypass central Eagle Rock, provide no Downtown Eagle Rock transfers to local bus service, and force transit riders to wait at stations in inhospitable spaces adjacent to freeway onramps or gas stations.



A street-running BRT line on Colorado Boulevard will serve five times as many transfers to local bus service as alternate F3. Metro has provided insufficient study of the impacts to existing transit riders of providing a transit line without local transfer connections within central Eagle Rock in the context of designing an upgraded transit line that largely traces the existing 780 Rapid line. Metro should recognize the F3 route alternate as unworkable and abandon it as it proceeds with further design. 238-2 238-3

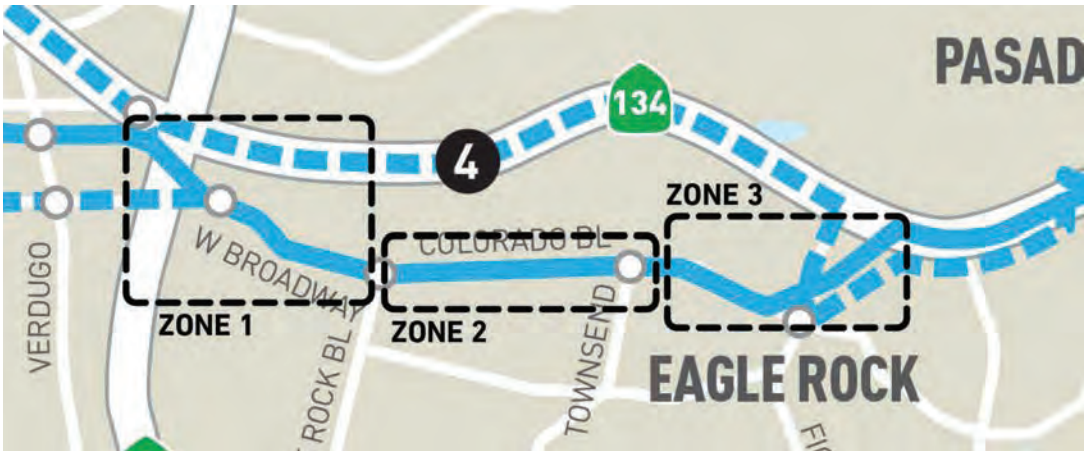
Unfortunately, both of the one-size-fits-all options that Metro has provided for Colorado Boulevard are wholly ignorant to Eagle Rock's local context and focused at maximizing the convenience of non-transit travel by car. Proposed project F2 would eliminate existing buffered bike lanes that the Eagle Rock community dedicated 3 years of engagement and effort to implement, and which were the first stage of a community-wide effort to build a greener and more pedestrian friendly street called "Take Back The Boulevard." Metro's mitigation measure TRA-5 is laughably insufficient to address the multitude of ways in which the F2 alignment would endanger and discourage travel by bicycle; would impact Take 238-4

Back The Boulevard-envisioned curb expansions; would impact roadway travel speeds, safety, and City of LA Vision Zero goals; would prohibit implementation of Mobility Plan 2035; and would reduce safety of existing crosswalks. Metro should also abandon the F2 route option. 238-4 (cont.)

In proposing to tear out existing landscaped medians and remove 50% of curbside parking, alternate F1 is similarly ignorant of Eagle Rock's context and goals that have been consistently communicated to Metro. Metro has similarly provided insufficient study of the impacts to roadway safety, City of LA Vision Zero goals, stormwater management, air quality, and pedestrian access for the F1 route alternative. 238-5

Additionally, Metro has provided no study of BRT-style buses for this BRT project. Cities across the United States are consistently using buses that board from both sides to provide light rail-like service for buses. Metro's center-running F1 option proposes costly demolition of existing medians, some of which could be mitigated through use of actual BRT-type vehicles that are able to board from a centrally-located station. Metro must study procurement of buses that board from both sides for this and other BRT projects that are in development. 238-6

What is most frustrating about Metro's poorly considered options is that there is no lack of know-how and collaborative spirit within Eagle Rock. Time and again over the past three-plus decades, Eagle Rock's community has worked together to develop plans to support small businesses, protect architectural character, provide greenery, and make for a safer and more multi-modal transportation system. Most obvious in such collaborative efforts within Eagle Rock's diverse community should be The Eagle Rock Association (TERA), who spearheaded the visionary Take Back The Boulevard initiative, who convened a positive community dialog around Metro's project in August 2019 at a time when Metro struggled to communicate basic goals for the project, and has over three decades of experience in advocating for a better Eagle Rock. Rather than ignore this community resource, Metro should work with TERA to provide community engagement and discussions moving forward about project goals and solutions.



238-7

Where Metro has failed, the Eagle Rock community has stepped up to provide the "Beautiful Boulevard" plan: a context-sensitive solution for the BRT project within Eagle Rock that is organized into three zones. This proposal saves existing medians, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and increases roadway safety, all while providing quality regional transit service to and from Eagle Rock. This solution is detailed at https://www.eaglerockforward.org/.

I support the Beautiful Boulevard proposal and urge Metro to study and adopt it as the locally-preferred alignment within Eagle Rock. I urge our elected leaders to fully support this plan and assist in community engagement to ensure it can be developed to maximize community and transit rider benefit. 238-8

When I and other voters voted "yes" on Measure M in 2016, we did so with the goal of building a better and more sustainable transit system across the Los Angeles region that would provide a viable alternative to driving and regional congestion. In its prioritization of driving convenience and efforts to maximize vehicle lanes to the detriment of active transportation, Metro's project team has completely lost sight of this primary goal and is instead centering decision making apparently to appease a 28.9% minority that voted against Measure M. This is a completely unacceptable

approach to designing a transit line in 2020, at a time when transportation costs are a significant component of residents struggling to make ends meet and where climate change's impact is being felt through longer fire seasons that pollute our air and endanger our communities.

I've had enough of the public grandstanding that does not work towards meaningful action. We need Metro *and* our elected leaders to fulfill the promise that voters approved by implementing quality transit that will take meaningful action on climate change. Maximizing travel by private automobiles ain't it. 238-8 (cont.)

The Beautiful Boulevard proposal provides a workable solution for Metro to provide quality transit, safe first mile/last mile connections, while mitigating impact to locally important context within Eagle Rock.

Save our medians! Adopt the Beautiful Boulevard alignment solution.

Sincerely,

Michael MacDonald
Eagle Rock, 90041

COMMENT LETTER 239

ubject: The “Beautiful Boulevard” concept for Metro’s NoHo-Pasadena BRT is FANTASTIC!
Date: Monday, December 28, 2020 at 1:43:46 PM Pacific Standard Time
From: ichael Schneider
To: NoHoPasBRT@metro.net
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Dear Metro,

As someone born and raised in Los Angeles, I can understand how difficult change is. I understand that in our city, it’s somehow assumed that - unlike the rest of the world - people “just wouldn’t bike” even if we gave them safe infrastructure. And it’s become a given that the bus takes 2-3x as long as a car. But just IMAGINE what would happen if there was safe bike infrastructure AND bus infrastructure that made it even faster than private cars at rush hour. It would change everything.

Having recently seen eaglerockforward.org, it is the best of all worlds. It combines world class bike and bus infrastructure without adding too much inconvenience to people driving, while beautifying Colorado Bl. and brining more customers to businesses. I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project.

All of the alternates that Metro has offe ed as part of the Dr ft EIR for Eagle Rock a e problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks.

239-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. **I urge Metro to study this option and adopt it as the preferred route alternative for E gle R ock.**

ichael Schneider

90046

COMMENT LETTER 240

Subject: Don't remove bike lanes on Colorado Bl!
Dat : Monday, November 9, 2020 at 2:51:29 PM Pacific S andard Time
From: Michael Siegel
To: NoHoPasBRT@metro.ne

Dear Metro,

I support the creation of a BRT on Colorado Blvd - it absolutely must be on Colorado Blvd.

However, I oppose removing existing bike lanes for a bus lane. The whole point of this thing is to provide a connected network of public transport with other multimodal options on this route. Removing bike lanes does the opposite.

240-1

Bike lanes/bus lanes/car lanes on this route provide the in en of a good transportation network - multiple options. Why are we trying to go backwards?

Please, I urge you to implement BRT and main ain the existing bike lanes.

Thank you,

Michael Siegel
outh P asadena, 91030

COMMENT LETTER 241

From: Michael Tuggle
To: NoHoPasBRT@metro.net
Subject: NoHoPasBRT
Date: Monday, December 28, 2020 3:09:20 PM

Hello,

I live in Eagle Rock. I don't understand why you are planning to go through Eagle Rock on Colorado BLVD with the NoHoPasBRT. Seems like you should stay on the 134. You are already on the 134, you come off of it to go through Eagle Rock, and then you get back on the 134 to end up in Pasadena. If you are concerned about the speed of the trip, then staying on the 134 would be faster. If you are concerned with adding more riders, then please provide some numbers as to how many more riders you expect to pick up through Eagle Rock. I do not believe the low number of additional seats you would fill from slowing down through Eagle Rock would outweigh the speed increase by staying on the 134. By driving down Colorado BLVD you seem to be proposing either taking out the median that runs through Eagle Rock or taking away parking along Colorado BLVD. Your website states you will not remove the bike lanes. I live here and the bike lanes are hardly used. I voted for them, but they are hardly used. The parking is used. The parking is used every day. All of the small Mom & Pop businesses along Colorado need that parking so we can spend money at their stores. The median makes it feel like a small town even though we are part of LA. The median is a haven for my children and I as we cross Colorado to get from one store to the next. Please don't take the median away. Please don't take the parking away. Please send the NoHoPasBRT on the 134.

241-1

Thank you,

Mike Tuggle

COMMENT LETTER 242

Subject: Noho-P s brt, E gle R ock, Colorado Blvd - no bus only lanes, please drive the bus on Colorado Blvd. without changes

Dat : uesday, December 29, 2020 at 3:08:36 PM P cific St andard Time

From: mm

To: nohopasbrt@metro.net, Chris Dunn

Dear Metro Staff,

We are residents of Eagle Rock, living 2 blocks away from Colorado Blvd. We are asking that you NOT DESIGNATE BUS ONLY LANES ON COLORADO BLVD. Please just drive the bus on Colorado Blvd exactly as it is without "bus only lanes". The traffic on Colorado Blvd in Eagle Rock always flows smoothly at 30 mph, which is the same speed a bus would travel in its "bus only lane", there is very little time difference in driving the 1 miles stretch whether a bus would have its restricted lane, or just drive in traffic... the transport time would be the same, even in rush hour. 242-1

I am an environmentalist and pro-public transportation, we have many bus lines currently in Eagle Rock. Even before the pandemic there is very little ridership on the current bus lines. 242-2

Please do a study of driving time in a designated lane, and without a designated lane along Colorado Blvd., there is absolutely no need to take away a lane from local residents. Also this is our only shopping zone along Colorado Blvd. Bus only lanes would be extremely disruptive to residents and local businesses and restaurants.. 242-3

Planning a bus only lane in Eagle Rock (where traffic flows freely all day) will do nothing to improve speed for the rapid bus line. It will only infuriate Eagle Rock residents.

Please cancel any plans to make a "bus only lane" on Colorado Blvd. Clearly the majority of Eagle Rock residents want the bus line on the 134, or on Colorado Blvd without "bus only" lanes. Please listen to us, this is our tax money, we do not want it wasted on disruptive unsightly bus lanes that don't provide any time benefit for the bus through this neighborhood. I have recorded videos of the traffic speed at 4 times throughout the day last January on California Blvd. I'm happy to send you those videos, it is proving all traffic moves at 30 mph all day and night. 242-4

Thank you,
Michele McKinley

COMMENT LETTER 243

VOICEMAIL

Date: December 29, 2020
From: Michelle McKinley

Hi I would like to leave a comment regarding the North Hollywood to Pasadena rapid line we live in Eagle Rock in a block away of Colorado Blvd I just wanted to say it seems most people in Eagle Rock want it to go on the freeway. My feeling is there is no need for a bus only Lane that would disrupt our one and only shopping district here in Eagle Rock. The main reason the traffic on Colorado Blvd always travels at 35 mph even during rush hour there's no need for a bus only lane where the bus will be going 30 mph just like the rest of the traffic that goes at 30 mph this is not a heavily congested area that needs a bus with its only dedicated bus lane. Please drive the bus up Colorado Blvd exactly as it is do not take another lane from the local residents there would be time difference for the bus in its own dedicated bus lane. My name is Michelle McKinley. 243-1

COMMENT LETTER 244

Subject: I Support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 1:20:39 PM Pacific Standard Time

From: Miguel Nunez

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Attachments: image.png, image.png, image.png

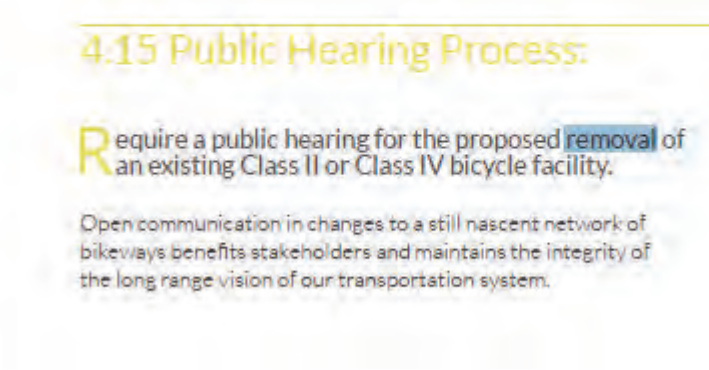
I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

If a street is identified on both the TEN and the BEN, designs must include both dedicated transit facilities and protected bicycle facilities, if feasible. The Mobility Plan realizes that future street improvements may not always fully realize the full design elements that have been conceived and/or articulated.

The impact assessment provided does not comply with the requirements by the City of Los Angeles to adequately address conflicts with Programs, Policies, and Ordinances. While it is true that MP2035 recognizes that there may not be sufficient space for a TEN and BEN facility, the spirit and letter of the policy analysis required by the City of Los Angeles is to identify conflicts with planned facilities and bring to the attention of stakeholders and decision makers that a conflict exists and decision must be made to prioritize or select the implementation of the facilities that meet one or both of the suggested cross-sections and infrastructure that are reflected in each. It does not allow for agencies like Metro to unilaterally decide that the conflict with and preclusion of specific facilities in the MP 2035 network, which specifically calls for a dedicated protected bike facility, is not a conflict when it clearly is and needs to be identified as such for decision makers. The guidance in the City's Transportation Analysis Guidelines requires the disclosure of projects that preclude or conflict the installation of other city facilities, this project is clearly in conflict and that impact is not identified and instead hidden under the statement above. That statement does not absolve the project of disclosing conflicts that preclude installation of specific facilities identified in MP 2035. This project is not merely precluding future dedicated bicycle facilities, it is removing designated bicycle facilities and replacing it with a shared facility. Colorado boulevard is wide enough to accommodate bus lanes and dedicated bicycle facilities, therefore Metro should at least try to offer an option that complies with the City of Los Angeles's Mobility Plan.

244-1

10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero



Is the hearing to remove the Class II the hearing for this project or would that be held separately? How is the decision in this DEIR to *remove AND preclude* designated bike lanes with the preferred option consistent with the CIty's TAG requiring disclosure of conflicts and removal of Class II Facilities? Where does the EIR offer an option that complies with MP 2035 and provide a rationale from deviating with compliance? Has metro obtained parking data to better understand how much the parking is used and whether that can be removed instead of the bike lane?

The City policies described above clearly call for greater transparency, notification, and identification of conflicts that reflect significant impacts per the evidence above under the CIty's new transportation analysis guidelines.

Thank you,

Mike N

COMMENT LETTER 245

Subject: Comment re: NohoPas BRT through Eagle Rock 90041
Dat : Thursday, November 19, 2020 at 3:21:30 PM Pacific Standard Time
From: ina Fried
To: NoHoPasBRT@metro.net

Dear Metro,

I have lived in Eagle Rock for 29 years. I own a home one half block north of Colorado Blvd.

I walk frequently in the neighborhood for both errands and fitness.

It is very important that you maintain our Main Street (Colorado) as close as possible to current configuration.

We must have TWO FULL LANES FOR VEHICLES IN EACH DIRECTION.
Otherwise, the environmental damage of cars stuck idling in a single lane will increase air pollution for those of us who live and walk here.

245-1

We must maintain our CURRENT MEDIAN. Otherwise, the environmental damage of losing green space and trees will damage our air quality and increase our carbon emissions.

We can have busses move rapidly by having our TRAFFIC SIGNALS SYNCHRONIZED, so that pedestrians have long enough time to cross the boulevard and busses can move along as well.

We can let BUSSES SHARE THE BIKE LANE, because there is very little usage of the bike lane. It is more important for us to MAINTAIN STREET PARKING ON COLORADO so our local businesses can survive.

245-2

Your diagrams and outlines do not easily explain which plan would meet these requirements of our neighborhood. But our neighborhood must NOT BECOME A THOROUGHFARE THAT DEPRIVES LOCAL RESIDENTS OF SAFE ACCESS TO OUR OWN COMMUNITY.

245-3

Thank you, and please keep us all posted of any future activity re ardin this project.

ona FIeld,
Retired Professor, Glendale Community College

Sent from my iPad

COMMENT LETTER 246

VOICEMAIL

Date: December 1, 2020
From: Miri Hindes

Hi my name is Miri J, I'm a resident of Eagle Rock. I was trying to leave a comment about how much I'm opposed to your project and when I click through on the email that you say is a public comment email, it is invalid. So there is no way to leave comments. So there's no way that you can gauge how opposed we are to your project. My number is [redacted]. Thanks. 246-1

COMMENT LETTER 247

Subject: Metro NoHo-Pas DEIR Comments
Dat : Thursday, December 10, 2020 at 12:04:54 PM P cific St andard Time
From: Devil's Night & Hicksville
To: nohopasbrt@metro.net

Eagle Rock needs this going down Colorado Blvd. The trees in the middle of Colorado are ugly anyways. 247-1

morgan night

COMMENT LETTER 248

Subject: Please run bus along Colorado Blvd!
Dat : Tuesday, December 1, 2020 at 6:54:40 PM Pacific Standard Time
From: Myanna Dellinger
To: NoHoPasBRT@metro.net

Dear Metro:

In response to the NoHo to Pasadena bus route, PLEASE run it on Colorado Blvd. and NOT on the 134 freeway!!!

Many older, conservative voices want the bus on the freeway for “Not in my backyard” purposes. However, we all now know that public transportation in urbanizing areas for many reaons: to avoid traffic congestion, to revive areas that otherwise won’t have as much night life and diversity as could be with public transportation, and to, simply, model what we KNOW works from Europe and other places: enabling people to move around more easily will make areas more modern, likeable, and profitable for businesses.

Running a bus on the 134 freeway through Eagle Rock will be a disaster as no one in Eagle Rock will want to walk up a very steep hill “just” to get on a bus.

248-1

The comments about “nice trees” are ridiculous: the trees along Colorado Blvd. are NOT nice, need to much water, and just look bad anyway as do the grassy area they are in. A nicely done bus route with cacti landscaping will look much better and bring more people in and out of Eagle Rock which is the way to do things for the future. We are in an urban area in LA. It is almost the year 2021. It is time to stop acting in selfish, needlessly ineffective ways just for NIMBY/conservative reasons by people who are never out and about anyway, but just want to resist things in the hopes of returning a past that is gone.

What worked was the trolley line in the 1900s! Lets do what we know works from that era and from Europe!

Please listen to the many of us that want this bus route along Colorado Blvd

---
Myanna Dellinger

COMMENT LETTER 249

Subject: BRT Comment
Date: uesday, November 3, 2020 at 1:56:03 PM Pacific Standard Time
From: Nadine Levyfield
To: oHoP asBR

Dear Metro,

lease do not build the BR T on Colorado Blvd. in Eagle Rock.

earing up Colorado Blvd. will create chaos for local residents like me, harm local businesses, and increase car traffic due to restricted lanes. 249-1

Please use the 134 for the Eagle Rock portion of the route, or use the existing bus lane.

Thank you,
adine

COMMENT LETTER 250

Subject: Comment in support of NoHoPasBRT
Dat : Saturday, December 5, 2020 at 8:02:42 PM Pacific Standard Time
From: Nathanael Cho
To: oHoP asBRT@metro.net

To whom it may concern,

Times are extremely difficult right now, but please continue working on this project. The pote tial impact sounds amazing. LA and Southern California are better when more people have access to transit.

Please expedite the needed reviews and processes as much as possible, within safety and reason. More people are telecommuting right now, so optimistically there being less traffic can lead to this project being completed faster. 250-1

I have one suggestion: Please give this project a nickname or an identifier like a letter and color. Remembering "North Hollywood to Pasadena Transit Corridor (NoHo to Pasadena BRT)" is difficult.

Sincerely,
Nathanael Cho

Los Angeles resident, and frequent traveler between the San Fernando and San Gabriel valleys

COMMENT LETTER 251

ect: NoHoPas BR2 - Ea2gle R2ck Community2
Date: uesday, December 1, 2020 at 7:35:34 PM Pacific Standard Time2
From: Nathanael T2onerud2
To: NoHoPasBR2@metro.net2

o Whom it Concerns,2

As a resident of Ea2gle R2ck (male, 34, white) who relies on public transportation, I am **in favor** of the proposed route2 between North Hollywood and Pasadena through Ea2gle R2ck via Colorado Blvd., with stops at Ea2gle R2ck Plaza, Ea2gle2 ock Blvd., and T2ownsend Avenue. While options eastbound to Pasadena do already exist in Metro Lines 180, 181,2 and the Rapid 780 (making travel from Ea2gle R2ck to Pasadena relatively straightforward), travel westbound, by2 contrast, past Glendale, into Burbank and North Hollywood, is so circuitous, that making the trip south to D2 LA and2 back north via the R2d Line is often preferable, from my experience.2

Some residents of Ea2gle R2ck, particularly certain business owners, have come out against the NoHoPas BR2, claiming2 that such a route would increase local traffic, as well as increase low-2ncome and/or homeless riders coming to the2 area, an enormously biased, if not outright racist, point of view. Such perspectives are often the loudest in debates2 such as these, and are usually backed by those who stand to gain the most financially.2

Perhaps a BR2 "Rapid" can be introduced simultaneously that bypasses Ea2gle R2ck via the 134, for those wishing to2 travel between NoHo/Burbank and Pasadena as quickly as possible. But to do so by default only would be to2 abandon residents of the Ea2gle R2ck, Highland Park, and Mt. Washington neighborhoods hoping to gain easier access2 to the other side of Glendale via public transit. While the Glendale Metrolink line does exist, it cannot be relied upon2 in the same way as regular transit options, especially since getting to/from the station is itself somewhat difficult,2 rendering any time saved a wash.2

251-1

Indeed, as the LA Metro is surely aware, well designed and easily accessible transit systems *decrease* traffic locally,2 not increase. And if nothing else, offering low-2ncome, and yes, homeless, riders easy and simple access across the2 expanse of LA county can surely only be a boon to the economy, not a drag (not to mention life-saving for many such2 individuals).2

agle R2ck does not need to, and should not become, yet another high income, "chic" hotspot within LA via2 gentrification, and good public transit helps to prevent such an undesirable outcome.2

Thank you for your time.2

Sincerely,2
Nathanael T2onerud2

COMMENT LETTER 252

Subject: NoHo to Pasadena Transit Corridor comment
Dat : Monday, October 26, 2020 at 5:27:42 PM Pacific Daylight Time
From: Neale Stokes
To: nohopasbrt@metro.net

Hello,

I would like to take a moment to express my support for routing the BRT down Colorado through Eagle Rock. As a resident of Glassell Park who often uses transit, I would personally make use of this alignment to reach businesses in the Valley and Pasadena and avoid using a car. This alignment would provide great benefit to people living in Glassell Park, Highland ark, and Eagle Rock, and makes much more sense than bypassing actual commercial and residential areas by aligning on the 134. I would never use this transit option if it was on the 134. Such an alignment would make this great resource useless to people living in my community.

252-1

thank you,
eale Stokes

COMMENT LETTER 253

Subject: I Support BRT in Eagle Rock

Dat : Sunday, November 15, 2020 at 2:30:35 PM Pacific Standard Time

From: ick Richert

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

253-1

Thank you,

Nick Richert

--
Hear the Bike Talk podcast at FK.or g
Streams at stream.wbai.org:8000/biketalk Fridays, 6-7:30pm
Website: biketalk.org.
 ease join our Facebook Group
Twitter: biketalkpfk
Click to SUBSCRIBE

COMMENT LETTER 254

Subject: BR

Dat : Monday, November 30, 2020 at 4:37:29 PM P cific St andard Time

From: Nilz Serr no

To: NoHoP sBR T@metro.net

CC: Nilz Serr ano, saveeaglerockcommunity@gmail.com

To whom it may concern.

I am against the NOHO project and strongly oppose it!
The State of CA, County of LA, and the City of LA are all in a financial crisis.
Bus ridership will never be the same post covid and Metro needs to find a way to reinvent itself not spend 267 million dollars where it is not needed!

254-1

Nilza Serrano

Nilza Serrano

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COMMENT LETTER 255

Subject: I support the "Beautiful Boulevard" Eagle Rock Plan
Date: Wednesday, December 16, 2020 at 7:08:03 PM Pacific Standard Time
From: Noah Cox
To: nohopasbrt@metro.net
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Hi, today I was advised of an alternate Eagle Rock BRT plan called "Beautiful Boulevard". I am in complete support of that plan as compared to those proposed by Metro.

To be honest, I was completely shocked that the prior BRT Metro proposals treated Eagle Rock as a highway with little regard for the major value that Colorado plays in day-to-day life in Eagle Rock. I do see a value in ensuring that Eagle Rock has public transportation connections to other neighborhoods but those plans previously proposed were going to destroy local business and social life within our community. Eagle Rock is a blossoming neighborhood with a wonderful mixture of people who have a wide variety of interests, responsibilities, economic abilities, and backgrounds. The businesses, social outlets, and transportation around Colorado Blvd. is the lifeblood of the community. Immense care needs to be taken to preserve (and hopefully enhance!) that area.

255-1

The "Beautiful Boulevard" plan is a much better proposal with benefits for both local residents, those seeking to travel between points where Eagle Rock is merely along the route, and those needing public transportation to travel to and from Eagle Rock. It has done an excellent job incorporating needs of different transportation methods (bus, car, pedestrian, and bicycle). It has done an excellent job of accomodating the needs of the local businesses for parking and beautification. And it preserves our community social environment.

I would be happy to discuss this further if you have any questions. Thank you for your attention to my opinion,
oah Cox

os Angeles, CA 90041

COMMENT LETTER 256

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 7:55:43 PM Pacific Standard Time
From: Olga Lexell
To: oHoP asBRT

Dear Metro,
While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. This false choice - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 256-1

Thank you,
Olga Lexell
Reside t

COMMENT LETTER 257

From:	Olga Lexell
To:	nohopasbrt@metro.net
Subject:	Eagle Rock
Date:	Monday, December 28, 2020 12:03:39 AM

Please do not put the BRT stop on the highway. It needs to be in a pedestrian friendly area so that people actually want to take it. 257-1

--

Olga Lexell
Writers' Assistant/Script Coordinator

COMMENT LETTER 258

Subject: Public feedback
Dat : Thursday, November 12, 2020 at 10:53:23 AM Pacific Standard Time
From: Oscar
To: nohopasbrt@metro.net

Metro needs to have high quality center running bus lanes through Eagle Rock while preserving bike infastructure and improving the pedestrian experience. This exact corridor was built around a streetcar, it is ridiculous that the baseline transit service being considered is worse than it was a century ago. Additionally, the Central and Broadway segments through Glendale are dangerous for bike riders and are basically useless due to the parking lane on the other side. If your goals are so mediocre, honestly don't even bother. It is an insult to Glendale to get this subpar treatment. 0% of the roads in Los Angeles are high quality bus routes, this measely ap roach is embarassing.
-Oscar Peña

258-1

COMMENT LETTER 259

ect: Comment on upcfiming busing route plansfi
Date: Monday, December 28, 2020 at 8:06:41 PM Pacific Standard Timefi
From: Owen Thurstonfi
To: NoHoPasBRT@metro.netfi

Hello,fi

I am very exfiited to see this new busing route be implemented into Losfi Angfiles to help decrease pollution and traffic. I hope to see more routesfi designed in the same way this route was!fi

259-1

From,fi
Owen T.fi
--fi
Owen C. Thurstonfi

COMMENT LETTER 260

Subject: Public comment for NoHo-Pasadena BRT route
Dat : Monday, November 30, 2020 at 2:42:10 PM Pacific Standard Time
From: Padric Gleason Gonzales
To: NoHoPasBRT@metro.net

I strongly support a BRT route servicing these neighborhoods with fast a reliable service. I strongly oppose all alternative routes that direct buses to the 134 freeway. The purpose of BRT is to provide transit options to underserved neighborhoods and locations, not to use the already-congested highway. The proposed route through Eagle Rock is a good route and Metro should ignore calls to skip Eagle Rock. Also, the route should use center-running configurations as much as possible. One benefit that particularly i terests me is the use of all-electric buses.

260-1

Regards,
Padric

Padric Gleason Gonzales

COMMENT LETTER 261

Subject: Letter in support of 134 fwy NoHo BRT option
Date: Friday, December 11, 2020 at 11:26:47 AM Pacific Standard Time
From: Patricia Pérez
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team
CC: Eric Garcetti, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, athryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org
Attachments: NoHoPas BRT.docx

r . Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says “Eagle Rock. L.A.’s Hometown.” The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, affect property values, and impact the safety of our Eagle Rock community. 261-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 261-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor. 261-3

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community.

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 261-4

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 261-5

I strongly support public transportation but not at the expense of an established vibrant neighborhood.

The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle 261-6

Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway.

261-6 (cont.)

Sincerely,

P tricia Pérez

COMMENT LETTER 262

Subject: "Beautiful Boulevard" Eagle Rock

Dat : nda y, December 20, 2020 at 12:39:23 PM P ific St andard Time

From: P ul Rabinov

To: nohopasbrt@metro.net

I am writing to express my support for the community-gener ted "Beautiful Boulevard" concept for the BRT as it runs through Eagle Rock. This concept addresses tr nsit issues r aised in prior outreach meetings, while helping the community maintain and further develop a liv le, w lk able environment in its core area. The concept is superior to the three proposals identified in the DEIR, and should be considered as the preferred approach.

262-1

Pa l

COMMENT LETTER 263

Subject: Eagle Rock portion of the Metro project.
Dat : unda y, December 27, 2020 at 6:30:24 PM P ific St andard Time
From: Paula Grepo - Fuentes
To: nohopasbrt@metro.net

As a resident of Eagle Rock, who lives close to Colorado, I feel that this new bus system will take up too much of the street, and cause traffic and pedestrian problems. If you have not seen this street lately (since the covid outbreak), it is diminished by one lane on each side to allow restaurants to do business. There is no parking lane on much of the street. There are already buses on the street, in addition to the UPS, Amazon, and FedEx trucks that are being used for deliveries. Colorado fronts onto many residential streets, which means that there are older people as well as children using the streets now, since traffic is already bad. I do not think this is a good idea or the present, and if it has to be done, to wait until this pandemic is over before starting. 263-1

My favorite idea is to use the two park and rides at Broadway and Figueroa as a stop for this bus system, with the bus system that is already in place used to carry people to and from these park and rides.

COMMENT LETTER 264

Subject: BRT... Eagle Rock
Dat : Friday, November 13, 2020 at 3:19:50 PM Pacific Standard Time
From: ANGELINA CISTULLI
To: nohopasbrt@metro.net

Hello,
y c omment is that I fully support the freeway option for Eagle Rock portion of the proposed BRT… 264-1

Thanks
eter Cistulli, homeowner

COMMENT LETTER 265

From: Peter Liepmann
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 12:20:42 PM

To speed loading/unloading, consider having an area to pay the fare before getting on, rather like the train light rail system.
Brasilia did this to speed, and got buses to perform about as well as trains.

265-1

COMMENT LETTER 266

Subject: ticketing speed-up option

Dat : Wednesday, November 11, 2020 at 9:07:22 AM Pacific Standard Time

From: eter Liepmann

To: oHoP asBRT@metro.net

Brasilia sped up bus rapid transit by moving ticket taking to the stations before boarding (like trains) rather than onboard, like most buses.
This meant during heavy travel times, boarding time was reduced by 1-3 minutes at every stop, greatly improving service.
If NoHoPasBRT can do this, it would improve service.

266-1

Also, starting service in 2021 instead of 2024 would help grow ridership and allow experimentation with routes, etc.
Why wait 3 years to start the service?

eter Liepmann MD FAAFP MBA

COMMENT LETTER 267

From: Pilar Reynaldo
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 9:45:14 PM

Hello,

As someone who often works in Burbank and lives on the Pasadena border this is a very exciting project. I urge Metro to study a revised project alternative that incorporates a reduction of existing vehicle travel lanes to accommodate dedicated bus lanes. Metro should consider and study the community-generated "Beautiful Boulevard" compromise solution (described below) that calls for a reallocation of one vehicle travel lane in each direction within Eagle Rock's central business district on Colorado Boulevard approximately between Eagle Rock Boulevard and Mt. Helena Avenue in order to maintain existing medians and provide dedicated bus lanes, protected bike lanes, an improved pedestrian experience, and additional street trees. 267-1

In 2019, during Metro's Alternatives Analysis for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, many of organizations urged Metro to set efficient transit as a primary goal for this project, and to incorporate first mile/last mile improvements to provide safe and convenient access to this transit line for transit users who access bus service on foot, in wheelchairs, transferring from other transit lines, and by bicycle. These priorities are particularly important for the section of the transit line that is designed for the Los Angeles community of Eagle Rock. In the last eight years since I moved to the area I have seen Eagle rock evolve, Colorado blvd now has many fine restaurants who I hope survive the pandemic and flourish once again. It would be immensely beneficial for transit to travel through Eagle Rock and offer rider to exits and explore the many establishments in the area. 267-2

Sincerely,

Pilar Reynaldo
Neighborhood resident.

COMMENT LETTER 268

Subject: Noho to Pasadena comment

Dat : Wednesday, December 2, 2020 at 11:29:18 AM Pacific Standard Time

From: pinguino

To: oHoP asBRT@metro.net

Pretty excited to see an extension out to Pasadena, and hope its faster than doing Universal to DTLA and hopping on Gold. I personally prefer the subway to busses as they feel safer and less confusing to me, but anything to expand routes within the city I'm happy to see. 268-1

--

inguino Kolb

COMMENT LETTER 269

Subject: Opposition to LA Metro's Rapid Bus Plan Through Glendale

Dat : Monday, December 14, 2020 at 2:49:59 PM Pacific Standard Time

From: Kasha, Priscila

To: oHoP asBRT@metro.net, mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, Kathryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov

Dear Metro Board:

I have lived in the Glenoaks Canyon area of Glendale for 45 years and am writing to express my strong personal opposition to the proposal for LA Metro's Rapid bus lines running through Glendale.

I know that Mayor Najarian is on the Metro Board, and I am not sure how engaged the City of Glendale is on this issue.

Metro plans to expand its transit network with bus rapid transit (BRT) to run a new bus line that would connect North Hollywood to Pasadena by way of Burbank, Glendale and Eagle Rock. The link below describes the background and controversy surrounding this issue:
https://laist.com/2019/07/16/eagle_rock_metro_rapid_bus_route_noho_to_pasadena.ph

269-1

The proposals are for the bus to go south at Central Avenue and continue on one of three potential routes:

1. Hop on the 134 Freeway, bypassing surface streets in downtown Glendale
2. Take Central down to Broadway, continuing until it merges into Colorado Boulevard
3. Take Central down to Colorado Street, continuing until it merges into Colorado Boulevard

The cheapest route is the one that includes freeway travel.

We definitely do not want the bus ramming down Central, Broadway or Colorado or any Glendale street. Our traffic has gotten so incredibly bad already in Glendale due to all the new construction, apartment buildings, etc.

269-2

The projects will affect motor vehicle traffic, parking and roadways. I have serious concerns over the potential fewer car lanes, lost medians and parking chaos. We do NOT want dedicated bus lanes.

The City's infrastructure simply cannot handle this added burden, and this project will negatively impact the character of the neighborhoods in Glendale. Also, the buses are dirty and unsafe with the astronomical increase of the homeless population in the area.

Another serious concern is about "up-zoning" which would take local control out of the hands of our City government and into the hands of State politicians being lobbied hard by real estate developers. Senate Bill 50 is an example of this problem. Creating a new mass transit corridor raises the possibility for developers to build taller, denser housing along that route — and a risk that communities currently zoned for single-family homes could see that change. This is especially important in Glendale, where a lot of the land is occupied by single-family homes.

269-3

We have already seen the disastrous consequences that foolish "road diets" have caused in other cities

269-4

such as Los Angeles which resulted in public outcry over traffic nightmares. The political blunder resulted in bad press, reputation damage and costly litigation that ended up compelling the City to add back the car lanes that had been removed.

269-4 (cont.)

We don't need this type of social experiment in Glendale. I feel this would destroy our community. Please help us stop this ill-advised idea.

Thank you for your attention to this important matter.

Regards,

Priscila Kasha
Attorney at Law

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COMMENT LETTER 270

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Wednesday, December 23, 2020 at 4:11:54 PM Pacific Standard Time

From: Q. Sarah Ostendorf

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Dear all,

As an Eagle Rock resident and transit user, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I support the proposal not only because it will improve my own experience in Eagle Rock, but also because, as a faculty member at Occidental College, I can see how this proposal would be beneficial to the ~2000 students of Occidental, most of whom do not have cars, and all of whom could benefit from accessible transit service, protected bike lanes, and a more v brant, pedestrian-friendly Colorado Boulevard corridor. Since very few Occidental students are in residence on campus now because of the campus closure, and thus likely unaware of this proposal and unable to comment on it, I hope you will consider them as you consider this project.

All of the alternatives that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, and improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org.

270-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Q. Sarah Ostendorf

90042

COMMENT LETTER 271

Subject: oHo-P asadena BRT Line
Dat : Monday, December 28, 2020 at 4:19:35 PM Pacific Standard Time
From: Rachel Hastings Saunders
To: oHoP asBRT@metro.net

Hello,

I'm a resident of Burbank, and just wanted to say that I'm in favor of this project. As someone who would like to use transit more often, I'm very excited about the possibility of expanded options in my neighborhood. That being said, I'd advocate for the Olive/Verdugo station to be included, since without it there would be a fairly substantial gap between Buena Vista St. and Front St.

271-1

Thank you for your time,
Rachel Hastings Saunders

--
achel Hastings Saunders

COMMENT LETTER 272

ect: Re: NOHO-P1 Bus line1
Date: Wednesday, October 28, 2020 at 1:14:45 AM Pâcific Daylight Time1
From: Raymond Pâlagano1
To: nohopasbrt@metro.net1

I read an article about a new Noho to Pâsadena rapid bus. Don't we have1
this already with the 501 line ? Would the 501 then be eliminated?1

272-1

I read the article about a Noho/Pâs rapid bus. Don't we already have that1
with the 501 line ?1

COMMENT LETTER 273

Subject: North Hollywood - Pasadena BRT Comment Letter
Dat : Monday, December 28, 2020 at 4:23:13 PM Pacific Standard Time
From: Rebecca Kalauskas
To: NoHoPasBRT@metro.net

To Metro Staff,

I'm a resident of the Magnolia Park neighborhood of Burbank and I'm writing in support of the North Hollywood to Pasadena BRT Project. The project will provide much-needed reliable, frequent transit service in Burbank. 273-1

Please include the proposed station at the Verdugo/Olive intersection. Without this station, there will be an over 1.5-mile gap between the Buena Vista and Front Street stations and residents of the surrounding neighborhoods will not be able to use the service. The Verdugo/Olive station would also provide access to both the Burroughs High School as well as Starr Middle School. In addition, the Verdugo/Olive station would provide access to the Joslyn Senior Center and the recreational facilities at Olive Recreation Center and park. 273-2

I am very concerned about the safety of the proposed operational configuration and the narrowing of sidewalks along Olive Avenue. Narrowing of sidewalks is in conflict with the City of Burbank's Complete Streets vision that prioritizes pedestrians. As it is proposed, there seems to be very little protection of pedestrians from the buses that will be traveling immediately adjacent to the sidewalks. Please look into creating a buffer for pedestrians that will maintain a safe pedestrian environment for the entirety of Olive Avenue (not just at the station areas). Do not remove any trees along Olive Avenue if it can be avoided. 273-3

I am also concerned about pedestrian safety on the Olive bridge. The current rail height is low and I do not believe meets current standards. If a station is to be located on the bridge with increased pedestrian traffic, please increase the height of the railings. As it is, I do not feel safe using the bridge as a pedestrian, especially when I'm walking with my children. 273-4

Please work closely with the City of Burbank to align with their Complete Streets vision. The project also presents a unique opportunity to work with the City of Burbank to improve the safety of the Olive/Verdugo intersection and to implement the design enhancements proposed by the city. The currently proposed configuration does nothing to improve pedestrian safety at this dangerous intersection. 273-5

I am also oppose the removal of the bike lanes along Colorado Boulevard in Eagle Rock. A shared bus/bicycle facility presents major safety concerns as these are not compatible modes. The buses present a major safety hazard for the bicycles and the bicycles will only slow down the buses. The proposed configuration does not meet any of the proposed goals. 273-6

Thank you for all your work in moving this project forward.

Sincerely,
Rebecca Kalauskas

COMMENT LETTER 274

Subject: DEIR missing the impact of increased side street traffic in Eagle Rock resulting from loss of lanes on Colorado and restrictions on turns on to and off of Colorado

Dat : Thursday, November 12, 2020 at 6:33:37 PM Pacific Standard Time

From: eg Willson

To: oHoP asBRT@metro.net

Will the final EIR consider the impact of increased side street traffic in Eagle Rock resulting from loss of lanes on Colorado and restrictions on turns on to and off of Colorado?

274-1

-- Reg Willson

COMMENT LETTER 275

Subject: Metro NoHo-Pas DEIR Comments
Dat : Saturday, December 5, 2020 at 8:01:37 AM Pacific Standard Time
From: Reiner Kolodinski
To: nohopasbrt@metro.net
CC: editor@glendalenewspress.com, councilmember.kevindeleon@lacity.org

According to the Glendale News-Press on 12/5: “the 18 mile line WILL STRETCH...” and “Metro officials elected to go with a surface street route instead of using the 134 Freeway..,”
It seems as though the public has been duped into thinking that they still have a say in this project. Metro has made its decision and the remaining public meetings it advertises appear to be like the old “Soviet show trials” where the outcome was predetermined. Why continue to pretend?
Tell the public, especially those of us who live near this line and whose lives will be permanently and negatively disrupted that this decision is really about more and more SFV development, increasing density by further and future rezoning and making money- for the big development corporations of the SFV! Yes it will connect the SFV to the SGV but at a tremendous negative cost to the residents of Eagle Rock in terms of business disruption (as if covid was not enough of a small business killer), pollution, increased traffic on residential streets and cutting our community in half (N and S of the line) by limiting crossing access. 275-1
The reality is future ridership is grossly overestimated, the flow of shoppers will be one-way (to the SF Valley) ER’s businesses will suffer irreparable damage and the bulk ER’s residents will watch near empty buses go by and have their community negatively changed by outside influences.
It is no surprise that Mr Najarian has sold this to the people of Glendale as he has led the charge of the high density movement there with the result being high rent housing, the loss of affordable housing, massive street traffic and noise, and a shrinking school district (young families can hardly afford to live in Glendale).
No, the real, long term solution to connect the two valleys would have been to create a light rail line using the 134 freeway (with stations in key locations) combined with a toll road option and forcing a road diet for freeway travelers... only then would people ride this line to profitable sustainability. Why this very expensive band-aid?

Make each day your masterpiece

COMMENT LETTER 276

From: Reiner Kolodinski
To: nohopasbrt@metro.net
Subject: Eagle rock
Date: Monday, October 26, 2020 5:00:01 PM

After reviewing much of this material it appears as though my worst fears have been realized, Metro did not listen to the hundreds of people not wanting our community disrupted by this unnecessary project, you paid lip service to 134 route and now plan to continue with your original plan... there is no “entertainment” district in ER, a few small local businesses that serve local people. No one is going to ride a bus to ER from outside this area as the surrounding areas already have major developments that ER can never compete with. These will be horribly impacted by this construction (as if covid wasn’t enough) and the noise levels, traffic disruption and timing of construction (at night) Will ruin this community... 276-1
Keep the bus on the 134, stop at Fig and Harvey, and do not ruin this community... it is easier to have N-S connectors and increase DASH routes from those Stations... this was like a Stalinist show trial!
Maybe we need to contact So Pas and figure out how they Saved their community

Make each day your masterpiece

COMMENT LETTER 277

From: Rene
To: NoHoPasBRT@metro.net
Subject: Oppose Burbank BRT Line
Date: Monday, December 28, 2020 5:20:31 PM

I oppose the BRT line as it cuts a path through Burbank.

There are already bus lines that go on nearly the same route that are not being utilized. It's a waste of money and hurts our neighborhood with more traffic, less parking, and harder the travel across Burbank.

277-1

Rene

COMMENT LETTER 278

Subject: Comment on Noho to P sadena Bus Rapid T r nsit Corridor
Dat : uesday, November 10, 2020 at 12:23:11 PM P ific St andard Time
From: Rex Mayreis
To: NoHoP sBR T@metro.net

I guess this isn't really an environmental comment, but I'll send it for consideration anyway.

I live in Altadena and sometimes ride my bike down to Pasadena and take the 401 bus to to North Hollywood, usually to connect with the Orange Line. I'm thinking that the 401 will be discontinued after the Pasadena-North Hollywood BRTC is completed, but it sounds like the travel time for getting from Pasadena to North Hollywood will probably double. The online presentation said that travel from Pasadena to North Hollywood would be about an hour. realize that neighborhoods in Glendale, Eagle Rock, and Burbank will be better served, which is important, but I wanted to mention this effect for portion of the riders. I appreciate your efforts to offer the best service and that there are always trade-offs. 278-1

Thanks!

Rex Mayreis, Altadena

COMMENT LETTER 279

From: richard luczyski
To: Scott Hartwell
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 6:39:42 PM

Why do you think anyone who has commented on any of your proposals would consider any of them. In Pasadena I think having a center route through Colorado Blvd. is a real bad idea. We already have a curbside system that is being used already. Tell us if that system is workable?. If people are to walk and ride bikes why keep them in the same areas as the other buses? You make the system too congested and are not considering those who would walk and ride bikes. Those buses you consider will still be sharing the same route and congestion will certainly occur as well as delays and safety issues. I prefer using Green St. and returning on a portion of Union St. back to Colorado St. and then back to the Freeway at Orange Grove Blvd. I think this route would serve the most people each way through Pasadena and should cause the least congestion in the Business district but would fulfill the desired results Metro is looking for. I'll continue to view your plan and make further comments if given the chance. I live in Pasadena and care very little about the rest of your route. The other routes should be honored by those living along those routes you propose. Making an alternative suggestion possible with a time saving element included on a reliable basis.
Richard Luczyski

279-1

COMMENT LETTER 280

Subject: Comment on North Hollywood to Pasadena Draft EIR
Dat : Saturday, December 5, 2020 at 11:03:23 AM Pacific Standard Time
From: Richard Margulieux
To: NoHoPasBRT@metro.net

Thank you for all the hard work going into this project. Increasing transit reliability and connectivity through LA County is critical to the future of our region, and projects like BRT and bus-lanes are a cost-effective way to do that.

I support the Colorado Boulevard route through Eagle Rock, with a dedicated lane. I support option F2, since I don't think the cost and complexity of the center-running route is warranted. don't mind sharing bus and bike lanes, as I've seen this approach be successful in cities like London and Paris. From Eagle Rock Blvd to Townsend, Option F2 could further be improved by eliminating the street parking, re-adding a stand-alone bike lane, and widening the sidewalks. I support the station definitions for the Eagle Rock segment. 280-1

Lastly, I support the E1 and G1 alignments as the most beneficial for my potential use.

Thank you again, and keep up the good work.

Richard Margulieux
Northeast Los Angeles Resident

COMMENT LETTER 281

Subject: bus lane on city streets is a terrible idea

Dat : Sunday, December 27, 2020 at 10:09:14 PM Pacific Standard Time

From: richard mcfarlane

To: oHoP asBRT@metro.net

I live in Pasadena near Eagle Rock and do most of my shopping there. When Colorado blvd lost a lane a couple years ago it had a very negative effect on traffic in Eagle Rock. Converting another lane or the median will make that traffic even worse. Even if the buses ran in just the median it will be a problem for cars turning left across the median. I doubt the projections of ridership are accurate, few will ride it and many more will have problems, trying to get people out of cars by brute force is just a bad idea.

281-1

COMMENT LETTER 282

From:	Rick
To:	NoHoPasBRT@metro.net
Subject:	NoHoPasBRT
Date:	Sunday, December 27, 2020 10:28:47 AM

Hello Metro,

I agree that transportation options should be available for commuters in the Los Angeles region. I myself am a supporter of the Metrorail and Metrolink systems. Our transportation infrastructure has been neglected for many years and its time to catch up to the rest of the modern world.

It is a fact that buses are great for local community transportation. The DASH system is great for students, seniors and local shoppers. Its should also play a vital role in linking to the Metrorail and Metrolink systems.

282-1

Unfortunately buses are high in labor and operational costs! The overhead for a bus is by far the most expensive for the three forms of transportation discussed here. The creation of a bus "corridor" through a residential community just doesn't make sense when the cost out weighs the need!

To date, this project is based on hypothetical statistics with hypothetical demand and is not full proof! Metro is concerning themselves with housing and not transportation! Bus express lanes should only be on freeways and/or parallel with rail lines! Feeding a freeway station on Figueroa/134 using the Metro/DASH bus system is more practical!

It is apparent that running this bus corridor through Eagle Rock is just a push from developers to create for-profit, unneeded, market-rate housing. Lets focus on a competent transportation infrastructure.. the so called "needed" housing will come when this model is proven efficient!

282-2

Rick Marquez

COMMENT LETTER 283

Subject: Please keep bike lanes on Colorado Boulevard
Date: Friday, November 6, 2020 at 10:38:53 PM Pacific Standard Time
From: Riker Haddon
To: HoP asBRT

Dear Metr ,
While I support the creation of a bus rapid transit on Colorado Bl, I oppose removing the existing bike lanes. People that ride bikes deserve safe passage on the street. Many people commute by bicycle to fill gaps in public transportation e.g riding bicycles to the light rail using a bike locker and taking the light rail. To meet climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes.

283-1

Thank you,
Riker Haddon
Valley Village, 91607

COMMENT LETTER 284

From: Robert A Stoughton
To: nohopasbrt@metro.net
Subject: noho pas brt routing and design
Date: Sunday, December 27, 2020 11:43:39 AM

As pedestrian and cyclist living in Glendale I support the Metro nohopasbrt preferred street alignment thru Glendale and the Beautiful Boulevard Proposal for Eagle Rock for pedestrian and cyclist street safety also help reduce bus travel times for the route there. 284-1

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COMMENT LETTER 285

From: Robert Barbosa
To: nohopasbrt@metro.net

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 8:23:35 PM

My comment is in reference to the impact this project will have in the section through my community of Eagle Rock.

I was born in Eagle Rock in 1955 and still live in Eagle Rock. I know what happens here when traffic issues occur and I'd bet my bottom dollar that this project will cause traffic problems if it runs along Colorado Blvd in Eagle Rock instead of the 134 freeway. 285-1

Colorado Blvd. in Eagle Rock used to be 3 lanes per direction not too long ago. Within the past few years, Colorado Blvd. lost a lane per direction due to the addition of a bicycle lane. Since then, traffic flow has been reduced considerably with only 2 lanes per direction making for a frustrating commute for community residents. 285-2

Now your proposal to add a dedicated bus lane will take another lane from auto traffic. This will reduce auto traffic flow down to a crawl. When a signal turns green for Colorado traffic to go, the intersection will not be able pass through all the vehicles waiting which means it may take 2 or 3 traffic signal cycles to get passed one intersection. That's insane!

I also know for a fact, because I've witnessed it happening, that when Colorado Blvd. gets congested, the traffic will use alternate streets that are parallel to Colorado Blvd. such as Hill Dr. and Las Flores Dr. to the north and Chickasaw Ave. and Yosemite Dr. to the south. These streets are all residential streets with children playing in the area. That's a disaster just waiting to happen! 285-3

If you must implement this project, use the 134 freeway to get through Eagle Rock and don't congest and destroy our community and put our children in harms way with this terrible idea of yours. 285-4

65 year resident,
Bob

COMMENT LETTER 286

VOICEMAIL

Date: December 10, 2020
From: Robert DeVelasco

Yes, my name is Robert DeVelasco and I'm a resident and business owner in Eagle Rock and Colorado Blvd. I reviewed your presentation and there is no way we're going to let you run a dedicated bus lane on the center of Colorado Blvd. That totally is out. The other option that that you cited is a side running bus Lane option I believe a side running bus lane would be very dangerous. Your only option listen to me, the only option is to use the 134 freeway can't you please hear what we're saying we have thousands of names signed on petitions saying that don't you hear what we're saying? Don't not listen to me carefully do not destroy Colorado Blvd it's not acceptable. 286-1

COMMENT LETTER 287

Subject: Re: Last Chance to Submit your Comments on the Metro NoHo-Pas DEIR
Dat : Monday, December 28, 2020 at 5:24:49 PM Pacific Standard Time
From: Robert Frampton
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

Comment on NoHo-Pas DEIR/
The EIR states that there will be a facility for bus maintenance and overnight storage, but that the location for such a facility has not been determined. The EIR suggested a possible location in El Monte (not very close to the Orange Line BRT route).
I would like to suggest that the Final EIR study a possible location for the bus maintenance facility to be in Pasadena, in the median of the 710 freeway just north of (and adjacent to) California Blvd. CalTrans is currently negotiating with the city of Pasadena to transfer this land from CalTrans to the City of Pasadena, following a decision to not pursue the 710 construction into the City of South Pasadena.
You could negotiate with the Transportation Commission of the City of Pasadena to explore the suitability of this location in the 710 corridor at California Blvd for the bus maintenance facility. It could be a 2-story facility, with maintenance bays on 1st floor and offices on the 2nd floor.
Robert V Frampton, Pasadena CA.

287-1

From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>
Sent: Sunday, December 27, 2020 8:59 AM
To: rvframpton@hotmail.com <rvframpton@hotmail.com>
Subject: Last Chance to Submit your Comments on the Metro NoHo-Pas DEIR

The DEIR public comment period will close tomorrow, December 28.
View this email in your browser<https://mailchi.mp/5710daf0232b/metro-green-line-extension-community-meetings-reminder-1309430?e=bf40166a33>
[https://gallery.mailchimp.com/6bd4e2e2e2f9dddb11c80bb46/images/0e0eab24-61bc-445b-8ff1-89c6fbab0544.jpg]

The NoHo to Pasadena Transit Corridor Draft Environmental Impact Report (DEIR) Public Review Period Ends Tomorrow

The public review period for the Draft Environmental Impact Report (DEIR) is closing tomorrow, December 28, 2020. Comments can be submitted via email, mail or project telephone number listed below. Please visit our virtual platform<https://therobertgroup.us4.list-manage.com/track/click?u=6bd4e2e2e2f9dddb11c80bb46&id=dd296b4c85&e=bf40166a33> for more information on the project, including the recorded presentation, project update video, DEIR documents and information boards. We look forward to your feedback.

You can submit public comments directly via email to: nohopasbrt@metro.net<mailto:nohopasbrt@metro.net?subject=Metro%20NoHo-Pas%20DEIR%20Comments> or via phone at: 213.418.3228

Thank you again for your participation in the NoHo to Pasadena Transit Corridor Project. Stay tuned for more updates on the project as we review comments submitted during the public review period.

Contact Us

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Mañana termina el periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental

El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental termina mañana, el 28 de diciembre de 2020. Los comentarios pueden enviarse por correo electrónico, correo postal o al número de teléfono que se encuentra más abajo. Por favor, visite nuestra plataforma virtual<https://therobertgroup.us4.list-manage.com/track/click?u=6bd4e2e2e2f9dddb11c80bb46&id=25d4ebb5a1&e=bf40166a33> para saber más sobre el proyecto, lo cual incluye la presentación grabada y el video con actualizaciones, los documentos sobre el Plan preliminar del Informe de Impacto Ambiental y los anuncios informativos. Esperamos ansiosos sus comentarios.

Puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net<mailto:nohopasbrt@metro.net?subject=Metro%20NoHo-Pas%20DEIR%20Comentarios> o por teléfono al: 213.418.3228

Le agradecemos, nuevamente, por su participación en el Proyecto de autobús de tránsito rápido de North Hollywood a Pasadena. Esté atento a las novedades del proyecto a medida que vamos revisando los comentarios presentados durante el periodo de revisión pública.

Contáctenos

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COMMENT LETTER 288

Subject: Orange Line BRT Draft EIR
Dat : Thursday, October 29, 2020 at 3:59:32 PM Pacific Daylight Time
From: obert Frampton
To: nohopasbrt@metro.net

I would like to discuss with one of your staff the following paragraph from the Draft EIR:

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 on te.

288-1

As you may know, the 710 freeway north end segment through Pasadena (adjacent to Old Town) is in the process of being transferred from CalTrans to the City of Pasadena. The southern end of the freeway right of w, ay, immediately north of California Blvd, could provide a suitable location for an Orange Line bus maintenance and storage facility. If this idea is of interest to you, I would like to discuss it with you.

Robert V. Frampton, Pasadena CA

COMMENT LETTER 289

From: Bob Huddy
To: nohopasbrt@metro.net
Cc: KeepPasadenaMoving; Victor Gordo

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 1:02:38 PM

12-28-2020

To whom it may concern at the LACMTA,

I support better bus service in this corridor.

I, as the retired manager of Regional ITS and Transit Planning for the Southern California Association of Governments, have contracted for and done actual time and motion studies of Los Angeles buses to determine the causes for bus delay. And based upon that work, found that exclusive bus lane by themselves on arterial routes we actually collected field data on, with significant traffic volumes, and a high number of signalized intersections, showed no improvement in bus speed or shorter travel times. This was found to be true in either congested or uncongested periods or conditions. Thus, it is extremely unlikely that the proposed "take a lane" bus lanes that have been proposed in this corridor, as part of this project, will not and can not improve travel times in this corridor. And, based on other "take-a-lane" modeling, such an arterial configuration, as has been proposed in this corridor, could, under certain conditions (like increased intersection delay, at longer signal timing phases to clear increased intersecting and adjacent intersection back up, or left hand turn movements controlled by signal) even result in increased bus travel times. 289-1

The impacts that have been modeled on other "take-a-lane" proposals for various alternative uses on high volume arterials, have most often shown significant spillover traffic into adjacent neighborhoods. There is also more and longer cueing at intersections, resulting in significantly higher auto vehicle travel times. And, worse, this results in increased localized unhealthy vehicle emission from more "stop and go" intersection cueing and peak congestion, resulting also in more fuel consumption, which are unacceptable environmental negative impacts, for no observable benefits to bus speeds or travel times from exclusive bus lanes in such corridors. 289-2

Things that are proposed for this project, like signal coordination/pre-emption, longer spacing between bus stops, higher capacity bus doors, can and have been shown, without any need for exclusive arterial lanes, to improve bus speeds and travel times, and make sense in an urban arterial corridor like this, with high signal frequency. This is because signal delay for conflicting movements is the second largest component of arterial bus delay. I support those proposed actions and find those to be credible actions. 289-3

Of course, larger doors, all door boarding, and better stop placement and design can also improved bus speeds and reduce travel times since this is the number one cause of bus delay, both peak and off peak. So, that makes some sense not only in this corridor, but as a productivity factor to consider for all potential MTA bus purchases. 289-4

I hope these comments are useful in determining a final configuration and operating scenario for this proposed project that will have positive impacts, without unnecessary and avoidable impacts to other corridor user and communities.

289-5

Sincerely,

Robert Huddy

Sent from Mail for Windows 10

COMMENT LETTER 290

From: Bob Inman
To: nohopasbrt@metro.net
Subject: Comments on the Metro NoHo-Pas DEIR
Date: Monday, December 28, 2020 9:35:08 AM

I wish to voice my support for the Metro's NoHo to Pasadena Bus Rapid Transit as described in your virtual presentation. I specifically want to express my strong support for either the center running or side running BRT on Colorado Boulevard in Eagle Rock. I am a septuagenarian who has lived within 1.5 miles of Colorado Boulevard all but four years since 1976. Although I am an automobile driver, I use Metro frequently and reload my TAP card knowing that transit is good for me and good for the region. I would love to be able to use the BRT from Colorado Boulevard and Townsend Avenue when it is built. The 134 Freeway “option” through Eagle Rock was never a serious transit solution. We need it on Colorado to serve our diverse community of residents and businesses. I am proud to be the editing co-author of An Architectural Guidebook to Los Angeles as well as the author of three books about mobility via foot in our urban region.
Thank you.
Robert L Inman

290-1

COMMENT LETTER 291

VOICEMAIL

Date: December 10, 2020
From: Robert Velazquez

I reviewed your project plans and the only viable option out of these two is it use a general purpose running Lane there's nothing wrong with it doesn't infringe on anyone and it keeps Colorado open and flowing beautiful. The other option is to use the 134 freeway and that is it anything aside from that we're not interested in. 291-1

COMMENT LETTER 292

Subject: NoHoPasBRT comment
Date: Wednesday, November 4, 2020 at 11:53:29 AM Pacific Standard Time
From: ROBERTA A EDFORD
To: NoHoPasBRT

Hello,

The route through Glendale must connect with the Metro 90/91, and with Glendale Beeline #3. These buses are the only public transit available to us in North Glendale/Montrose/LaCrescenta. 90/91 and #3 use Glendale Avenue through Glendale. A stop by the BRT near Brand Blvd. or Central Avenue is a long walk from Glendale Avenue! 292-1

I would think this connection is a no-brainer, is it?

Roberta Medford

COMMENT LETTER 293

Subject: Comments on BR
Dat : Saturday, November 7, 2020 at 7:03:59 AM Pacific Standard Time
From: ody Stephenson
To: oHoP asBR

I live in La Canada and strongly support this BR link. 293-1

Please expedite it.

Can you send me a link for the Nov 10th briefing. 293-2

What is the estimated travel time from end to end? 293-3

hoads

. hoads (Rody) Stephenson

COMMENT LETTER 294

Subject: Public Comment - Noho to pasadena
Dat : Monday, December 28, 2020 at 6:33:11 PM Pacific Standard Time
From: oger Carnow
To: nohopasbrt@metro.net

Hello,

y name is R oger Carnow, I live in NoHo and work in Glendale on Brand.

I want this line to run as fast as possible! I want bus lanes and bike lanes and pedestrian infrastructure along this entire route.

In noho - I personally think it was a mistake to not have it run east along Chandler alongside the existing bike route. That's how it was originally presented in Measure M, I think it sucks you caved to pressure of Burbank homeowners to not put it there. If there was a stop at cahuenga/chandler i'd ride it every day.

I would prefer it to not go on the freeway at all, or at least minimize the amount of time it's on it. This bus needs right of way in dedicated bus lanes at all time. If you want people to ride it it has to actually be good (I want to ride it, i want it to be good and fast).

294-1

In Glendale I like the existing route presented or the one that runs further south - not the one on the freeway.

In Eagle Rock i want it on colorado blvd with bus lanes, bike lanes, and pedestristian infrastructure. All 3, separated as safely as possible. This oute must be preferable to driving.

I think all options in pasadena look good.

Thank you! Please put bus lanes, bike lanes, and pedestrian infrast uctu e in as many places as you possibly can, thank you!

-Roger Carnow

COMMENT LETTER 295

Subject: ublic Commen t Noho to Pasadena BRT
Date: Wednesday, November 4, 2020 at 8:53:49 PM Pacific Standard Time
From: Roger Carnow
To: oHoP asBRT

Hello,

My name is Roger Carnow, I live in Noho and work in Glendale on Brand. Thank you for this BRT I could take it everyday if and only if it is in a dedicated Bus Lane and not just in mixed use lanes. I defer to environmental experts on whatever is best (center median, side lanes). Would also love bike lanes - I prefer both and as separate lanes, not biking in the bus lane.

In Noho, I have no preference - whatever is faster or in higher demand.

I find it very frustrating that it has to travel south and onto the freeway - would've been awesome to put on Chandler next to the bike path. NO CAR is necessary on that street. This route feels slower and less accessible than just travelling east along Chandler, Burbank, Magnolia, or Camarillo - or something like that.

295-1

Please please please keep the curre t Glendale route or do route 3. I'm begging you don't just have it go on the freeway and skip over Glendale.

Please have it continue along Colorado blvd and not just be on the freeway through Eagle Rock. I love Eagle Rock and would love this accessible east west public transit option connecting it to noho.

In Pasadena I have no preference.

Thank you for allowing the public comment! Please give the bus a dedicated lane in an environmentally friendly way and don't just have it travel on the freeway through Glendale and Eagle Rock. If it is fast and accessible, people will take it!

-Roger Carnow
oho to Glendale commuter

COMMENT LETTER 296

Subject: Burbank home owner happy about project
Dat : Friday, November 13, 2020 at 1:31:37 PM Pacific Standard Time
From: on B
To: oHoP asBRT@metro.net

Hello,

I just wanted to say that I think this project is a great idea. Please think about parking availability and pricing.

Working in Hollywood it was more cost effective and time saving driving over taking Metro.

I hope you are able to take priority at traffic lights over traffic. The Orange Line operates slower then needed due to it becoming another lane turning left. Signal lights should always give the dedicated metro lines a green light whenever traffic has come to a stop. Honestly the signals should know you are coming and have a green light ready for you. I want to take transit over driving, but draw the line at significant increases in commute time and hassle. 296-1

eople should be pissed off when they see the orange line flying by them. It should make mad the first time, and jealous soon enough.

Thank you,

on Bergeron

COMMENT LETTER 297

ject: FW: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Friday, October 1, 2021 at 10:16:11 AM Pacific Daylight Time

From: Isaiah Fadi

To: Julianne Rendon

-----Original Message-----
From: rh mcgill
Sent: Wednesday, December 23, 2020 8:22 AM
To: nohopasbrt@metro.net
Cc: councilmember.krekorian@lacity.org; JacksonM@metro.net
Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

As an [Eagle Rock resident/transit user/bicycle commuter/Northeast LA stakeholder], I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

[PERSONALIZE HERE]

All of the alternatives that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7Cf7a015920a534313953108d8a75ee814%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637443373364422489%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=%2FhkSgITziSeAU%2BmxUY7xKyxtsYaCkGYezPychADGAI8%3D&reserved=0

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

297-1

Sincerely,

[NAME]
[ZIP CODE]

COMMENT LETTER 298

From: Ronda Jovanelly
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 10:10:38 AM

To whom it may concern,

My entire family (8) and I cannot believe how you have disregarded the will of the majority in Eagle Rock and continue to pursue your agenda to ruin Colorado Blvd as we know it. It is already a traffic filled street which occurred with the addition of the mostly unused bike lane. And now you want to take it down to one lane thus furthering the problem, when you can put it on the 134 fwy instead? 298-1

At all of the lip service meetings you had you heard actual residents and tax payers oppose this. You also listened to persons who do not live her which smacked of corruption and agenda. 298-2

You will increase traffic on Hill Drive and Las Flores which is unfair to the residents and children who live there. 298-3

Your bus hubs will become needle infested and filthy? Is Metro going to clean that daily? 298-4

You will destroy the businesses on Colorado because people will be avoiding it. 298-5

The ugly tiny high median that is proposed will further make this blvd inaccessible to the elderly/children who need to wait in the median while crossing the blvd. 298-6

Why not run your bus in a regular lane and collect data seeing how many actually want to ride it? In a global pandemic are you going to be sterilizing your seats and filtering the air in the bus constantly throughout the day and night? 298-7

Is this an opening to rezone our area so the developers involved in this can further ruin Colorado? 298-8

Lastly, you do not live here or pay taxes here, so why do you decide for those of us who do? Jose Huizar wanted this bus (or sold out to developers for this project) and he was corrupt selling out the city; I do not believe his project/your project should continue. 298-9

PUT the BUS on the FREEWAY where the majority of tax payers and business owners want it to be. 298-10

Sincerely,
Ronda Jovanelly

Sent from my iPhone

COMMENT LETTER 299

Subject: oho P as BRT - Draft EIR Comments
Dat : Wednesday, December 30, 2020 at 11:45:57 AM Pacific Standard Time
From: os Selvidge
To: nohopasbrt@metro.net

When will I be able to view online the comments that have been submitted?

299-1

Can I view the comments before Metro publishes its responses to the comments?

os S. Selvidge, Ph.D.

COMMENT LETTER 300

Subject: Ho t o Pasadena BRT Comment
Date: Thursday, November 5, 2020 at 9:33:07 AM Pacific Standard Time
From: R y Orecchio
To: HoP asBRT

Dear Metr ,

It's absolutely unacceptable to have the Pasadena segment of the BRT line run in mixed use traffic lanes. This will slow the BRT to the same speed as street running traffic which is much t o slow for mass transit.

I realize the Pasadena city officials don't want a dedicated bus lane but this is where Metro must act as a county wide agency and do what is best f r the entirety of the BRT line. 300-1

The Pasadena segment of the BRT must run in its' own lane as it will do in the NoHo. Burbank, Eagle Rock, and Glendale segments.

Thank you.
Roy recchio

COMMENT LETTER 301

Subject: In Support of BRT on Colorado Blvd
Date: Wednesday, December 2, 2020 at 10:39:30 AM Pacific Standard Time
From: Ryan Patrick
To: NoHoPasBRT@metro.net

Hi Metro Team –

As an Eagle Rock resident who lives less than a half a block away from Colorado Blvd, I fully support the proposed BRT route on Colorado. Having the BRT run a different route (say, along the 134) is NOT a good idea. It will deter ridership and pollute the air of those waiting at the stations.

I urge you to **KEEP THE BRT R UTE AL G C ORADO BLVD** in Eagle Rock – it will promote further small business development along our main street while taking cars off our roadways. Plus, we get the added bonus of property values increasing (as we saw with homes near the Expo Line) 301-1

So please – give us the great public transit Eagle Rock deserves on Colorado Blvd.

Ryan Gallagher
Argus Dr Resident – Eagle Rock, Los Angeles, CA

COMMENT LETTER 302

Subject: I Support BRT and Complete Streets in Eagle Rock

Dat : Tuesday, December 29, 2020 at 9:12:49 PM Pacific Standard Time

From: Ryan Johnson

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Greetings. I'm a resident of the Eagle Rock neighborhood in the City of Los Angeles, and I travel by bus and bike within the neighborhood and to other communities (including my job in Downtown LA). I'm writing to support BRT in Eagle Rock along Colorado Blvd.

302-1

However, I would urge Metro to develop a new option for Colorado Blvd. that is consistent with the City's Mobility Plan and our own community-generated Complete Street initiatives (such as "Take Back the Boulevard"). We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable, and sustainable Colorado Blvd. and Eagle Rock.

302-2

Thank you for your consideration.

Ryan Johnson

COMMENT LETTER 303

From: Ryko Kohne
To: nohopasbrt@metro.net
Subject: Corridor project public comment
Date: Friday, December 18, 2020 1:31:36 PM

Hi,

My name is Ryan, & ive been living & using the metro here for 3 years now. I think the bus project is exciting, mostly because of the thought of getting new bus lanes. Bus lanes are so nice because they remind people that the bus exists, & are proof of the metro's existence, like rail roads.

I live on Reseda Blvd, & while I haven't been in to Burbank much since the pandemic began, I can say I will probably never use the entire length of the new bus service. I will either use it to connect from the metro link station to the gold line, or from Noho station to the Metrolink Burbank station.

303-1

Overall I'm excited as LA continues it effort to make a more expansive metro network.

Sent from my iPhone

COMMENT LETTER 304

From: Wufoo
To: nohopasbrt@metro.net
Subject: NoHo to Pasadena Transit Corridor Project [#557]
Date: Friday, December 18, 2020 3:09:37 PM

Name *	Sam Erman
Email Address *	
	• Please add to email list.

Comment and/or Questions *

I am writing in support of BRT on Colorado Avenue in Eagle Rock. I am a resident of Eagle Rock, where the need is great for BRT and other public transportation options. Using the 134 would make BRT much less useful for Eagle Rock residents and people seeking to visit Eagle Rock. Having public transportation be as helpful as possible to as many people as possible is a matter of environmental justice, racial justice, income-equity justice, and good urban planning. I do not feel strongly about retaining a median or retaining parking spaces, but do think that keeping bike lanes is important. Any accompanying beautification (including tree replacements) would be welcomed. Thank you for your consideration.

304-1

COMMENT LETTER 305

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Thursday, December 17, 2020 at 10:32:52 AM Pacific Standard Time

From: Saman BK

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident and Eagle Rock Elementary parent, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I am strongly in favor of improved transit and bus routes in Los Angeles. I am also strongly in favor of safe pedestrian walkways and dedicated bike lanes. The Beautiful Boulevard concept delivers on all of these priorities. It is a rare win-win-win.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

305-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Roc .

Thanks,

Saman Bravo-Karimi
90041

COMMENT LETTER 306

ubject: Comments on North Hollywood-Pasadena BRT
Date: Monday, December 28, 2020 at 9:02:35 PM Pacific Standard Time
From: Samuel Siegel
To: NoHoPasBRT@metro.net

To Whom It May Concern,

First, let me express my excitement and support for this project—a fixed guideway link between North Hollywood and Pasadena will be a tremendous asset moving into the future. 306-1

That being said, I'd like to address two areas of comment, concern, and recommendation regarding the project.

(1) Electrific tion and/or Rail Conversion

The Mayor's pursuit of battery buses to reduce GHG emissions, while admirable, is not entirely a feasible prospect at the moment due to technological limitations of capacitors as well as the need for specialized charging infrastructure. 306-2

Electric trolleybuses, such as those of the Muni fleet in San Francisco, are powered by the well-established standard of overhead catenaries, and provide a tangible and feasible means to achieve zero-emissions transit today and now. In the interest of environmental sustainability, Metro should study constructing and operating the NoHo-Pasadena BRT as an all-electric route, utilizing catenaries whenever possible and batteries when the inclusion of catenaries is unfeasible.

Apart from that, Metro should consider, as with all of its current and planned BRT lines, the possibility of future LRT conversion, and plan the NoHo-Pasadena route for ease of adaptation accordingly. No matter how far battery-operated electric vehicle technology progresses, it is foolhardy to believe that the transition to electric vehicles will both occur rapidly and comprehensively, and that the removal of internal combustion engine-powered vehicles will suddenly transform hostile anti-pedestrian landscapes into urbanist paradises. Rail-oriented transit planning has been and will continue to be a critical part of sustainable metropolitan living. 306-3

(2) oute Options

After examining the route options for the NoHo-Pasadena BRT, I believe that incorporating dedicated center-running or median running transit lanes throughout the *as much of the route as physically possible* is the best possible option. Far too much of the current route employs mixed-flow, curb-running and side-running lane confirmations, rendering much of the "rapid" aspect of BRT moot. As such, center running transit lanes should be protected from automotive traffic via twin adjacent medians featuring street trees, electroliers, or other barriers; median-running lanes should be protected by some form of smaller barriers as well, such as concrete curbs or durable fencing; both options should include boarding platforms (at both edge medians or in the central median) where needed. Adhering to these layouts for as much of the line as possible is the best option in terms of travel speed, functionality, aesthetics, and ease of possible future LRT conversion. 306-4

Catenaries for trolleybus or LRT could be supported by an allee of posts/electroliers at either end of the center ROW, or in the center of the ROW between two transit lanes.

A. North Hollywood to Glenoaks Ave

Rather than following Vineland or Lankershim to Olive, a much more direct route would be to continue from the G Line North Hollywood station down the extant Chandler Blvd ROW and then link onto the Magnolia Blvd bridge to cross the I-5 either by way of Victory or N Varney, and proceed to Glenoaks. This option, explored in 2017 but dropped due to land use factors and community resistance, would provide transit access to the Magnolia Park neighborhood, reactivate an historic ROW, and could render the NoHo-Pas BRT an extension of the G Line, while also 306-5

setting up the infrastructure needed for the (re)introduction of rail. A significant portion of the E Line operates through a SFR neighborhood in West LA, incorporating bike and walking paths along the ROW. Narrowing either side of Chandler to single lane one-way streets with one lane of parking or two-way two-lane streets with no parking could allow for a widened ROW flanked at either side by a wall of street trees and/or noise barriers to afford privacy and beautification to residents, and still have room for pedestrian and bike paths.

B. Glenoaks Ave to SR-2

After continuing down Glenoaks past Pacific, I would suggest using Brand as an alternative to Central for a N/S route through Glendale. Brand is a more principal thoroughfare, was historically home to a Pacific Electric route, and programmatically better supports BRT than Central. Prior concerns about bulb-outs and diagonal parking which eliminated the circa 2017 proposed Brand alignment are rendered irrelevant with the implementation of center-running lanes.

Although the option #3 Colorado Street route is somewhat more direct and does not feature the same amount of residential land use as the eastern portion of Broadway, the historical precedence of rail transit on Broadway and major trip generators makes it a superior choice for fixed-guideway transit.

C. Final Approach into Pasadena

Following the route of Colorado Boulevard through Eagle Rock and onto the Colorado Street Bridge and into Old Pasadena seems the ideal choice for the final approach to the line's eastern terminus. Dedicating a ROW along SR-134 would prove somewhat difficult compared to the Colorado St Bridge, which could be relegated to transit and pedestrian use only, and possible catenary poles incorporated into new suicide barriers. Future conversion of the Bridge to handle to LRT would require engineering feasibility studies to determine impacts to the bridge's structural and historic integrity.

306-5 (cont.)

Within Pasadena itself, the loop option as seen in alternate #5 may complicate future eastern extensions of the line, which would best be done via Colorado Blvd continuing past Hill Avenue. That, combined with historical precedence of rail transit on Colorado Blvd and strong retail offerings on the boulevard in Old Pasadena, make it the most logical choice for a dedicated BRT ROW.

I look forward to the finalization of the project and its eventual construction, and hope that the end result is a quality BRT readily convertible to proper rail transit in the near future.

Regards,
Sam Siegel

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m Siegel
UCLA Luskin School, Class of 2020
UC Berkeley, Sesquicentennial Class of 2018

COMMENT LETTER 307

From: SK Beckley
To: nohopasbrt@metro.net
Subject: MTA Proposal
Date: Sunday, December 27, 2020 2:25:35 PM

Whomever:

I am opposed to the MTA bus line running down Colorado Blvd. I am an Eagle Rock resident of 23 years and it is a lovely community with many small shops which are struggling now more than ever. Your proposed bus line would make our Colorado Blvd a mini freeway disrupting the quiet we enjoy here. I live above Colorado Boulevard and I am very upset with this proposal. 307-1

Sincerely,
Sandra Kay Beckley

COMMENT LETTER 308

ject: Re: DANGER T8PEDE8S8RIANS AND TRANSIENTS8
Date: Sunday, November 15, 2020 at 8:42:21 PM P8cific Standard Time8
From: sara antebi8
To: NoHoP8sBR8

I'm not interested in your emails nor in the project I'm interested in you taking care of the homeless drug addicts and8 transients who are crossing the Metro putting their selves in danger and making tents along the metro rail and8 putting regular civilians in danger as well please take care of this problem it's your responsibility to keep the Metro8 clean and safe for all civilians8

308-1

n Sun, Nov 15, 2020, 7:53 PM NoHoP8asBR8< NoHoP8sBR8@metro.net> wrote:8
Thank you for commenting on the North Hollywood to P8sadena T8nsit Corridor Project Draft8 Environmental Impact Report (EIR). The Draft EIR was prepared in compliance with the California8 Environmental Quality Act. A response to your comment will be included in the Final EIR, which will be8 made available for public review prior to consideration of the project by the Metro Board of Directors. 8
8
Your contact information will be added to our mailing list to receive future project updates. In addition, you8 are able to view the environmental document and learn about the project through ourvirtual8 platformandproject website. 8
8
Thank you again for your interest in this project. 8
8
Metro Community Relations 8
Metro T8itter 8
Metro Facebook 8
8

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ent: Saturday, November 14, 2020 3:47 PM8
To: NoHoPasBRT <NoHoPasBRT@metro.net>8
ject: DANGER TO PEDESTRIANS AND TRANSIENTS8
8

There has been an ongoing problem with the homeless encampments in front of the LA Fitness Center 5300 Cold water Cyn and under the
METRO!!! Bridge 12800 Chandler bl across and under the wash in Valley Village I have
complained hundreds of times to the Metro, the
city, the police station, the sanitation department
,and nothing is being done I ask that the
members of the Valley Village Council help to
resolve the situation as soon as possible there
are homeless people laying on the METRO /PASSAGE OF BUSESS / CURB dumping to the
wash and Metro Lane all of their belongings
shooting fireworks in the middle of the night doing drugs all over the LA Fitness parking lot .
Repairing their cars on the sidewalk along
Coldwater where the LA Fitness is where there is
a grease and oil all over the sidewalk and the
wash area. they grinded down

308-2

And ripped off all the bars that the Metro secured underneath the wash. I don't understand who is running away from their obligation the city or the Metro or sanitation.
please take care of this problem as soon as possible.
Sara

COMMENT LETTER 309

Subject: BRT Comment

Dat : Friday, November 20, 2020 at 2:03:45 PM Pacific Standard Time

From: Sarah Gooderham

To: HoP asBRT@metro.net

Hi!
My name is Sarah Dean-Goodehram; I'm 21 years old, and a former student at Occidental College. I live in Eagle Rock and I commute to/from NoHo almost every day to see my boyfriend who lives there. I drive in my car on the 134. I am very excited about having a BRT option to use instead of my car! I support having the BRT route go along Colorado Blvd through Eagle Rock instead of going on the 134. This would mean I c uld access the route easily from Colorado (I live off of Eagle Rock Blvd) rather than have to bike all the way to a stop on the edge of t wn. Having a route that goes along Colorado through Eagle R ck will also really help with community access in general!
Thanks for your time.
-Sarah Dean-Go derham

309-1

COMMENT LETTER 310

ect: Adding morfitrfi ffic tfiColorfidofi
Date: Mondafi, Novfimber 9, 2020 afi 5:08:45 PM Pfcific Stfindarfid Timefi
From: Christina Newlandfi
To: NoHoPfisBRT@mefi .nefi

Tfiwhom this should cfincern,fi
The main rfison f the 210 fr wfi y wfis tfi kfi p buses and heafivy trfiffic off Colorfido. Yfi s agfiwhen the 210fi fr wfi y wfis built, eminenfi domain enactfid, many homes wfi movfid, tfi n down, neighborhoods ruined, andfi prfi ctfid trfi s desfi yfid tfi accfimmodafi this hugfi endeafivfi . One of the f mosfi rfisons sfi d wfis tfi kfi pfi ffic, buses, and largfifitrfinsport fr m ovfi unning a unique cfimmunity with adequafi sfi s designed tficfi yfi normal trfivfl. Now it's in the headlighfis agfin. Times hafivfichangfid, yfis, but with gfi d planning the fr wfi y shouldfi be the only f cfil poinfi as tfian additional rfiutfi f buses and thafi should be the ultimafi solution.fi
Thank yfiu f yfiur time.fi
Sincerfily,fi
Scfitt and Christina Newlandfi

fi

310-1

COMMENT LETTER 311

ect: Don't rMovM bikeMlanes on Colorado Bl!M
Date: Friday, NovemMber 6, 2020 at 4:22:44 PM Pacific Standard TimeM
From: Scott KMnerM
To: NoHoPasBRTM

Dear MetMo,M

While I support the creMation of a BRT on Colorado Bl, I oppose rMoving the eMxisting bikeMlanes to makeMroom for aM bus lane. This false choice - being consideredMd to not inconMenience people that driveM- would deprivMe people that rideM kesMs safMpassageMon the strMt. If weMhope to meetMour regMion's climateMgoals, weMneed to provide efMficient busM serMce AND infrastructureMfor bikeMs. I urgeMyou to implement BRT and maintain the exMisting bikeMlanes.M

311-1

Thank you,M
Scott KMnerM
Los AngMes 90029M

COMMENT LETTER 312

Subject: Concerns about Noho to Pasadena BRT Project

Dat : Tuesday, November 17, 2020 at 2:03:34 PM Pacific Standard Time

From: ean Shen

To: oHoP asBRT@metro.net

Hi:

I would like to share my opinions about this BRT project. It looks good and goes through good transit corridor. I think the primary option is the best one. Option 3 is fine but option 2 & 4 are horrible. Running on local street instead of on freeways can attract more passengers and contribute to the businesses along the route. However, I found a few aspects that may be improved. I feel that it may be better if there are more stations serving the downtown Burbank and Glendale area, since these areas are dense with high-rise office buildings and apartments. Additional stations can help reduce the walking distance to stations and attract more passengers. 312-1

Also I would like to know if the freeway section has dedicated busways or not.

Thank you very much.

Best regard

ean Shen

COMMENT LETTER 313

Subject: Public commen

Dat : turday, November 14, 2020 at 11:11:41 AM P cific S andard Time

From: Sergio Hernandez

To: nohopasbrt@metro.ne

This project is being taken hos age by the small business community. I attended the event at eagle rock city hall a few years ago where I was heckled and booed for supporting the project. Please do not bend to the will of the classis business owners that think the project will only increase homelessness and ruin their business. Think of your cus omers that ride the busses. Ideally removing the cen er median should be considered to run the brt as a cen er running route. The freew y option would by pass E gle R ock destin tions and have minimal ridership. Removing the bike lanes would also be detrimen l as these ha ve become a useful fixture of the community. I look forward to seeing a true BR tha t is speedy and well built.

313-1

COMMENT LETTER 314

Subject: Metro BRT Comment - Eagle Rock - Oppose F3
Dat : Sunday, November 22, 2020 at 7:56:01 PM Pacific Standard Time
From: S. David Padilla
To: NoHoPasBRT@metro.net

Hello,

As a resident of Eagle Rock (Yosemite Way), I would like to voice my support for the BRT options F2 and F1, and, simultaneously, my opposition to option F3 (the 134). Although a few, vocal NIMBY neighbors have absolutely opposed bringing in rapid bus services to Eagle Rock, I am not one of those. In fact, I would love to be able to leave the car at home when having to go have dinner and watch a movie in Pasadena. It would also be great to be able to connect to Amtrak for some visits up to San Luis Obispo or Burbank airport (if timed right, unfortunately). Many of those opposing the BRT are thinking of the bus as a way to bring people *in* to Eagle Rock and flippantly dismiss that nobody wants to come here, while also wanting to preserve the uniqueness of our town. I support the BRT, because it allows me to go elsewhere from Eagle Rock, while preserving the rhythm of life here. It allows us the flexibility to connect to other parts of Los Angeles.

The reason I oppose option F3 is simple: if a bus must use the freeway to commute between locations, then there is absolutely no reason to use that bus service. If I'm going to sit in an hour of traffic to go somewhere, I'll skip the bus. In fact, this is why I don't use public transport for my daily work commute. A trip to Los Feliz from my home requires 45 minutes or more by bus (especially with mixed traffic and transfers) or I can take a gamble and be there in 12 minutes. On certain days, even a bicycle is quicker. When a bus shares the same lanes as a car, then the car will always win. This is not the way to a sustainable city.

My partner moved down from Oakland at the beginning of the pandemic, she used to take the Express bus into San Francisco from Oakland (3 stops, downtown to downtown). When she got a job in Pasadena, we looked at the possibility of having a similar experience, where her commute could be comparable in time, while avoiding parking fees. Unfortunately, a 10 minute drive means a 35+ minute bus ride with transfers. She recently sold her car during COVID and we are a one-car household and the lack of effective public transport has definitely changed how we live our lives. Luckily, this was due to some personal circumstances, but had it been due to hardship... it would be much rougher. 314-1

While living in Eagle Rock provides a serene environment, it also forces all the residents to use the freeways for anything outside of the neighborhood—and barring those that work from home or are local realtors, that means most of us are beholden to the car. Those who can no longer drive have to ask for a ride, rely on shuttle services, or move away somewhere where they can maintain some independence. Those that can use the freeway, often don't, because it's faster to cut through the very heart of Eagle Rock than to sit on the 134. With a lack of alternatives, this will only be exacerbated.

I support the BRT, because I know that infrastructure is hard to build and not building now it means more congestion down the line as alternatives get harder to build. I once drove to South Pasadena, only so that I could take the Gold Line to a concert at the LA Historic Park... at the end of my trip, I was left a little jealous that there are neighbors around me that have the possibility to travel across the city without having to figure out what to do with their car once they get there. Must be nice.

Sincerely,
Sergio Padilla

Pardon the typos, sent from my phone.

COMMENT LETTER 315

From:	Severin Martinez
To:	Metro NoHo to Pasadena BRT
Cc:	Metro Board Secretary; Office of County Supervisor Hilda Solis; Office of County Supervisor Hilda Solis; Office of Councilmember Kevin de León
Subject:	Noho-Pas BRT DEIR Comments
Date:	Monday, December 28, 2020 8:26:27 PM

Dear Noho-Pasadena Project Team,

As an Eagle Rock bus rider who would benefit from the connections provided by the Noho-Pasadena BRT line, I would like to offer my comments. Much attention has been given to the Eagle Rock segment of the project. My comments touch on that but also address bicycle infrastructure more broadly and potential sidewalk narrowings/street widenings proposed as part of the project outside of Eagle Rock. 315-1

Enhancing and Accommodating Bicycle Infrastructure

There are portions of Metro's proposed plan that appear to overlook opportunities to expand or enhance existing bicycle infrastructure. For example, on Glenoaks Boulevard between Povidencia Avenue and Alameda Avenue, travel lanes should be narrowed to accommodate bike lanes so that they connect to and extend existing bike lanes on Glenoaks Boulevard east of Alameda Avenue in the City of Glendale. 315-2

On Glenoaks Boulevard between Concord St and Pacific Avenue, the travel lanes are shown to be as wide as 12' and 11'. Metro should consider converting this stretch of bike lane into parking-protected bike lane or simply a buffered bike lane to provide greater separation between bicycle traffic and vehicle traffic. It's unclear why travel lanes should be so wide while providing the bike lane the bare minimum bike lane which will be in the "door zone" of parked cars. If there is excess space, it should be devoted to enhancing the safety of vulnerable road users before any space is given to vehicle lanes that are not in danger of conflicting with the "door zone" of parked cars. 315-3

On Glenoaks Boulevard between Pacific Avenue and Central Avenue a bike lane is only shown in the westbound direction. If the bus lanes and travel lanes are narrowed, there may be sufficient space to accommodate an eastbound bike lane without sacrificing any material benefits. In the absence of a dedicated bike lane, people will be discouraged from bicycling and those that do bicycle (including people who bike to/from buses) will be forced to share a lane with high speed vehicle traffic. 315-4

On Central Avenue between California Avenue and Wilson Avenue, Metro's plans show a 4' bike lane next to a parking lane. Metro should be aware that 4' bike lanes are only permitted if there is no on-street parking present and therefore the design should be revised to either narrow travel lanes and/or parking lanes so that the bike lane can be the minimum. 315-5

On Central Avenue, Metro's plans show a bike lane next to a bus lane that vehicles can 315-6

turn right from. Special attention should be paid at such intersections to provide “protected intersection” to minimize conflict between through moving bicycles and right turning vehicles. Typically right turning vehicles are supposed to turn right from a designated bike lane. If right turns occur from the left of a bike lane, there should be adequate buffer separation and “Right Turn Yield to Bike” signage unless the intent is to provide a separate signal phase from the right turning vehicles and the bike lane.

315-6 (cont.)

Avoid Narrowing Sidewalks/Limit Street Widening

Metro proposes narrowing sidewalks to accommodate the proposed project in the City of Burbank. The project team should exhaust all options to accommodate the project without resorting to widening the street or to minimize how much the street is widened by. For example, instead of using 11’ bus lanes, the project team may consider 10.5’ bus lanes, or a 9’ center left turn lane rather than a 10’ left turn lane. Although such changes are minor and incremental, it is important to protect sidewalk space and landscaped parkways. Maintaining wider sidewalks/parkways will offer the following benefits: the street will be easier for pedestrians to cross, wider landscaped parkways will be able to better capture rainwater, and there will be a calming effect on traffic speeds and right turns. Cumulatively, these benefits are worth considering as they can be accommodated simply if Metro is willing to use narrower vehicle travel and bus lanes.

315-7

In some cases, it appears widening can be limited to just intersections, which would provide a cost-savings in addition to the other benefits previously mentioned. For example, Metro proposes widening Olive Ave between Beachwood Drive and Virginia Avenue. However, the striping plan shows an unusable median space between this segment, with only a small left turn pocket accommodated at the intersection of Beachwood Drive and no left turn pocket in the northeast direction at Virginia Avenue. Metro should consider limiting the widening to just the stretch necessary to accommodate the left turn pocket to avoid further widening to the northeast of Beachwood Drive. Throughout, Metro should more closely examine if street widenings and sidewalk/parkway narrowings are truly necessary. Perhaps some widenings can be avoided or minimized by exploring narrower travel lanes, or limited to intersections where additional space may be needed to accommodate left turn lanes/pockets.

315-8

Eagle Rock Portion Comments

Regarding the Eagle Rock section of the BRT line, I support maintaining a center running alignment as much as possible and avoiding a side running alignment that transitions to a center running. I have concerns with both the F1 and F2 alternatives presented and would like Metro to add a new option or revise F1 in a manner that is more suitable to the Eagle Rock Community. I also support Metro studying the “Beautiful Boulevard” proposal that appears to provide a context-sensitive approach to BRT in Eagle Rock.

315-9

With respect to station placement, the placement of the proposed station near the Eagle Rock Plaza should be considered in the context of how the Plaza is primarily accessed by people on foot. The Plaza is undoubtedly the largest trip generator in this vicinity and therefore the station placement should be designed for seamless and convenient travel between the station and the Plaza. Metro's F1 option shows stops anchored at the intersection of Colorado/Broadway or a split stop with the westbound stop at Sierra Villa and the eastbound stop at Colorado/Broadway. F2 shows a split stop at Sierra Villa Drive. Metro should study how bus riders presently travel between the Plaza and existing bus stops at Colorado Boulevard/ Sierra Villa Drive. Anecdotally as a transit rider and Plaza shopper, the primary way I observe bus riders access the plaza is by using the driveways off of Sierra Villa into the Plaza. Placing BRT stops that force extra walking place an additional burden on bus riders so every effort should be made to avoid this from a user experience. Similarly, the Eagle Rock Boulevard/ Colorado Boulevard station needs additional consideration to optimize a location based on user experience. It may be preferable to place BRT stops to the east of Eagle Rock Boulevard to maximize natural building shade and to serve the greater density of businesses that exist to the east of Eagle Rock Boulevard. Of the potential station locations for the Townsend Avenue stop, I am most favorable to the option of having the station west of Townsend Avenue again from a transit user perspective. Additionally, as part of the FEIR, I would like Metro to study the potential of an infill station at Colorado Boulevard/ North Figueroa Street and/or at Colorado Boulevard in the vicinity between Eagle Vista Avenue and Wiota Avenue with a street alignment through Eagle Rock. Currently the freeway running alternative F3 shows a stop at North Figueroa Street that would travel along Colorado Boulevard between Figueroa St and San Rafael Ave. Given the surprisingly strong ridership projections at a potential Figueroa stop, the FEIR is an opportunity to study this intersection as an infill station that can be added at a later date for a street alignment. Although the bus currently is anticipated to transition to the 134 freeway east of Linda Rosa Avenue, Metro could explore keeping the bus on Colorado Boulevard to serve a Figueroa station. Alternatively, Metro should consider a stop near Eagle Vista Avenue to maintain the Colorado Boulevard/134 Freeway transition zone.

315-10

With respect to the potential of the BRT running along the 134 Freeway, I want Metro to study the operational air quality, public health, and safety impacts to transit riders of placing the BRT on the freeway. Having bus stops directly on freeway ramps to facilitate stops at Harvey intuitively feels like it would place a disproportionate air, noise, and safety risk to transit riders compared to a street alignment where stops would be much further from the noise and pollution of a freeway. I sincerely believe transit riders deserve better than being placed in incredibly close proximity to a busy freeway in order to access a bus.

315-11

In general, I am hopeful that Metro can develop a street-running option for Eagle Rock that maintains and enhances bicycle and pedestrian infrastructure on Colorado Boulevard while providing efficient and attractive center-running bus lanes.

315-12

COMMENT LETTER 316

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Saturday, December 26, 2020 at 3:15:13 PM Pacific Standard Time

From: shannon goss schwartz

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I also walk my children to school every morning. It's a highlight of our day and a routine that we came to relish and now sorely miss. The majority of our walk is along Colorado Boulevard. I feel like any version that works to expand traffic lanes rather than making it more pedestrian friendly is a mistake that could have dangerous repercussions. And I will add that as a resident, I do worry about traffic being pushed up into the neighborhoods, worry about people driving like jerks far too fast. However, I think speed humps could help that should it become a problem. And regardless, I don't think adding more lanes of traffic to Colorado is the answer. Our community is walkable and bikeable and anything that can be done to encourage this whilst preserving the green areas and adding better public transit options is a huge win.

316-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Shannon

90041

COMMENT LETTER 317

Subject: Public Com ent for NoHo to Pasadena Bus Rapid Transit Corridor Project
Date: Sunday, December 27, 2020 at 3:41:47 PM Pacific Standard Time
From: Shant Jaltorossian
To: nohopasbrt@metro.net
CC: Shant Jaltorossian

To whom it may concern:

I look forward to riding the NoHo to Pasadena Bus Rapid Transit line, and would like to submit comments regarding the project.

I strongly recommend that in Glendale, Metro place the line on Broadway instead of Colorado Street. Whereas Colorado Street is the southern border of Downtown Glendale, Broadway is more central.

317-1

I also strongly support a street-running option in Eagle Rock. Using the 134 would effectively bypass Eagle Rock.

Regards,
Shant Jaltorossian

COMMENT LETTER 318

Subject: NoHo to Pasadena BRT - Public Comment
Dat : Monday, November 30, 2020 at 10:40:46 AM Pacific Standard Time
From: Shelagh McFadden
To: nohopasbrt@metro.net

I'm emailing to protest Eagle Rock route Option 3 to "Operate along the SR-134 with proposed stops at Harvey Drive and Figueroa Boulevard." This is a terrible option! Who on earth wants to get off a bus at a freeway service road? This option would make the Eagle Rock portion both useless and dangerous.

Otherwise, the NoHo-Pasadena BRT is a big benefit to transit riders like me. Without this route, travel from NoHo to asadena would require me to take the train back to Hollywood (perhaps a bus + train depending on where I was in NoHo) in order to get a 780 (or two trains) to Pasadena. 318-1

Time-savers like this will hopefully encourage more Angelenos to go car-free.

Shelagh McFadden

COMMENT LETTER 319

From: Simon Byrne
To: NoHoPasBRT@metro.net
Subject: Support for the project.
Date: Monday, December 28, 2020 8:56:13 PM

I am writing to express my support for the NoHo Pasadena BRT project.

As a Caltech employee, the BRT will significantly improve the accessibility of the campus (and that of the neighbouring PCC), and hopefully provide some motivation to improve the rather lackluster amenities at that end of Colorado Ave.

319-1

I also support the proposed alignment on Colorado through Eagle Rock: it's a fantastic area with great cafes, shops and other amenities, but is hampered by its poor accessibility from neighbouring areas (even by car, accessing it from the 2 or eastbound 134 is a pain).

Regards,
Simon Byrne

COMMENT LETTER 320

Subject: NoHo Pas BRT Comment
Dat : Monday, November 30, 2020 at 6:58:51 PM Pacific Standard Time
From: SIOBHAN BURKE
To: NoHoPasBRT@metro.net
Attachments: BRT study request to Councilmember-elect (1).pdf

Hello,
I would like to underscore the comments of the EPNC per the attached letter, particularly that the BRT options meet the following goals for all communities that it runs through:

1. The BRT plan must be safe for all users - pedestrians, bicyclists, disabled street users, bus-riders, as well as vehicular drivers and riders.
2. 35 mph is fast enough for traffic on portions that are a Scenic Highway
3. Where bike lanes exist, the infrastructure should be enhanced (not eliminated)
4. Any existing medians and trees must be maintained--if anything Metro should be working to expand street canopy, reduce impervious surfaces, and implement a water-wise, native landscaping plan. For the crucial protection of our endangered bio-diversity and environment, Metro's plan should also implement a mix of drought tolerant plants that include 75% of true SoCal native plant species.
5. Pedestrian sidewalks, crossings, and opportunities for outdoor dining should be enhanced to keep the boulevards as a vibrant and key part of our community.

320-1

It is the bare-minimum to request that as part of their DEIR, Metro make a bona fide effort to design an alternative that includes:

1. Protected Bike lanes
2. Additional opportunities for trees and native landscaping as part of the bike buffer
3. Maintenance of existing street-parking which in the current pandemic can continue to be used for Al Fresco dining
4. Reduced travel-lanes and lane-widths to actively slow traffic down to 35 mph
5. Center-running bus-lanes to minimize delays from right-turns and parking cars
6. Maintenance of the existing medians' landscape area while fulfilling the requirements of the Mayor's Executive Directive #5.

320-2

In the City of Pasadena, it seems appropriate to consider a BRT that would loop south of the Colorado at Pasadena City College along Hill Street and then run west along California Boulevard to service CalTech, Polytechnic, the shops along Lake Ave, and Huntington Hospital in close proximity to Art Center College before running north along Fair Oaks Blvd, returning westbound along the 134 Freeway - rather than looping back to service the same area in Old Town.

320-3

Many thanks for your consideration,
Siobhan

Siobhán Burke /// Principal, AIA, LEED AP

Lyric Design and Planning
architecture | public space

COMMENT LETTER 321

Subject: Don’t fear the Eagle Rock NIMBYs!
Dat : Tuesday, December 8, 2020 at 9:37:15 PM Pacific Standard Time
From: Stan Yu
To: NoHoPasBRT@metro.net

Hi Metro Growth Spurt!

My name is Stan and I live in the west San Fernando valley (91304). My sister used to live in Koreatown, to which I would always take the Orange & Red lines to visit her. Now she lives in downtown Pasadena, and the long trip down to Union Station and up the Gold Line makes transit a waste of time compared to driving. I look forward to a BRT to carry direct & rapid trips between the Valley & Pasadena!

But I wholly prefer that the BRT stay off CA-134 as much as possible, even if that lengthens the ride. Why? Because Eagle Rock is a cool little village that outsiders without cars deserve to discover. Colorado Boulevard is a traffic nightmare and locals who want climate friendly, economical transportation alternatives shouldn’t have to suffer a standard orange bus that crawls along at half the speed of cars. A BRT rebuild of Colorado & Broadway could bring along a protected bike lane, either along the BRT route or on parallel adjacent streets. The upcoming electrification of the Metroliner bus fleet will nullify noise concerns. 321-1

Sent from my iPhone

COMMENT LETTER 322

Subject: Metro NoHo-Pas DEIR Comment
Dat : Friday, November 20, 2020 at 12:28:17 PM Pacific Standard Time
From: Stephen Berens
To: nohopasbrt@metro.net

To Whom It May Concern,
I have lived in Eagle Rock for 30 years and come to know many of the residents during this time. This project has come up over and over in conversations over the last year. Almost no one seems to be in favor of running the route down Colorado Blvd. The freeway bypass is much more reasonable and practical.
Hopefully for once METRO will listen to the people the project is, in theory, designed to serve rather than ram in an unwanted and disruptive project to our community.
Sincerely,
Stephen Berens

322-1

COMMENT LETTER 323

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Monday, December 21, 2020 at 8:41:28 AM Pacific Standard Time

From: Steve Messer

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, transit user, and bicycle commuter, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I also support the street running option through the city of Glendale.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. I am a regular user of this bike lanes. 323-1

The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Steve Messer
90041

COMMENT LETTER 324

From: Susan Buchanan
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 11:26:42 PM

I find this project very hard to understand for the average resident. This project involves 18 miles through various cities yet the overview is very vague as to what the impact is in each city. Unless you are able to wade through 100s of pages of documents and correctly follow the diagrams, there is little that shows the real picture.

In particular, what is the impact to current traffic lanes in Pasadena? Do the stations bump out into the parking lanes with the bus boarding from the travel lane or does the bus pull to the curb? Where does the bus go at the final stop on Colorado? There is no indication of how the bus will maneuver to return to the west bound route?

Hill Street is a highly travelled road as an entrance to the 210 freeway, access to PCC and Caltech, businesses, churches and the library. It will be further impacted by more housing and a hotel that are in the plans.There are often areas of congestion because of students arriving and departing from PCC and from St.Phillips Elementary School. The intersection at Hill and Colorado is already a dangerous one with at least one pedestrian fatality.
The idea of having buses traversing from the south side of Green to the East side of Hill and back to the north side of Union in a 2 block space sounds problematic especially with through traffic also traversing the same lanes. With the addition of a 2 way cycle track to Union added to the mix, I believe this route would add a safety hazard to cyclists accessing or exiting the lane at Hill.

324-1

Susan Buchanan
Pasadena resident

COMMENT LETTER 325

From:	sue bull
To:	NoHoPasBRT@metro.net
Subject:	Metro BRT in Eagle Rock
Date:	Friday, December 25, 2020 2:06:03 PM

Dear Metro BRT:

The metro buses in Eagle Rock do not need to take away lanes of traffic, or the median strip. Given the low ridership, and unlikely hood of people who own cars of switching to riding the bus, this project should not destroy the current set up of Colorado Blvd.

325-1

Please pick the plan that does the least damage. Do not remove the tree lined strip in the middle, and don't lower the lanes to one, each way. This will create major congestion, and effect the businesses along Colorado.

Thank you,

Susan Bull -Eagle Rock

COMMENT LETTER 326

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 5:00:05 PM Pacific Standard Time

From: Suzanne Smith

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, jacksonm@metro.net

To Whom It Concerns

As an Eagle Rock resident who lives just south of Colorado and a long block from the Colorado/ER Blvd intersection,I write to support this plan. I have long been concerned about how various Metro plans would negatively affect our local businesses,and I am delighted to see a plan that addresses those concerns while enhancing both the greenscape and pedestrian and bike improvements that have been made over the past decade.

I am especially happy to see a plan that maintains (and creates) medians with increased shade, expands our sidewalks, and preserves parking along Colorado. As the plan notes, there are different needs along this 2 mile stretch,and this is the only plan that addresses all of them. 326-1

I hope you will consider this in determining how best to improve cross-county mass transit. Thank you for your consideration.

Yours sincerely,

Suzanne Smith

(residence)

Sent from BlueMail

COMMENT LETTER 327

Subject: Comment on BR

Dat : Monday, November 30, 2020 at 6:57:08 PM Pacific Standard Time

From: Y

To: nohopasbrt@metro.net

The ridership through Eagle Rock will be lower than estimated and will slow down the total time between Pasadena and north Hollywood.

Metro should declare right now the exact ridership estimated to be picked up on Colorado Blvd and Townsend. If it is less than 50% of the estimate on one year after starting, the BRT on Colorado should be cancelled and only the Eagle ock plaza stop should be kept. If there's insufficient pickups at the local level, it is proof that the estimates were wrong and the 134 freeway route should be used. 327-1

Sent from my iPhone

COMMENT LETTER 328

Subject: L VE this project, feedback
Dat : Wednesday, November 25, 2020 at 12:02:51 PM Pacific Standard Time
From: Terenig Topjian
To: oHoP asBRT@metro.net

Hey Metro,

I love this project! I live in Sherman Oaks and use the Red Line frequently to go to Downtown. Now this line would open up Glendale and Pasadena!

My feedback would be to have Metro strongly consider allowing riders not change buses at NoHo. It would be so convenient to simply board an Orange Line bus and hop off in Burbank, Glendale, or Pasadena.

328-1

We're pouring so much money into Metro expansion, it would be such a shame to not build these two lines as a seamless experience.

If I use a car, I'm not expected to change vehicles every time I change freeways!

Many thanks,
Terenig

COMMENT LETTER 329

From:	Theodore Stern
To:	nohopasbrt@metro.net
Cc:	kerrin tso
Subject:	Opposition to MTA"s Eagle Rock Plan
Date:	Sunday, December 27, 2020 4:29:47 PM

December 27, 2020

As a long-time resident of Eagle Rock, I strongly object to MTA's proposal to run a dedicated bus lane down Colorado Boulevard through Eagle Rock. The present configuration—two automobile lanes (plus a bicycle lane that periodically disappears and then reappears)—is barely adequate and is frequently congested.

I have voiced my objections to MTA's plan at meetings of the Eagle Rock Neighborhood Council. It is my understanding that the MTA has already received 600 signed petitions from fellow Eagle Rock stakeholders protesting the dedicated bus lane. No local business owners whom I have talked to support MTA's proposal. So why does MTA persist? 329-1

I strongly urge MTA to drop this proposed Colorado Boulevard route and run its busses along the 134 Freeway, with drop-off points at either end of Eagle Rock.

Sincerely yours,

Theodore Stern

COMMENT LETTER 330

Subject: We are in a climate crisis -- I Support BRT in Eagle Rock

Dat : Monday, December 28, 2020 at 10:08:17 PM Pacific Standard Time

From: Thurmon Green

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a lifelong resident of Los Angeles, and a bus and bike ride . I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, **I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan**.

The BRT system should slow deadly speeding traffic, prioritize pedestrians, cyclists and people with limited mobility. We need a climate-forward option, one which provides **bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions**, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 330-1

Thank you,

hurmon

90019

COMMENT LETTER 331

From:	Thurmon Green
To:	nohopasbrt@metro.net
Subject:	the BRT line
Date:	Sunday, December 27, 2020 2:05:36 PM

The BRT line is a great addition to LA's quest for transit equity and the fight against climate change. **The line should NOT be routed onto the freeway at any point as it would be a horrible experience for transit users by completely prioritizing drivers**.

The idea alone of putting transit routes and stops on freeways could only be cooked up by someone who does not plan on ever using public transit. For far too long Metro and LA city has accommodated private car drivers at every turn (so few bus lanes, so few protected bike lanes) while air quality, public transportation, and land use suffer in the end.

331-1

Metro must continue with this line and make it a dignified experience for transit riders. Do not just plop a BRT line onto a 8 lane street of speeding traffic and say "job well done". We need investments in safe crosswalks, wider sidewalks, shade trees, ample seating, amenities, traffic slowing measures, and protected bike lanes. The BRT line will be useless if it does not prioritize transit users and pedestrians of all physical abilities, age, and income.

Maybe instead of courting potential riders (code: White and monied), Metro could learn to appreciate, listen to, and prioritize the riders that they currently have and just might lose without bold change.

-Thurmon

COMMENT LETTER 332

Subject: Metro NoHo-Pasadena BRT
Dat : Thursday, November 19, 2020 at 12:53:52 PM Pacific Standard Time
From: Thurmon Green
To: nohopasbrt@metro.net

Hello,

Metro needs to keep the NoHo-Pasadena BRT on Colorado Boulevard in Eagle Rock and NOT on a freeway. We need protected bike lanes (don't remove ANY bike lanes) and curb extensions that make it safer for pedestrians, transit users.

332-1

Accommodating personal vehicle drivers in a public transit project makes no sense and basically equates to climate change denial.

Thank you,

Thurmon

COMMENT LETTER 333

From: Thurmon Green
Sent: Thursday, November 12, 2020 11:55 AM
To: mayor.garcetti@lacity.org <mayor.garcetti@lacity.org>; firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>; Kathryn@bos.lacounty.gov <Kathryn@bos.lacounty.gov>; anajarian@glendaleca.gov <anajarian@glendaleca.gov>; mike.bonin@lacity.org <mike.bonin@lacity.org>; Jackson, Michele <JacksonM@metro.net>; fasanaj@accessduarte.com <fasanaj@accessduarte.com>; Mayor@longbeach.gov <Mayor@longbeach.gov>; councilmember.krekorian@lacity.org <councilmember.krekorian@lacity.org>; sheila@bos.lacounty.gov <sheila@bos.lacounty.gov>; markridley-thomas@bos.lacounty.gov <markridley-thomas@bos.lacounty.gov>; councilmember.kevindeleon@lacity.org <councilmember.kevindeleon@lacity.org>; NoHoPasBRT <NoHoPasBRT@metro.net>; EquitableEagleRock@gmail.com <EquitableEagleRock@gmail.com>; jbutts@cityofinglewood.org <jbutts@cityofinglewood.org>; FourthDistrict@bos.lacounty.gov <FourthDistrict@bos.lacounty.gov>
Subject: I Support BRT in Eagle Rock

Hi there,

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in EagleK Rock on Colorado Blvd. However, I would urge Metro to develop a new option for ColoradoK Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, oneK which provides bus-only lanes AND maintains infrastructure such as bike lanes and curbK extensions, which are important features that contribute to a safer, more equitable andK sustainable Colorado Blvd. The proposed design is alarming in that it appears to prioritizeK fast moving cars over pedestrians and transit users. 333-1

Thank you,

Thurmon

COMMENT LETTER 334

Subject: oute 501 vs BRT

Dat : Tuesday, December 1, 2020 at 11:09:21 AM Pacific Standard Time

From: Tim Leetrakul

To: oHoP asBRT@metro.net

Hello,

I live in Monrovia and work in North Hollywood. Before the pandemic I would take the gold line to Pasadena and board 501 to NH station and a local line to complete my trip. Will the BRT replace the 501? If so I would not be able to ride due to the extra time that would be added to the trip. For those of us that take it end to end maybe the 501 can be kept on as an option. thanks

334-1

Tim

COMMENT LETTER 335

ject: Re: NoHo to Pasadena Transit Corridor DEIR Review Extended
Date: Monday, November 30, 2020 at 7:08:30 PM Pacific Standard Time
From: TIM MELLIN
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

hank.....

What's with your new buses with sealed windows....unable to be opened to let out the Covid germs ?

335-1

You should try to rescind / alter the new bus order, in light of Covid, to new buses that can have window opening option.

m.

From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>
Sent: Monday, November 30, 2020 1:59 PM

ject: NoHo to Pasadena Transit Corridor DEIR Review Extended

View this email in your browser



The Draft Environmental Impact Report (DEIR) review period for the NoHo to Pasadena Transit Corridor project is extended to December 28, 2020.

The NoHo to Pasadena Transit Corridor Project has extended the **deadline for public comment on the DEIR until December 28** to allow for more opportunities for public comment due to the holidays and election cycle.

If you haven't visited the virtual platform yet, you can do so at nohopasbrt.com to learn more about the project, view project information boards and maps, watch the recorded presentation and update video, and submit your comments. You can also submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us

Metro invites you to stay involved and share your feedback.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro



El periodo de revisión del Plan preliminar del Informe de Impacto Ambiental para el proyecto del corredor de transporte público de North Hollywood a Pasadena se extiende hasta el 28 de diciembre de 2020.

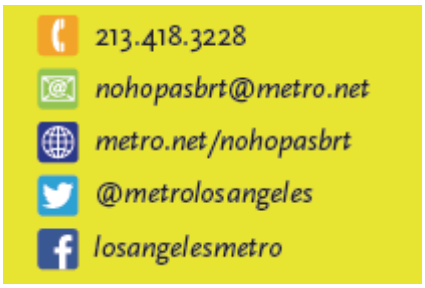
El proyecto del corredor de transporte público de North Hollywood a Pasadena ha extendido **la fecha límite para la entrega de comentarios públicos sobre el Plan preliminar del Informe de Impacto Ambiental hasta el 28 de diciembre** para brindar más oportunidades de participación debido a los días festivos y las elecciones.

Si todavía no ha visitado la plataforma virtual, puede hacerlo en nohopasbrt.com para conocer más sobre el proyecto, ver los anuncios informativos y los mapas del proyecto, ver la presentación grabada y el video con actualizaciones y enviar sus comentarios. También puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos

Metro lo invita a participar y compartir su opinión.



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COMMENT LETTER 336

Subject: Re: NoHo to Pasadena Transit Corridor DEIR Review
Dat : Monday, November 9, 2020 at 12:44:32 PM Pacific Standard Time
From: TIM MELLIN
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

Hi:

I hope to phone dial into the meeting on the 12 or the 14 of November.

Last year, I attended a preview / public comment session for said issue in Pasadena, and issued a suggestion. I will repeat it here, so we'll be ready when the upcoming virtual mtgs. occur.

Ergo: Repeating: You already have limited red lines 780/781 on Colorado Blvd. in Eagle Rock....Monday to Friday. You could run the new express line completely on the Foothill Fwy: Mon-Friday, bypassing the Colorado Blvd. route. On weekends, when the 780 doesn't run, then route the new express line through Colorado Blvd in Eagle Rock, effectively covering the non running 780. Have it stop at the limited 780 stops that are already in use. You could run it that way just in Eagle Rock, and rejoin the Freeway on Figueroa, or also run it on the remaining 780 stops east of Figueroa into asadena.

336-1

I list these routes in one direction here, but I mean from the other direction, too, starting in Pasadena west to Eagle Rock and then back on the freeway.

This way, you'd solve both issues of whether to route the bus on the freeway, or on Colo. Blvd. thru Eagle Rock. You do both, with my suggestion here. Freeway = weekdays. Colorado Blvd = weekends.

I also have applied last week to be on the new Stakeholder Metro Safety committe, so I guess this is a good start to that, too.

Thanks....tim mellin....highland park, ca.

From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>
Sent: Monday, October 26, 2020 4:29 PM
To: timconsultme@hotmail.com <timconsultme@hotmail.com>
Subject: NoHo to Pasadena Transit Corridor DEIR Review

[En Español] [Sa Tagalog]

[Հայերենում]

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NoHo to Pasadena Transit Corridor Public Hearing and Draft Environmental Impact Report (DEIR) Review.

Metro has a plan to make it easier to get around, which includes improving bus service to better connect communities in the San Fernando and San Gabriel Valleys. Bus Rapid Transit (BRT) is faster and more reliable than regular bus service and can improve access to jobs, schools and recreation by providing connections to key destinations and the regional transit network.

The NoHo to Pasadena Transit Corridor Project extends approximately 18 miles, with connections to the Metro B (Red), G (Orange) and L (Gold) Lines, as well as Metrolink and other municipal bus lines. The proposed project will serve North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena. BRT is designed to rival the speed, capacity, and comfort of high-quality rail lines by making capital and operational improvements.

Metro invites you to a virtual public hearing or virtual platform on your own time to learn more about the project, the environmental process and provide your comment. Public hearings are being held to gather public comment on the Draft Environmental Impact Report (DEIR) during the review period from October 26, 2020 to December 10, 2020.

Please join us.

Thursday, November 12, 6-8pm

Link: zoom.us/j/93362737314

Phone: 877.853.5247

Access code: 933 6273 7314#

Saturday, November 14, 11am-1pm

Link: zoom.us/j/93255094044

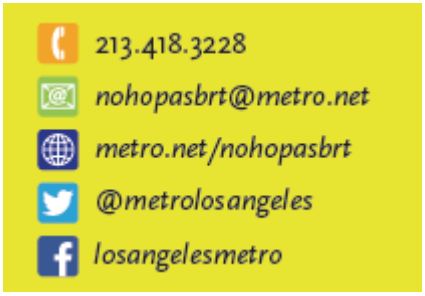
Phone: 877.853.5247

Access code: 932 5509 4044#

Comment on the DEIR at an upcoming virtual public hearing or visit our virtual platform to learn more about the project.

Contact Us

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COMMENT LETTER 337

Subject: Eagle Rock
Dat : Monday, October 26, 2020 at 4:37:38 PM Pacific Daylight Time
From: Timothy Eckert
To: NoHoPasBRT@metro.ne

The last thing Colorado blvd. thru Eagle Rock needs is a dedica ed bus lane.
e already have bus service, who's ridership is dwindling, and dedica ed bike lanes with very few cyclists.
e need smart development on Colorado that serves the needs of residents and s akeholders, not commuters from NoHo in o Pasadena.
Run it on the fwy for commuters and do not turn Eagle Rock in o a bus corridor.

337-1

-Timothy Eckert

COMMENT LETTER 338

From: Tom Krumal
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 10:23:02 AM

I want to register my opposition to a BRT down Colorado Blvd. through Eagle Rock.. this would not only disrupt and eliminate small businesses along the route, that are already struggling with the pandemic restrictions, but would also do away with already minimal parking. We as a community have discussed this proposal adnuseum in numerous public meetings. The majority opinion is that the community desires a 134 route, with stops at both East and West ends of Eagle Rock. (Harvey and Figueroa). We already have numerous bus lines that allow us to connect up to the San Fernando Valley and Pasadena..We like living in a “small town” environment. This proposal with would drastically change the make up of our community, likening it to narrowing streets, slowly grinding through blocks of condos, multistory retail businesses. We don’t desire a rezoning change to allow more unwanted, overbuilt, overpriced, development. Thank you, but no thanks.....

338-1

Sent from my iPhone

COMMENT LETTER 339

From: Tony Butka
To: NoHoPasBRT@metro.net
Subject: Public Comments on Metro NoHo Pasadena DEIR
Date: Sunday, December 27, 2020 10:43:47 AM

During the double whammy of a COVID-19 Pandemic, stay at home orders, and a rapidly crumbling local economy, this project makes absolutely no sense.

Ridership is way down, and will be for the forseeable future, with small businesses going the way of the dodo bird as they bankrupt, and with the great downtown center concept morphing into remote work, why on God's earth would Metro expend the funds they have on such a project?

339-1

Neither route makes any sense under our current economic and medical crisis. Please simply put the project on hold until we find out if there is going to be recovery or an economic crash in Los Angeles County.

Sincerely,

Tony Butka, Glassell Park & CityWatch contributor

COMMENT LETTER 340

Subject: Draft EIR Comment

Dat : Sunday, November 15, 2020 at 3:25:51 PM Pacific Standard Time

From: Tyler Bonstead

To: oHoP asBRT@metro.net

Hel o,

340-1

I am a Magnolia Park resident and strongly supportive of the project. I have three comments:

1. Please include the optional Verdugo Ave station in Burbank - it is over 1.5 miles from the Buena Vista station to the Downtown Burbank Metrolink station through a dense residential and commercial neighborhood, and the Verdugo station will provide access to the eastern portion of Magnolia Park. 340-2

2. The section of Olive Avenue through Magnolia Park with 11 foot curb/bus lanes is of concern to me from a pedestrian comfort/safety standpoint. I request that you include appropriate streetscape improvements in this section to ensure a safe and comfortable pedestrian experience with buses running frequently and close to the curb once the project is built. 340-3

3. Please work closely with the corridor cities moving forward to ensure a construction process that minimizes impacts to the surrounding communities, especially from a traffic and noise standpoint. 340-4

Thank You
-Tyler Bonstead

COMMENT LETTER 341

From: vdkbod (null)
To: nohopasbrt@metro.net
Subject: Eagle Rock Blvd
Date: Saturday, December 26, 2020 9:36:30 PM

Eagle Rock is a close knit community. There is no good reason to tear up Eagle Rock Blvd for less than a mile of rapid transit. Have a stop at Harvey and get back on the freeway. It's ready made. We like our Boulevard with its trees just like it is. Leave us alone. 341-1

Sent from my iPhone

COMMENT LETTER 342

From: vdkbod (null)
To: NoHoPasBRT@metro.net
Subject: Eagle Rock
Date: Saturday, December 26, 2020 9:39:57 PM

Keep your buses on the freeway. They will destroy the unique community that is Eagle Rock Blvd. 342-1

Sent from my iPhone

COMMENT LETTER 343

ject: Re: Reminder: NoHo t0 Pasadena T ansit Corridor DEIR Review0
Date: Thurs0day, November 5, 2020 at 7:19:26 AM Pacific Standar0 Time0

To: NoHoPasBRT0

Not through our town, Eagle Rock, use the 134, you got biden , enjoy the taxes. 343-1

-----Original Message-----
From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>

Sent: Thu, Nov 5, 2020 7:00 am
Subject: Reminder: NoHo to Pasadena Transit Corridor DEIR Review

En Español Sa Tagalog

Հայերենո

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NoHo to Pasadena Transit Corridor Public Hearing and Draft Environmental Impact Report (DEIR) Review.

Metro has a plan to make it easier to get around, which includes improving bus service to better connect communities in the San Fernando and San Gabriel Valleys. Bus Rapid Transit (BRT) is faster and more reliable than regular bus service and can improve access to jobs, schools and recreation by providing connections to key destinations and the regional transit network.

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more about the project, the environmental process and provide your comment. Public hearings are being held to receive formal public comments on the Draft Environmental Impact Report (DEIR) during the review period from October 26, 2020 to December 10, 2020.

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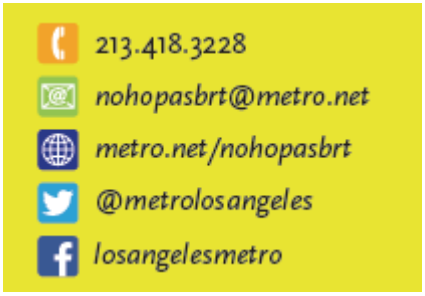
Phone: 877.853.5247

Access code: 932 5509 4044#

Comment on the DEIR at an upcoming virtual public hearing or visit our virtual platform to learn more about the project.

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COMMENT LETTER 344

Subject: Oppose LA Metro's Rapid Bus Plan Through Glendale

Dat : Tuesday, December 15, 2020 at 5:54:15 PM Pacific Standard Time

From: Walt asha

To: NoHoPasBRT@metro.net, mayor. arcetti@lacity.or , firstdistrict@bos.lacounty. ov, anajarian@glendaleca. ov, Kathryn@bos.lacounty. ov, mike.bonin@lacity.or , mayor@cityofinglewood.or , jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach. ov, hahn@bos.lacounty. ov, councilmember.krekorian@lacity.or , sheila@bos.lacounty. ov, markridley-thomas@bos.lacounty. ov

Dear Metro Board:

I am a Glendale homeowner and writing to ask you to please stop the LA Metro's Rapid bus line proposals that would o through Glendale streets to connect North Hollywood to Pasadena.

I am strongly opposed to any proposal that would allow a new bus to drive down any Glendale street. This would create an unnecessary traffic nightmare, with no guarantee that customers will switch from their cars to ride the bus. This occurs at a time when our City has gotten overbuilt by a vast number of new developments and buildings, that further adds to traffic congestion. 344-1

Glendale streets would need to be changed because of the 4 types of bus lane configurations that Metro is proposing: (1) center running; (2) median running; (3) side running; and (4) curbside running. This would negatively affect the flow of traffic and seriously reduce parking that has already become scarce in the area. The problem will be even worse during commuting hours.

We want to preserve all car lanes and NOT add dedicated bus lanes. There is a potential ripple effect to surrounding cities due to backed up traffic, traffic signals that can't regulate the flow, and an overloaded roadway. The City of Los Angeles had exactly this issue occur when they removed a lane on Vista del Mar that connected Marina del Rey to Manhattan Beach, and caused traffic to backup into Culver City, El Segundo and Playa del Rey. As described in the Los Angeles Times article headline, "Commuters between the South Bay were Livid", and after lawsuits filed by the "Keep A Moving" or anization against LA DOT, the lanes were restored. https://www.latimes.com/local/lanow/la-me-ln-vista-del-mar-lanes-20170726-story.html
Metro's proposal will change the character of Glendale streets and neighborhoods with the loss of medians and greenspace along the roadways. I also have serious concerns about safety and cleanliness as the homeless ride buses all day long as a cheap way to keep cool in air conditioned buses. 344-2

These local issues should be handled by our own City Council and not dictated by the politics of the County or the State which is already looking for ways to create new mass transit corridors and take zoning authority away from local overnment.

We have seen what the reduction in car lanes has done in other areas-traffic woes, angry residents and costly liti ation demanding that car lanes be restored. 344-3

Please help us preserve our community.

Thank you for your assistance on this matter.

Sincerely,

Walt asha

COMMENT LETTER 345

Subject: Objection to the routing of a bus rapid transit (BRT) lane on Colorado Boulevard in the Eagle Rock neighborhood

Date: Sunday, December 27, 2020 at 8:16:34 PM Pacific Standard Time

From: Warren Brodine

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org

To Whom it May Concern:

I write as a homeowner and resident of Eagle Rock to oppose the routing of a BRT on Colorado Boulevard though our community. I believe the entire project should be placed on hold pending the end of the global Coronavirus pandemic; however, should Metro insist on moving forward with something, then in the spirit of the namesake of the 134 Freeway, President Barack Obama, who found power in local community input and process and control, please listen to this community and route the busses on the freeway.

345-1

First, I wish to note a general objection to a deadline for public comment coming the first business day after an extended Christmas weekend, in the middle of a global pandemic, when many people's attention is rightfully pointed elsewhere. Like the solicitation of public comment throughout this project, it seems deliberately chosen to minimize public input and maximize input from developers and those who can outsource their advocacy to others.

345-2

Second, please note an objection to the manner in which the Eagle Rock Neighborhood Council (ERNC) does not seem to take seriously its obligations of recordkeeping, compliance with open meetings laws, and maintaining a posture of open mindedness to the community's needs. I recognize that neighborhood councils are made up of volunteers; however, that does not absolve them of their requirements to adhere to state and local law regarding their conduct of the public's business. The job description for neighborhood council members clearly needs an overhaul. While I realize this is not Metro's bailiwick, Metro should be sufficiently concerned with the way the supporters of this development behave to want to reset the clock to zero and start over. Metro cannot trust the word of the ERNC in communicating the will of the community.

345-3

Third, as we are in the midst of a global pandemic that is changing the entire economy, culture and nature of work, business, shopping and community engagement, how can Metro proceed with a project that is based on projections of ridership that could not take the pandemic into account? The initial projections available to the public were based on workers traveling West to the entertainment industry's studios in North Hollywood, Burbank and Studio City, and students and shoppers traveling East to Eagle Rock and Pasadena, for the wide array of businesses in both, and Pasadena City College and the California Institute of Technology at the Eastern Terminus. How will education and shopping and work and leisure take place in 2022? No one knows. It is foolish to proceed with a project that will reconfigure our main street in Eagle Rock until post-pandemic ridership patterns can truly be ascertained.

345-4

As a homeowner and resident of Eagle Rock, I urge you not to proceed with a BRT on Colorado Boulevard in our community. If you must proceed with the project, please route the busses along the 134 Freeway.

345-5

Sincerely yours,

Warren J. Brodine

CC; Keven De Leon, City Councilman, 14th District, City of Los Angeles

COMMENT LETTER 346

Subject: ublic Commen t
Dat : Monday, November 16, 2020 at 2:30:15 PM Pacific Standard Time
From: Will Proctor
To: oHoP asBRT@metro.net

Hello!

I am fully supportive of Metro's NoHo to Pasadena BRT project! However, I think Metro should incorporate active transportation modes in the plan. That is, the proposal should prioritize walking and biking infrastructure, such as protected bike lanes. I am disheartened that the proposal for the BRT on Colorado Blvd. recommends removing the bike lane and keeping curbside parking. Please find a way to incorporate high-quality bus lanes and protected bike lanes in the projects.

346-1

Additionally, I think the project should include center-running bus-lanes whenever possible. I believe other cities have found that center-running bus lanes are much more effective in freeing buses up from traffic, including right-turning cars. I have notices that curb-running bus lanes in LA (e.g., Wilshire blvd., 5th st., and 6th st.) often have parked cars blocking the bus lane, which makes the lane much less effective.

Thank you for your time and consideration.

Best,
Will

--
Will Proctor

COMMENT LETTER 347

ect: NoHoPas BRMDEIRM
Date: Friday, November 13, 2020 at 10:10:23 AM Pacific Standard TimeM
From: William WalkerM
To: NoHoPasBRM@metro.netM
Attachments: image001.png, image002.pngM

Hello,M

Is there a link on your webpage that the entire report can be downloaded as one PDF?M

347-1

Thanks,M

COMMENT LETTER 348

Subject: e: Navigating the Metro NoHo-Pas Virtual Platform
Dat : Thursday, December 10, 2020 at 12:02:13 PM Pacific Standard Time
From: Wm Johnson
To: Metro's NoHo to Pasadena Transit Corridor Team

Use 134 for those 5 people in Eagle Rock

348-1

Sent from my iPad

On Dec 10, 2020, at 11:59 AM, Metro's NoHo to Pasadena Transit Corridor Team <nohopasbrt@metro.net> wrote:

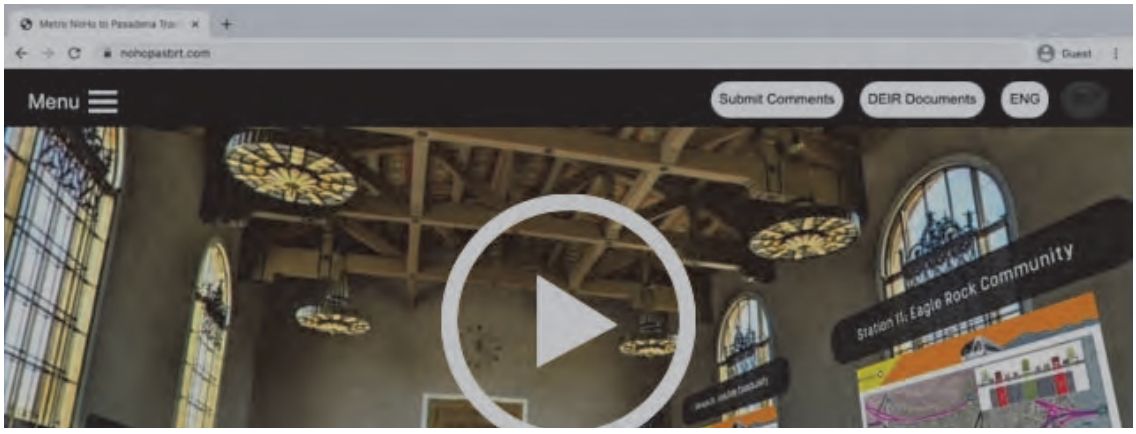
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Navigating the NoHo to Pasadena Transit Corridor Virtual Platform

The virtual platform provides an opportunity to interact with meeting materials from the comfort of your home. The virtual platform includes project information boards, maps, recorded presentation and update video, and an opportunity to submit comments. The platform can be accessed from your computer or smart device by visiting nohopasbrt.com.

Having trouble navigating the virtual platform? Check out our video tutorial below to help guide you through the virtual room.





The public review period for the DEIR will close on **December 28, 2020.** You may provide your DEIR comments here or email us at nohopasbrt@metro.net.

We look forward to hearing from you.

Contact Us

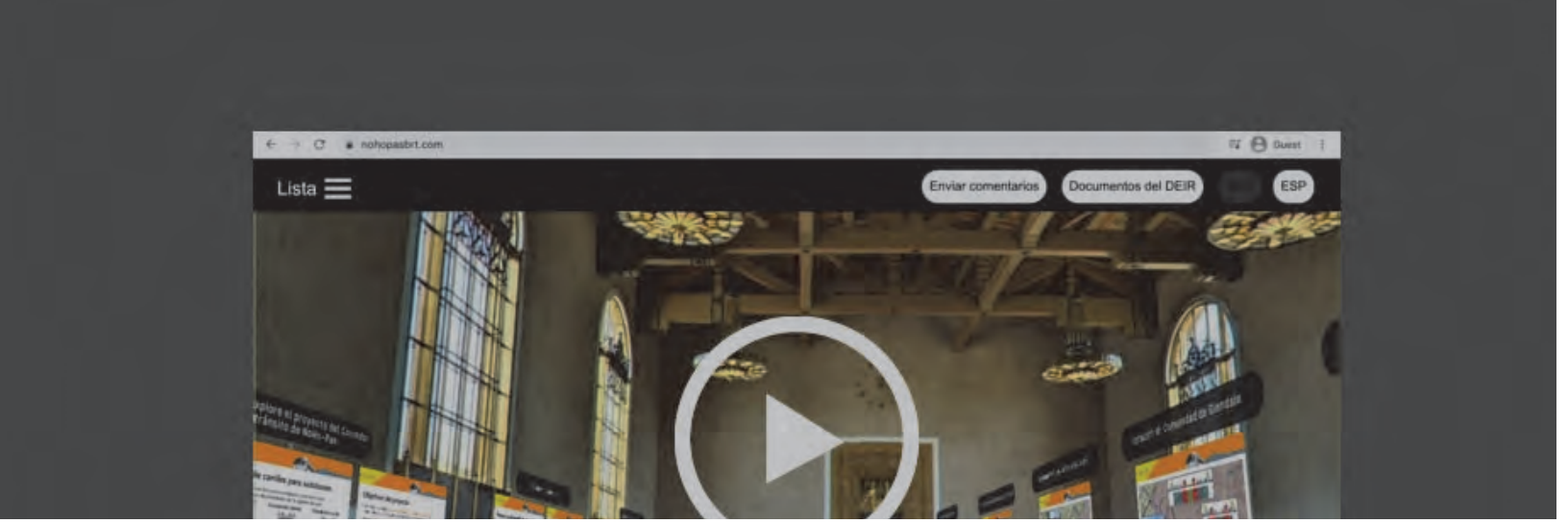
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losangelesmetro



Navegación por la plataforma virtual del Proyecto de Corredor de transporte público de North Hollywood a Pasadena

La plataforma virtual ofrece la oportunidad de interactuar desde la comodidad de su casa con los materiales de las reuniones. Incluye pizarras informativas del proyecto, mapas, una presentación grabada y un video con actualizaciones y la oportunidad de enviar comentarios. Se puede acceder a la plataforma desde su computadora o dispositivo inteligente visitando nohopasbrt.com.

¿Tiene problemas para navegar en la plataforma virtual? Vea el video tutorial para guiarse dentro de la sala virtual.



El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental cierra el **28 de diciembre de 2020**. Puede hacer comentarios sobre él aquí o enviarnos un correo electrónico a nohopasbrt@metro.net.

Esperamos saber de usted pronto.

Contáctenos

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@metrolosangeles
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COMMENT LETTER 349

To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 1:43:35 PM

Removing yet another traffic lane from Colorado Blvd in Eagle Rock is insanity! We have already gone from 3 lanes down to 2 and you want to remove another one?! This will increase traffic in the surrounding neighborhoods and hurt the small businesses in the area. Using the 134 freeway is a much preferred option. 349-1

Sent from my iPad

COMMENT LETTER 350

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Thursday, December 24, 2020 at 12:30:33 PM Pacific Standard Time

From: Zachary Rynew

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As a bicycle commuter, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I support this plan because ultimately, everyone is a pedestrian no matter how they access Colorado and this plan addresses all users. I come to Eagle Rock to enjoy all the independent restaurants and businesses, but the street has never prioritized giving people access, but instead moving vehicles as quickly as possible regardless of safety.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

350-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Zachary Rynew
91607

Public Hearings

PUBLIC HEARING NO. 1

TRANSCRIPT OF AUDIO RECORDING OF
NOHO PAS MEETING PUBLIC COMMENTS

Los Angeles, California

Thursday, November 12, 2020

CERTIFIED COPY

Reported by:

ALLISON SWANSON
CSR No. 13377

Job No.:
30700ROB-AUDO(A)

I N D E X

SPEAKERS:	PAGE
Alex Boeklheid	4
Oscar Pena	6
Mona Field	7
Mehmet Berker	8
Lisa Payne	11
Israel	12
Michael McDonald	14
Darren Hall	15
David Newman	17
Sebastian Reyes	18
Cherryl Weaver	20 60
Ed Stevens	22
323 474	23
Sean Nasseri	24
Natalie Freidberg	25 59
Andrew Jacobs	27
John Kur	27
Fred Dresh	30 54
Chloe Rene Zeagler	32
Alejandro Pardo	34

I N D E X (continued)

SPEAKERS:	PAGE
Kim	36
Ben Foushee	38
Pat Niessen	39 61
Zachary Rynew	41
Joyce	43 56
Felicia Garcia	45
Marc Caraan	46
Severin Martinez	47
Ava V.	49
ElliotTheColorist.com	50
Michael Sweeney	52
Barbara Kremins	58

Los Angeles, California, Thursday, November 12, 2020

Unknown Time

(Begin audio at 00:35:50.)

MR. BOEKLHEID: Thank you. And good evening. This has been a great presentation, and we're very happy to be seeing the project reach this draft environmental impact report stage.

My name is Alex Boeklheid. I represent Pasadena City College. I work with Superintendent President Erica Andrew Jonas (phonetic) there. I want to commend Metro for working with the college on this plan and for listing us as a terminus for one of the -- one end of this Metro bus line. PH1-1

We're very excited to be able to offer this resource to our community and to our students who live along the line. We pull from not only Pasadena and surrounding areas but also Eagle Rock and North Hollywood, Burbank, Glendale, all the areas along this line. So this really is a good thing for the college.

We look forward to working collaboratively with Metro and the city of Pasadena to find a way to complete the terminus, integrating the facility with campus, but in a way that does not unduly take away property on campus, but also

does not do -- have too much of an impact on traffic on Hill Street. And we look forward to working with Metro on that.

We also think that this project presents an opportunity for Metro to think about those riders that need support most of all. Community college students face a number of hardships as they try to conduct their studies, including transportation costs.

We've been participating in the U Pass Program at Metro for a number of years now. And we would like to work with Metro to find a way to make that more equitable and to provide more relief to students who are facing high transportation costs, as I mentioned.

Again, thank you for an opportunity to make a comment. We will be supplying a written comment as well through the (inaudible) process.

Thank you.

SPEAKER: Thank you.

As we are going to be reading the names of the people who are in line, I -- I failed to share, I will read the name -- three names in order. So the first -- the next person who will be speaking will be Oscar Pena, followed by the initials M.F., and then Mehmet Beker will follow.

So the next person we are -- will be asking to unmute is Oscar Pena.

PH1-1 (cont.)

MR. PENA: Hello?

SPEAKER: Yes. Once you start speaking, you will -- the timer will start. And we can hear you, Oscar. Please begin.

MR. PENA: All right. Thank you.

Hi. I'm a Metro rider. I'm pretty frustrated with the way that this has been going because every person I know who uses the bus or bikes has pretty much a consensus that, like, we should have center-running dedicated bus lanes through Eagle Rock.

And seeing this presentation, I'm also concerned with the street-running portions in Glendale, which are -- I think the curb-running would be okay, but the street-running seems just designed to fail because what you've essentially done -- and you also say, like, "Oh, well, it's fine because people on bikes can just use the bus lane." PH1-2

But that makes no sense if the entire point of the project is to improve bus speeds. Why you would then be making those same buses share the lane with the slowest road users possible, namely cyclists and people who are trying to parallel park. It's just designing the project to fail.

So I think that the -- and it's also just frustrating that Eagle Rock was designed with streetcars running down the middle of it. So it feels like we are

needing to fight over and over again just to return to a baseline that is worse than it was 50 years ago. So please consider the actual experience of people walking to these stations, riding the bus, and biking through these neighborhoods.

PH1-2 (cont.)

Thank you.

SPEAKER: Thank you, Oscar.

I'm going to read the next three names. But before I do, I also wanted to acknowledge presence tonight of Mr. Doug Mensman, from the office of Mayor Eric Garcetti. Thank you for joining us tonight, Doug.

So the next person who will be speaking will be the person with initials M.F., followed by Mehmet Beker, followed by John Kur (phonetic).

So, M.F., we will be unmuting you now and you will -- your timer will start once you begin to speak.

MS. FIELD: Thank you. My name is Mona Field. I'm a 28-year resident of Eagle Rock. I live a half a block from Colorado Boulevard. I am very concerned about the in-tax on our community of all the proposals.

I know we have really fought hard for you to look at the freeway option, which thankfully is now under consideration. I note that you don't rate it as highly, but I think for most of us who live in Eagle Rock and who need to walk on our boulevard and cross our boulevard, we -- we

PH1-3

would prefer this on the freeway. The option, I believe it's number F3.

I want to say that option F1, which would remove parking from our business community on Colorado Boulevard, which has already been badly, badly hit by the pandemic, is out of the question.

And I would also say that, you know, speeding people through a community that has residential housing immediately north and south of Colorado -- we don't have a buffer here. We don't have commercial properties running half a block south and half a block north. We have people's homes. And those people who live here, we need to feel safe and not have buses racing along our main thoroughfare.

I would just like to say that this can be done without disrupting Eagle Rock. And I'm very glad that our new councilman has some staff here. I hope they're going to listen closely to our community.

Thank you so much.

PH1-3 (cont.)

SPEAKER: Thank you for your comment.

The next three people that will be speaking will be Mehmet Beker, followed by John Kur, followed by Natalie Freidberg.

So we will start with Mehmet Beker to speak.

MR. BERKER: Hi. My name's Mehmet Beker. I'm on the Board of Los Angeles Walks, which is a pedestrian advocacy

PH1-4

organization for the city of Los Angeles.

I really want to urge Metro to maintain some basic standards of safety for all people as they're going about their business. Primarily by having a consistent, dedicated transit lane that never also operates for bikes. We need to keep those modes separate. The street-running alternatives and the curb-running alternatives that incorporate a bike lane within them do not work.

Metro needs to seriously do something it has not done yet, after years of BRT studies, and study buying a fleet of buses that have doors on both sides. This is standard practice in most other cities with actual BRT around the world. And it would enable a lot of different options for our street-running configurations that now Metro says aren't possible. That we can't have a center-running lanes (sic) down the middle of Eagle Rock on Colorado Boulevard because "oh, the bus couldn't -- you couldn't have people get off." If you had doors on both sides, you could.

PH1-4 (cont.)

It's a lack of imagination and it's very disturbing that we're about to embark upon this and another BRT project on Vermont and Metro hasn't done the basic work that cities around the -- around the country and around the globe have already done.

So I'm really disappointed in Metro so far.

This project, as it is designed, is set up to fail, as I think Oscar said earlier. It's designed to fail with people parking in, you know, in and out of the bus lane. And it's just badly scoped.

Thank you.

SPEAKER: Thank you.

I wanted to share the phone number for those of you who are listening by phone that would like to submit a text comment. You can do so as well by -- by texting to (818) 650-0619. Once, again, (818) 650-0619. That is for those of you who are listening by phone and would like to submit comment via text.

You can also raise your hand by hitting "star" "9" to raise your hand by phone. And you will be prompted to do so -- to unmute by hitting "star" "6."

Just so everybody knows, if you raise your hand, you are put in an order according to when you raised your hand. If you put your hand down and then put it back up for some reason, it will bump you back down to the end. So please be mindful of that.

If you want to speak, please be -- please be patient. We will be calling your name.

The next three people that we're gonna be calling are John Kur, followed by Lisa Payne, followed by Israel.

PH1-4 (cont.)

So the first person I'm going to allow to speak right now is Mr. John Kur.

John, we can hear you. You can start speaking now.

Hello, John?

I am not hearing anything from you John Kur. We will -- we will mute you for now and then we will come back after Lisa Payne.

So the next person that we will be going to is Lisa Payne.

Lisa, are you there? You can start and the clock will start as well.

MS. PAYNE: Can you hear me?

SPEAKER: Yes.

MS. PAYNE: Hi. So I'm -- I'm Lisa Payne. I have lived and my family has lived in Eagle Rock for almost 16 years. We live a block and a half south of Colorado. And we're super excited about having a bus that would come and be accessible from Colorado to get around. PH1-5

My kids are at the high school. I would love for them to be able to use the bus to get around, maybe go to the community college once it's that time. And I just feel like Eagle Rock has been kind of off the beaten path for -- for some of this more convenient transit. And I'm super excited for it.

I also think that people will come to Eagle Rock and come help support their local restaurants and the local businesses as well. People are always telling me how much they like the restaurants in Eagle Rock. PH1-5 (cont.)

So, yeah, I hope -- I hope we'll end up with something that we can use and it will be accessible and easy to use from Colorado.

Thank you.

SPEAKER: Thank you.

Let's go back to John Kur, see if he's available to unmute and speak.

John Kur, are you there?

We cannot hear you. I hear -- it sounds like a static. Once, again, can you -- can you try to speak, John?

Okay. We're going to go to the next three people. John, if you -- we'll come back in a couple more and see if you're available. Otherwise, please raise your hand again or you can also call by phone.

So the next three are gonna be person by name of Israel, followed by Michael McDonald, followed by Darren Hall.

So Israel, we are unmuting you. You can start speaking.

MR. ISRAEL: So I'll keep it simple. It would be best if Metro keeps to the center-running BRT along PH1-6

Colorado. It's important that, as others have mentioned, that the modes of transportation are kept separate. Because it does -- it -- it really does impact the -- the efficiency of the BRTs having bike lanes -- or having bicyclists and -- and drivers attempting to park on the actual bus lane.

Looking at Wilshire, this is a constant problem, especially going into Koreatown. And this is a dedicated bus lane going along the sides of Wilshire.

Having said all that, I'm fairly disappointed in Metro as a whole because every winter -- just about every project, when it comes to subway public transportation, Metro takes sort of like the second half step in sort of a one step, two step back approach, basically designing their projects to fail.

PH1-6 (cont.)

And what I see a trend is -- the trend that I see is that there's more of an emphasis on the drivers, in some ways. Like, there's an emphasis to keep the parking, to not disturb driving, and at the same time, touting this project as a way to reduce BMTs.

When you see letters like, for example, from CEL Phillip Washington writing to the -- to Mayor Davila, telling -- telling them that the 605 Freeway exchange, for example, is going to -- is a right-of-way for Metro. And having Phillip pushing his weight around on these type of projects and, yet, you know, there's not a whole lot of push

when it comes to these public transportation projects is a big disappoint.

There's -- there's -- in short, there's a big disbalance (sic) -- imbalance with -- with public transportation projects and freeway projects. There needs to be more of a push because these projects -- these public transportation projects seem to be designed for failure.

PH1-6 (cont.)

And when people look back at these projects after a couple of years, they're going to see that it wasn't as good as they thought it would (sic), which furthers the notion that public transportation cannot be efficient.

Thank you.

SPEAKER: Thank you.

So the next three people to speak will be, looks like Michael McDonald, followed by Darren Hall, followed by David -- David Newman.

So the first person to speak will be Michael McDonald.

MR. MCDONALD: Hi. My name is Michael McDonald and I am an Eagle Rock homeowner.

I'm disappointed that all of the options that Metro has provided in the DEIR do not adhere to the adopted -- to adopted city of Los Angeles plans for Eagle Rock, especially Mobility Plan 2035, which calls for dedicated bus lanes and protected bike lanes on Colorado.

PH1-7

And sets a goal of zero traffic deaths by 2035.

In prioritizing driving over the pedestrian experience, the options do not adhere to the framework and ongoing implementation of Eagle Rock's Take Back the Boulevard Plan.

By prioritizing driving over other modes, Metro is not providing necessary incentive to justify a mode shift from driving to transit use. I urge Metro to develop a plan that incorporates dedicated bus lanes and protected bike lanes and prioritizes pedestrian experience, in compliance with Mobility Plan 2035, and reduces dangerous speeding on Colorado Boulevard in Eagle Rock. PH1-7 (cont.)

I agree with Mr. Berker, Israel, and Oscar's comments that this project is being set up to fail and urge Metro to use ambition and creativity to make this a project that prioritizes sustainable transportation.

Thank you.

SPEAKER: Thank you.

So the next three will be Darren Hall, followed by David Newman, followed by Sebastian Reyes.

So, Darren Hall, you are next to speak.

MR. HALL: Hi. My name is Darren Hall. I live and work in Eagle Rock. And I'm excited about having BRT be available all along this corridor, including in Eagle Rock, where I live, provided, of course, it actually comes through PH1-8

our community along Colorado Boulevard.

I will say, though, that, you know, urban planning designs are a reflection of our values. And this community has expressed its values through such successful projects as the Take Back the Boulevard Project. And yet the three proposals offered for the route through Eagle Rock do not reflect those values and that planning careful community input. Instead, these proposals continue to prioritize car travel at the expense of more vulnerable users of our shared public space.

PH1-8 (cont.)

To that end, I really would like to urge you, as several others have already mentioned, to kind of go back to the table and provide us with a route option that preserves safe, protected bike lanes, safety enhancements for pedestrians, and equitable access to public transit through a dedicated bus lane along Colorado Boulevard, when running through Eagle Rock.

Thank you.

SPEAKER: Thank you for your comment.

The next three people will be David Newman, followed by Sebastian Reyes, followed by Cherryl Weaver.

So the first person here to speak will be David Newman.

MR. NEWMAN: Hello. Can you hear me?

SPEAKER: Yes.

PH1-9

MR. NEWMAN: Thank you, first, for your time and your work on this project. I know it's been several years and I appreciate the (inaudible) work that Metro has done, particularly with its engagement of the community.

One thing, I did want to comment on just one issue for this particular meeting. It's the issue of traffic flow. Several of the options have been presented to us and one of them, which is also being pushed by the -- or at least suggested by the Eagle Rock neighborhood council along (inaudible) is an option that reduces the existing lanes of traffic from two to one.

I don't believe that's the proper way to do this and that a better solution can be found by Metro by incorporating the bus along with the existing traffic and bus lanes and parking.

PH1-9 (cont.)

I think there are several other options that Metro has explored that work well by preserving a community feel and allowing people in the community to commute and also having people from outside the community come in by car, which let's be honest, it's the way many people travel. This preserves the speed of Colorado. It also preserves the economic interests of Colorado Boulevard -- restaurants, and the businesses that -- that rely on people coming in -- without creating a massive amount of gridlock and making it feel like an undesirable place because of an unsustainable

traffic flow.

Thank you for your consideration.

SPEAKER: Thank you. Just wanted to let you know, David, your comment -- we were able to make out your comments, but there's some fuzziness. So hopefully we were able to capture everything that you said. By all means, I do recommend that you submit your comment in writing to the project e-mail address, just to confirm. But I'm pretty we were able to capture everything that you did say.

So the next three people to speak will be Sebastian Reyes, followed by Cherryl Weaver, followed by Ed Stevens (phonetic).

So the next person is Sebastian Reyes.

MR. REYES: Hi. Can I be heard?

SPEAKER: Yes, you can.

MR. REYES: Great. Thank you.

My name's Sebastian Reyes. I'm an Eagle Rock resident.

I wanted to echo what a number of other speakers have said in that Metro's setting itself up to fail if it doesn't prioritize not only a designated bus lane, but also, you know, improving the experience for pedestrians and also maintaining a bike lane, especially on Colorado.

I think, unlike other speakers have said, we can really, you know, still have a large numbers (sic) of

PH1-9 (cont.)

PH1-10

people coming into our community and benefitting from this project. But people aren't going to use it if it's not pedestrian friendly and if we're not able to ensure that buses are able to move quickly through Eagle Rock and connect to other places of the city.

So I -- I want to really strongly encourage Metro to deprioritize cars and reprioritize buses, bikes, and pedestrians, which we really need, given the climate emergency that we find ourselves in in the city.

PH1-10 (cont.)

Also, just sort of on this similar note, wanted to quickly draw attention to the rendering of the (inaudible) and Lankershim intersection in North Hollywood, which a number of people online have noted is just, once again, deprioritizing pedestrians. It's basically impossible to imagine anyone of any age being able to safely and quickly cross that intersection. So I'd like to encourage Metro to revisit that and make the experience better for pedestrians in that environment.

Thank you.

SPEAKER: Thank you for your comment.

I see that we have more people on the phone. So if you would like to raise your hand and make a public comment, listening by phone, please do so by hitting "star" "9." And it will let us know that you are interested in speaking.

Once again, those of you listening by phone that would like to leave comment, you can do so by hitting "star" "9." And when we call your number to speak, to unmute, you have to hit "star" "6."

So the next three speakers will be Cherryl Weaver, followed by Ed Stevens, followed by phone number with the beginning area code 323, last three digits, 474. Again, 323, last three digits of 474, you'll be the third person to speak.

Next person to speak right now is Cherryl Weaver.

MS. WEAVER: Yes. Can you hear me now?

SPEAKER: Yes, I can hear you now.

MS. WEAVER: Great. First, I want to say thank you so much. It does appear that in this draft EIR a number of the comments made by a majority of people in Eagle Rock were listened to. PH1-11

While many of us still do want the freeway option, the 134 option, I do think that the side-running option took in many of our concerns: Leaving the medians as they are, leaving parking as it is, leaving two-lanes for cars and not back -- backing up traffic. I think these were all good compromises that were made.

And other than alternative 2, which would be the obviously best environmental option, I think that you've

worked very hard and strong to try and make some good mitigations along the way.

I did want to point out that I still do believe that running along the freeway would be faster, more attractive to getting people out of their cars, for one.

Second of all, I wanted to just stress that I'm hoping that, with this project, there is a seamless and easy connection to get to the Burbank Airport, which is probably one of the largest traveled to locations along this whole route.

But, again, I just wanted to commend you that the -- that for listening to the concerns of the community and keeping those environmental things, like our medians planted with trees that have been there for decades, in place and not moving them.

Thank you.

SPEAKER: Thank you.

The next three speakers will be Ed Stevens; followed by phone number 323, last three digits, 474.

I want to clarify, there are two phone numbers that are -- have their hands raised. There's also a number that's a little bit more down the line with a 323, last three digits, 473. So I just want to let you know that I'm not confusing each number. 474 will be after Ed Stevens and 473 will be a little bit later on, after a few more

PH1-11 (cont.)

speakers.

So with that, I will unmute Mr. Ed Stevens to provide your comments.

MR. STEVENS: Hi. Thanks very much. Can you guys hear me?

SPEAKER: Yes.

MR. STEVENS: Excellent.

Thank you for having the hearing and for giving us an opportunity to voice our concerns. I am also an Eagle Rock resident. I'm a parent of two elementary school students at Dahlia Heights.

And I just want to urge Metro to consider future residents in transit users, to prioritize access, safety, and the pedestrian experience. And I think that any steps towards greater access are -- are big steps. So while I do agree with a lot of folks who've expressed opinions about, you know, making sure that Metro thinks big and goes bold, I think any step is a big step. PH1-12

And I also want to say that, you know, although we all love the trees in the median, we can always replant our trees, but we're only gonna have one opportunity to get this right. So I think using that space in the median for a central -- central-running way for BRT is the right choice.

So thank you so much.

SPEAKER: Thank you for your comments.

The next -- the next three to speak will be the phone number with the area code 323, last three digits 474; followed by Sean Nasseri; followed by Natalie Freidberg.

So phone -- I'm unmuting this phone here. If you can also unmute by hitting "star" "6."

Once again, phone number area code 323, last three digits 474, you are on. If you can hit "star" "6" to unmute.

474: Hello? Can you hear me?

SPEAKER: Yes, I can hear you now.

474: Okay. This idea -- I live close to Eagle Rock and I go to Glendale a lot, Eagle Rock. And this is a very bad idea. The -- the traffic in Glendale through Eagle Rock, even to Pasadena, is a very heavy congestion. There is many cars going there, many buses, many lines going every 20 to 40 minutes at a time. And this is -- it's a -- it's a very bad idea and it's a waste of money. PH1-13

SPEAKER: Thank you. Did you want to leave your name?

474: No.

SPEAKER: Okay. Well, thank you for your comments.

474: Sure.

SPEAKER: The next three to speak will be Sean Nasseri, followed by Natalie Freidberg, followed by Andrew Jacobs.

So, Sean Nasseri, you are next to speak.

One more time, Sean, can you --

MR. NASSERI: Hi. Can you guys hear me?

SPEAKER: Now we can; yes.

MR. NASSERI: Okay. Beautiful.

Hi. My name is Sean. I'm a business owner in Burbank. And I recently just got this plan yesterday and just wanted to come on here and kind of get a better idea of -- of what the plan is.

PH1-14

And just from what I understand, there's gonna be a bus that's gonna run through Olive and it's gonna -- it's gonna pretty much wipe out any parking that we have in the area. And I was wondering if anyone can speak to, you know, if -- if there's gonna be any concessions made by the city to alleviate some parking on the side streets or if anyone has any comment on -- on what Metro is thinking on doing with regards to parking for businesses that will be impacted.

Thank you.

SPEAKER: Yes. Thank you for your comment and your question.

The next three to speak will be Natalie Freidberg, followed by Andrew Jacobs, followed by John Kur.

And before we go on to the next speaker, for

those of you who may have joined us later, again, this is a hearing on the draft environmental impact report. We are taking your comments and questions as well, but there will be not -- they won't be responded to tonight because the fact that we are having a hearing.

Again, this is all for the formal process of having the draft environmental impact report reviewed and comments period. So your comments will be responded to in the -- in the next report, which is a final environmental impact report. So just wanted to let people know that.

Again, we are here to take your comments. And the next three will be Natalie Freidberg, followed by Andrew Jacobs, followed by John Kur.

So, Natalie Freidberg, you're next to speak.

MS. FREIDBERG: Hi there. Can you hear me?

SPEAKER: Yes, I can.

MS. FREIDBERG: Hi. I'm a homeowner in Eagle Rock. I live a half a block from Colorado Boulevard. I've lived in Eagle Rock for 32 years.

When I was a student at Occidental College, I would have loved to have had this option available. And I think it's really important for that large student body that lives in our town to have that available on Colorado Boulevard, not on the 134. PH1-15

I think Metro has been working hard to bring us

some options, but I really think that we can do better. And I think it's -- it's a really, really important thing for our future and for people who are going to be living here, even after I'm not, that they have the opportunity to increase their use of public transit.

I actually do take public transportation. I'm not sure how many of my neighbors who've commented do. But I do and I know a lot of people who work in Eagle Rock and who commute to work from Eagle Rock also take the bus. And this would make it a lot easier for them because it's a much faster route.

For that reason, I think it's incredibly important that we have a dedicated bus lane and that the bus not be sharing lanes with cars. So I urge you to consider that.

PH1-15 (cont.)

And I'm frankly not worried about the bus drivers speeding, especially if they're in a dedicated bus lane and being managed by the traffic lights that will come along with that. I'm more concerned about my neighbors now who treat Colorado Boulevard like it's a freeway. And I think that this will go a long way to -- towards helping slow some traffic and make for a better pedestrian experience and a much safer, more walkable, more bikable, and more enjoyable neighborhood.

And as the president of a small chamber of

commerce nearby, I'd like to also mention that, for restaurants, it's going to be essential for them to have good dining options in front of their places. And having this be a more walkable neighborhood will increase that possibility.

PH1-15 (cont.)

Thank you.

SPEAKER: Thank you.

The next three speakers will be Andrew Jacobs, followed by John Kur, followed by Fredex2000. That's a user name.

So for those of you that are listening by phone and would like to raise your hand to speak, please do so by hitting "star" "9" to raise your hand. Thank you.

Andrew Jacobs, you are next to speak.

MR. JACOBS: Hi. Can you hear me?

SPEAKER: Yes, I can.

MR. JACOBS: Yeah. Hi. Name's Andrew. I am an Eagle Rock resident and a homeowner living just sort -- just north of Colorado. So very close. Walked on Colorado Boulevard all the time.

PH1-16

My wife and I recently went down to one car. So, you know, we both work, but we have one car. And she actually works in North Hollywood. And I can say that she would love to use this. If it's gonna, you know, beat her -- her commute, not necessarily in time, but allow her

to do work along the way.

I -- you know, the way I sort of think about Colorado Boulevard is it's sort of like main street in Eagle Rock. And in my mind, you know, a main street in any -- you know, Eagle Rock's our small town. That's sort of thing is what people like to say. But I've never seen a small town with a freeway as -- as its main street.

And so I think, you know, for me, I am not worried about buses going too fast down -- down the street in a dedicated bus lane, which is very much what I'd prefer because I -- I believe bus drivers will follow the speed limits. It's more about everyone else who's flying up and down the boulevard and then flies up and down our side streets as well.

PH1-16 (cont.)

And so I think, you know, what I would love to see is, one, make sure there is a dedicated bus lane. And, two, really take into consideration traffic-calming measures that make Colorado Boulevard safer for, not only pedestrians, but bikers and drivers, and make it a more pleasant street to be on, in general. Because, you know, when I'm walking down there just too often it's -- cars are flying by and I'm worried if I step off the curb too soon, you know, might get, you know, plowed over.

So, you know, very much in favor of the project on Colorado Boulevard and would like to see you guys think

about, you know, calming traffic more so than you already are.

SPEAKER: Thank you. Thank you for your comment.

The next three people to speak will be John Kur, followed by Fredex2000, followed by CRzPeach. So those are the next three.

The next person to speak right now is John Kur.

MR. KUR: Hi. Can you hear me now?

SPEAKER: Yes, now we can hear you, John.

MR. KUR: Who. Finally. I'm excited.

Unfortunately, that's all I'm excited about right now. I am quite disappointed at the options presented by the draft EIR, which fails on an environmental, safety, and equity measures. In particular, I feel like Metro has gone out of their way to design this public transit project around the needs of private motorists, particularly a vocal minority that, in all honesty, will never use this system.

The projected decrease in VMT of this project of 0.017 percent is laughably meager and reflects a lack of imagination. As an Eagle Rock homeowner, resident, bike commuter, I am particularly dismayed at the eraser of the bike lanes along Colorado Boulevard in option F2, which is in opposition to the goals of the Colorado Boulevard Take Back the Boulevard Plan, as well as the City of LA's Mobility Plan, which call for protected bike lanes, bus

PH1-16 (cont.)

PH1-17

lanes, and curb bulb outs for pedestrians.

Requiring buses and bikes to play leap frog is unsafe, does not provide a quality transit experience and is not right for Eagle Rock. Metro needs to study additional options that respect pedestrians, bikes, and bus riders as the options here just do not reflect our community plans.

PH1-17 (cont.)

And that's -- that's all I got to say. Thank you so much.

SPEAKER: Thank you for your comment.

The next three people to speak will be Fredex2000 is the user name, followed by CRzPeach, followed by phone number beginning with 323, last three digits 473.

Those of you listening by phone that would like to raise your hand to speak, you may do so by dialing "star" "9."

So, again, next person to speak is Fredex2000.

MR. DRESH: Hi. I'm Fred Dresh (phonetic). And I'm a 22-year resident of Eagle Rock.

And I got to say, the congestion -- right now, it's a great selling moment for the transit for the fact that the traffic is much lighter right now, due to the pandemic. And I think that needs to be considered.

PH1-18

If you -- if I find myself driving down Colorado, inevitably I'm always behind a bus. There's always a bus running up and down Colorado. I feel, from

what I've heard, I need some validation or someone can correct me, but from what I hear are there a lot of investors, developers, and what not who are interested in rezoning that would result from putting this monstrosity through our little down.

I'm so glad I listened to this tonight because what I'm hearing is not reflecting what I know is out there. And I hope the next meetings will be better advertised so people know what's going on. This seems -- there's always been -- I've been to three meetings and there was like a sleazy kind of clandestine feeling to them. And I -- I was not impressed at all. PH1-18 (cont.)

So I -- I just hope that the next meeting, more people are aware of it. There aren't anybody -- you know, there isn't anybody acting as a shill (phonetic) and it doesn't belong on Eagle Rock -- on Colorado Boulevard whatsoever. Absolutely not. It's ridiculous.

Okay. Thank you very much.

SPEAKER: Thank you for your comment.

The next three people to speak will be CRzPeach; followed by a phone number with the area code 323, last three digits, 473; followed by the name Kim.

So first up to speak is CRzPeach.

MS. ZEAGLER: Yes. Hello. Can you hear me?

SPEAKER: Yes, we can.

MS. ZEAGLER: Yes, hi. The CRzPeach was given to me by I don't know who, but it stuck. So my name is Chloe Renée Zeagler. And I live in Eagle Rock and I love it. And I want to thank you for asking for the community's input.

It is my belief and my family's belief that we need the BRT to go through our town of Eagle Rock. My family does not support using the 134 option. And as a former member of the Take Back the Boulevard initiative, I want to stress, once again, what some of our main goals were and are: Reduce traffic speed along our major streets, making our community more pedestrian friendly. All in all, enhance the quality of life in our beautiful town of Eagle Rock. I really love living here. PH1-19

I think Los Angeles needs more transportation, more public transportation. And it needs to expand that network so that I believe people of all walks of life, including our unhoused neighbors, can see their mobility increased. That's really important for me. And Eagle Rock, I think, is very isolated in that regard.

I believe our stores and restaurants --

(Phone ringing)

MS. ZEAGLER: Oh, that's my tree trimmer. Sorry -- that our stores and restaurants will receive support from the people using that bus. I really believe that.

And I definitely want to see that the medians are not removed and that they are landscaped with appropriate plants, including native species and especially drought tolerant species. And I also would love to see more trees planted.

PH1-19 (cont.)

So all in all, I think it's important for that bus to come to life and to -- to change our way of life because we need to change our way of life. We can't continue to only think about ourselves. We have to think about the community at large.

Thank you very much.

SPEAKER: Thank you for your comment.

And, also, I wanted to say thank you to those of you who have submitted comments via e-mail or also the chat feature or via text. We are receiving your comments and we are going to document your comment. So, again, thank you for those of you who are submitting comments in writing. We are capturing those comments that -- that you are making.

The next person to speak is the phone number 323, last three digits 473 -- for you to unmute, you will have to hit "star" "6" on your phone to unmute -- followed by Kim; followed by Ben Foushee.

So phone number 323, last four digits 473, you are unmuted. Please hit "star" "6" to speak.

MR. PARDO: Hello? Can you hear me again?

SPEAKER: Yes, now I can hear you. Yes.

MR. PARDO: Okay. My name is Alejandro Pardo. I live in Eagle Rock.

Okay. My problem is traffic. There's a lot of traffic on the two lanes coming from off the -- what is it? -- Harvey Street, off the 134. And it gets backed up all the way from over there going on to Colorado, right off the Broadway Street.

And then from Colorado from Verdugo, all the way up, there's two-lane high -- two lane and traffic is backed up in the morning, noon, and the afternoon.

Now, then, further down on Colorado Boulevard, PH1-20
going over to Verdugo, right there on Mt. Helena, it goes into a one lane going on Colorado to Pasadena. So how is that going to help out if we close that route and we're going to have one lane only, with no cars going around, other than the bike line?

Okay. So that one lane right there, right before the Mount -- what did I say? -- Helena, right before -- after right that, it goes into a one lane. And then on the left lane, you get onto the 134 Freeway. But in that area, for at least, maybe almost -- how can I say that? -- half mile, a little bit more, it goes into a one lane. And then it divides over to the left lane, going over to Gerroa. And then you go on Colorado and it goes past

Figueroa also.

So it goes in -- like I said, it goes into a one lane. So how is that going to affect any -- make it into two-lane for the -- your bus and the cars that are gonna go through there or there's no gonna -- there's no cars gonna go through there, period, if we take out -- if there's only gonna be one lane there.

So I cannot figure out how you're gonna do that, unless you close the freeway going in there and then to the -- that whole area right in there. Because there's a lot of traffic. Especially when there's an accident on the 134 and the 210. People are getting off at Colorado, going east -- or going west and they get off at Colorado or before, get in on the Colorado freeway to pass the accident that happens within the Eagle Rock area. Either that or further down --

PH1-20 (cont.)

SPEAKER: Your time has expired. Can you please wrap it up?

MR. PARDO: Okay. I do not believe this is a good idea. Period. It's gonna hinder all the stores and parking for us that we go there. And I use the regular bus also. So I have no problem using the DASH or the other Metro bus going into Pasadena. I have no problem with using any of those buses.

Thank you very much.

SPEAKER: Thank you.

So the next three speakers will be Kim, followed by Ben Foushee, followed by Pat Niessen.

So, Kim, you will be the next person to speak.

Again, I wanted to remind folks who may have been joining us late, again, we are in -- we're having a hearing for the draft environmental impact report for North Hollywood to Pasadena bus rapid transit project. We are taking your comments tonight. Again, we are only taking comments and questions, but we are not able to respond because, again, we are in a hearing, which as -- for those of you who participate in the scoping process, that's the same method that we did. We took your comments and they are responded into -- they are responded to in the document. So this is how this is going to be going.

So next person to speak, again, is Kim. You are next and you should be able to unmute now.

KIM: I am unmuted. Thank you very much.

SPEAKER: Thank you.

KIM: Our family has lived in our home in Eagle Rock since 1961. And our home will pass down to our children for future generations to enjoy. I would totally support an expanded DASH bus routes on north -- north/south and east/west routes, which would provide service to more areas of Eagle Rock that are now not serviced.

PH1-21

The expanded DASH routes could include stops at the 134 Freeway and Figueroa and at Harvey Drive and the 134, where bus stops could provide access to the NoHo bus -- Pasadena buses. This would also -- also greatly reduce the amount of time that the buses would spend driving through Eagle Rock.

I am voicing my opinion -- my opposition to a dedicated bus line running through Eagle Rock that will reduce traffic down to one lane. Where are the business delivery trucks going to park for deliveries?

Colorado Boulevard is a major thoroughfare. Any time that there is an accident on the 134 Freeway, traffic is diverted to what -- it becomes a jammed Colorado Boulevard. Local residents then resort to use -- to using what becomes crowded side streets. I can only imagine what this would be like if vehicle traffic was reduced down to one traffic lane in each direction.

PH1-21 (cont.)

It is also my understanding that Colorado Boulevard is an emergency evacuation route in case of emergencies and disasters. In my opinion, save a ton of money by putting the bus route on the 134 Freeway and provide better local bus service with the DASH buses. This would be a win-win situation for the entire community.

Thank you for your time.

SPEAKER: Thank you for your comments.

The next three people to speak will be Ben Foushee, followed by Pat Niessen, followed by Zachary Rynew.

So, Ben, you are next to speak. You are able to unmute.

MR. FOUSHEE: Yes. Can you hear me, Tito?

SPEAKER: Yes.

MR. FOUSHEE: Thank you so much for putting this together. I'm an Eagle Rock resident. Been here -- living here for 20 years.

I'm not in extreme favor of the F2 option of running the bus in the side-running lanes on Colorado Boulevard, sharing their lane with the bicycles. And sharing the lane with other buses.

PH1-22

I'm really confused as to how the BRT is gonna provide a better service when there are a number of other buses that will be sharing that same bus lane and sharing with bicycles that they will have to, upon approaching, merge into traffic lanes. And I do not see that as a viable option, especially thinking of my daughter possibly riding her bike to high school now. And she's a novice bicycle rider, being approached by a bus on the back side of her, just does not seem like a logical use of transportation in a small neighborhood like ours of Eagle Rock.

I believe that commuting is a necessity. And I

believe that public transportation is a great provided service that we do all need. And I am excited about the future of Metro possibly being a fareless service. And I don't understand how a fareless service is going to operate in this manner of extreme expenditures and at the same time possibly overlapping services, which are already provided.

PH1-22 (cont.)

I believe that Metro should consider alternative 2, as things right now stand. I appreciate it.

And thank you for your time.

SPEAKER: Thank you.

Next three speakers will be Pat Niessen, followed by Zachary Rynew, followed by a phone caller area code 323, last three digits are 689.

Once again, for those of you who are listening by a phone, if would you like to leave a verbal comment tonight, like the other folks have done, please raise your hand by selecting "star" "9" on your phone. And when we ask you to unmute on your phone we -- you will do so by hitting "star" "6."

With that, the next speaker is Pat Niessen. Pat, you are on. You can unmute.

MR. NIESSEN: And now unmuted.

Thank you so much for your time. Thank you for giving me time.

PH1-23

I -- I'm a 30-year resident of Los Angeles.

I've been using Metro all along the city the entire time. I'm now a resident of Eagle Rock. And I love the idea of the BRT running through our city your -- or through our town area. And I would like to encourage Metro to listen to the people that are encouraging more bike friendly, more pedestrian friendly, more slow streets on our Colorado Boulevard.

It can be a main boulevard for our street when we consider what it should be. It should be a slow place for people to get through and use as a community and not as a thoroughfare, as many people have said. It is not a thoroughfare, it's our main community boulevard that should be treated as such. PH1-23 (cont.)

There's opportunities here for our transit system and for our county and our city and our community to embrace the idea of one community boulevard that can unit us all. And to treat it as such, as a second highway, is wrong, in my opinion.

And I thank you so much for listening to me. And thank you, as always, for your efforts in making our -- our public transit as best as we can get them. Thank you. And I yield 35 minutes -- or 35 seconds. Thanks.

SPEAKER: Thank you.

So also wanted to let people know that we are -- I wanted to acknowledge we have received some

comments via the Q and A and also via text. For those of you on cell phone who would like to leave a comment via text, you can text us at (818) 650-0619. Once again, (818) 650-0619.

And also, please leave your name so we -- just to help us identify and to link the comment to your name. That's -- that's all we're asking for. There's no other reason that we're asking for, this other than just be able to add that in so it's documented on the report. Otherwise it will go as "anonymous," but the comment will still go -- go on and be acknowledged.

So the next three are Zachary Rynew; followed by the phone 323, last three digits 689; followed by Felicia Garcia. And those seem to be the last three. If anybody would like to add comments that hasn't done so, please raise your hand and we will continue on with taking your comments.

So, Zachary, you are next to speak. You may unmute now.

MR. RYNEW: Hello. This is Zachary Rynew. I live in Valley Village by the North Hollywood station.

You know, my concern is we really haven't advanced much in terms of what we're expecting out of bus rapid transit. We voted for -- for this in Measure M and Measure R and, you know, these projects still lack the

PH1-24

imagination.

We still have the same narrative that it's destructive and it's -- we have this watered down prop -- you know, proposals. But when we have projects like the Orange Line that have dedicated and has done fairly straight line, people have taken it and it's exceeded expectations. And people want more. Same with the Wilshire Line with the number of stoppages along the way. PH1-24 (cont.)

Everybody keeps asking for efficiency. And so we don't apply those lessons to this project, where a center-running lane is a great solution for all modes over there.

And the other problem is this project, this process is not equitable. We only have a certain subset of people that are able to make this meeting, able to speak up, where this project can really impact a number of people getting around from the Valley that need to access Glendale, Eagle Rock, Pasadena, as there aren't many great options there.

So I mean, it would be great for Metro to step into the 21st Century and really give us a project that represent our values.

Thank you.

SPEAKER: Thank you for your comment.

The next three people to speak are -- will be

the phone number 323, area code, last three digits 689; followed by Felicia Garcia; followed by Jasmine.

So phone number 323, last three digits 689, please hit "star" "6" to unmute your phone. You are -- you are able to speak.

MS. JOYCE: Hello. My name is Joyce, and I've lived in Eagle Rock for over 68 years. I live about a half a block from Colorado.

And I can see, already, how many near-empty buses are going east and west on Colorado. Are these buses going to be eliminated or are they gonna be added to the mix to the BRT?

We have few people traveling, by bus, in Eagle Rock going from one side to the other. There's gonna be one stop at the Eagle Rock Plaza. There's no stops planned from the Eagle Rock Plaza to Figueroa.

PH1-25

And for all these people to say that there are people that are gonna be coming here to use the restaurants, that's a crock. There's nobody coming here to use the restaurants on the bus.

I think that you ought to consider the 134 option, which is a whole lot better for people that want to go from North Hollywood to Pasadena. Additionally, I agree with the man that spoke earlier about expanding the DASH buses. The DASH buses, expanded, would carry people from

one side to the other, if that's what people really wanted to do. But I don't think they want to.

Not only that, Glendale doesn't really want the buses, although I have not heard -- speak up tonight. I've heard the majority of people that have spoken up are living in Eagle Rock. PH1-25 (cont.)

And for the mother that's gonna have her four children -- does she realize how expensive that's gonna be versus how much gallon of gas it's gonna cost? I don't think she understands that.

Thank you for taking my comments.

SPEAKER: Thank you.

And I do ask people who are making comment, please make comments based on the presence and address them to Metro. We do not want you to make comment on what other people say. Again, people are here to speak and provide their opinion and their comments, and please respect what other people say. We are hear to take everybody's comment, if you agree with them or not. That's -- that's how the process is here, as part of this hearing.

So, once again, please refrain from making comments towards other people, as far as what they're saying. Again, this -- that's their right to make these comments.

The next three people to speak will be

Felicia Garcia, followed by Marc Caraan, followed by Severin Martinez.

So, Felicia, you are next to speak.

MS. GARCIA: Hi. I'm a bus and bike rider, a resident of Eagle Rock, and a co-founder of the Transit Advocacy Group and website EquitableEagleRock.com.

While I'm glad to see Metro present plans for BRT on Colorado in Eagle Rock, I'm disappointed to see that one of the options removes the bike lane and transforms it into a shared bus/bike lane. As a bike rider, I would not feel safe traveling there.

What I would like to see is a plan for Colorado that incorporates not only dedicated bus lanes but maintains the features of Colorado that make it safe, like curb extensions and bike lanes, while providing good transit access for bus riders, which is sorely needed. PH1-26

Metro needs to design with climate change in mind and with marginalized communities in mind. We know that a majority of those who take the bus and ride bikes are the brown and black residents of Los Angeles. And it needs to be said that a lot of these folks do not have the capacity to participate in time-intensive meetings like this. Metro needs to come up with a better plan for these community members and not simply maintain the status quo.

Please consider bringing forth an option that

will lead us towards a more equitable future and that includes dedicated bus lanes and bike lanes on Colorado.

Thank you.

SPEAKER: Thank you.

The next three people to speak will be Marc Caraan, followed by Severin Martinez, followed by Anna V.

So, Marc, you are next to speak.

MR. CARAAN: Hey. Good evening to everyone. My name is Marc Caraan, who lives in -- in the city of Burbank area. And I hereby support my stance in regards to this bus project that would be going through -- through the neighborhood, as well as neighboring Glendale, LA, and Pasadena.

But the concerns that I have right now is that, with the option, is that to have a bicycle mixed bus lane is making a safety concern, not just to myself on board the bus but also to -- towards the bicycles. And I want the Metro to reconsider having a separate lane for the bus and the bicycle, as well as at least one bike -- one running lane or -- in order to minimize the traffic flow from either -- from all areas, including Colorado Boulevard.

Olive Avenue seems to be a decent lane for us here in the neighborhood, but it's not the same landscape as neighboring Glendale or Pasadena or Colorado as well. So I

PH1-26 (cont.)

PH1-27

just want you to reconsider having a separate lanes (sic) for bus, bicycle, and regular vehicle lanes. Because we want more people to take public transport rather than rely on cars where it's not gonna last forever.

PH1-27 (cont.)

That will be my -- my feedback for now. Have a good evening. Thank you for your time.

SPEAKER: Thank you.

So the next three people to speak will be Severin Martinez, followed by Anna V., followed by Sarah Flatery (phonetic).

And just so everybody knows, those are the last three. If you would like to speak, please raise your hand. For those of you on the phone that would like to speak, to raise your hand, please hit "star" "9."

Once again, we have two -- two callers left. We have Severin Martinez and Anna V.

So, Severin, you are next to speak.

MR. MARTINEZ: Hi. My name is Severin Martinez. I'm an Eagle Rock resident. I'm a renter. I'm a bus rider. And I support BRT on Colorado Boulevard, though I'm not entirely satisfied with the design options that have been presented to the community so far.

PH1-28

When I graduated from Eagle Rock High School, I would take evening classes at Pasadena City College. And I would bike there because it was more reliable and faster

than taking the bus. And it was a precarious experience and I would have loved to have had BRT as an option at that time.

And more recently, I was doing some part-time work in North Hollywood. And, again, because of the odd hours, it required that I bike. And -- because it was faster than taking the regular bus. So I'm in full support of the project. But I would like to see a more context-sensitive design, especially through Eagle Rock. And a design that supports walking, biking and transit and not pit these sustainable notes against each other. PH1-28 (cont.)

It doesn't make sense to say that on a street that's 96 feet wide that there's not enough space to accommodate all these users. What it requires is leadership and empathy and forward thinking. And as from -- from our political leaders and from Metro to design a street so that it prioritizes sustainable, healthy, affordable, equitable transportation.

Thank you.

SPEAKER: Thank you.

Our next speaker is Anna V.

Just so -- that's -- so far, that's the last person that is -- has their hand raised. If you would like to speak, please do so by raising your hand. For those of you on the phone, please do so by hitting "star" "9." We

are here to take your comments on the draft environmental impact report.

Please, again, make your comments towards us and refrain from commenting on other people comments because, again, everyone is entitled to their opinion and their comment for the draft environmental impact report hearing that we are having this evening.

Once again, thank you for -- for participating. And our next speaker will be Anna V.

Anna, you are able to unmute.

MS. V: Hello. It's actually Ava. Thank you.

SPEAKER: Oh, Ava. Thank you.

MS. V: My name is Ava. And as a native Eagle Rockian homeowner of over 20 years, I would like for Metro to think about what axis in equity actually means for the public and for transit users who will actually use the BRT. This project should be designed for those users and those people in mind.

PH1-29

Metro should consider looking at cities who have successfully implemented the BRTs -- like Bogata, Albuquerque, and Oakland -- and views as a sustainable and equitable model for this project.

The reality is, these options are not -- these options are an attempt to appease a population who will not use the BRT. Day and day, I see empty cars driving through

town and no one complains about those.

Thank you.

SPEAKER: Thank you for your comment.

Next person -- we have another person here to speak is -- your name is Elliotthecolorist.com. We are -- that's -- so far, that is the last person that we have in cue to speak.

If would you like to speak and provide a comment, please, do so. Again, we are taking comments here for the -- as a hear -- part of the hearing for the draft environmental impact report onto North Hollywood to Pasadena bus rapid transit project.

Thank you to all of you in the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena for joining us tonight. We will have more information at the conclusion of this meeting. As well, for our next meeting we will have this -- we will do this all over again on Saturday, for those of you who have -- know people that would like to participate.

Now, again, Elliot, you are next to speak. Please unmute yourself.

MR. ELLIOT: Hi. Can you hear me?

SPEAKER: Yes.

MR. ELLIOT: Fantastic.

So I've been listening in for the last half

PH1-29 (cont.)

PH1-30

hour so I -- unfortunately, I missed a little bit -- or a lot of the earlier meeting. However, unlike a lot of the other people on here, I don't have a strong, passionate feeling about how this BRT bus line should go. I've -- I'm familiar with some of the options, not all that were presented here.

My main -- my main thing is that I would love to be able to use the bus. The way that it runs right now is -- is so slow as to make sense for a BRT to exist. If that's on the 134, if that's on Colorado, either way is probably gonna be better than what we've got now.

PH1-30 (cont.)

I do mostly drive through Eagle Rock. I've lived here for ten years. And driving is -- is what works. You know, I don't want it see any parking go away.

I was here for the road diet where it went from three lanes down to two. I'm going to be honest with you, I'm not a big fan of that. I really (inaudible) like that. And I don't -- I certainly don't like the idea of bringing it down to one lane.

There's always a trade off with these things. And I certainly enjoy the medians. I don't want to see those go either. But if we have to keep it at two lanes somehow, and that seems to be the lowest cost way to make that happen, unfortunately.

But either way, my main thing here is just no

more road diets, no more reducing Colorado down to one lane, if that were to come up, and that's -- that's basically the basis of my -- my point. PH1-30 (cont.)

Thank you very much.

SPEAKER: Thank you for your comment.

That was the last comment this evening so far. Again, if you are interested in providing comment, we are still available here. Our meeting goes until 8:00 p.m. Again, we -- we have the information available on the project website and the project platform. We have boards. We have information for you, as far as just learning more about the project at NoHopassBRT.com.

For those of you who are not able to capture all of this and would like to participate in our meeting on -- on Saturday, our meeting will be from 11:00 a.m. to 1:00 p.m. on Saturday and you will be able to -- to provide comment then. So please share with -- with every -- anyone that you may know that was not able to participate tonight.

I do see that there is another hand raised. Mr. Mike -- Michael Sweeney. And so we will go ahead and ask you to unmute and then we will -- and you can provide your comments.

MR. SWEENEY: Hi. My name's Mike Sweeney. I live in Eagle Rock and I ride the bus. And I think one of the critical things for this is that the -- is that the options PH1-31

on the table do not sufficiently protect the safety of pedestrians, bike riders, and users of the street. This is -- this is one of very few opportunities that we are going to have, as a city and as a neighborhood, to -- to make Colorado better.

This is not route 66 anymore. It's not a freeway anymore. We need a street that serves all users, that is safe for all users, that provides opportunities for -- for outdoor use by the adjacent businesses and that is tied in to transit that allows people who live here to get to their jobs and, most importantly, for the businesses on the boulevard. Many of whom their workers don't live here. That they can get here quickly, easily, and conveniently.

PH1-31 (cont.)

Additionally, one of the critical aspects and the reason that Metro has repeatedly gone to the voters for funding in Measure M and Measure R is to make a transit system that works, that gets people out of their cars. By not dealing in any meaningful way with making the traffic -- making Colorado safer and slower or down to its current 35-mile-an-hour speed limit, Metro is not incentivizing people to use their own service.

By speeding up traffic, you are incentivizing continued use of greenhouse-gas-polluting-single-family -- single-occupant cars. We need to make sure that the transit

options that are created through this project are fast, efficient, safe, and clean.

And currently, this is a good start, but Metro needs to do much better in their final engineering and in their -- and in their FEIR because this -- there are fundamentally unsafe aspects of the shared bus/bike lanes.

Thank you.

SPEAKER: Thank you.

We have another comment here. You were on earlier, but if you have some additional information to add on to your comment, I will -- you will be able to speak. Again, the person is Fredex.

Fred, you will have two minutes to speak. Please unmute yourself.

MR. DRESH: Hi. As I said before, long-term Eagle Rock resident.

And I just find it extremely important that -- that we assess what's going on here and also, I think, as they say "day light is the best disinfectant." I think that the -- the concept that zoning will be changing and what not, I think those things ought to be brought to light for everybody to -- to look and understand what could be -- could be behind the propulsion for this -- this idea.

The 134 would be wonderful. With Figueroa and perhaps Townsend also. Galindo's town center is a mess.

PH1-31 (cont.)

PH1-32

But I think that up front honesty needs to be delivered to the people of Eagle Rock -- and, also, it's apparently Burbank too -- about the zoning changes. You know, you know, forgive if I'm wrong but, you know, this is not right. And there's a lot of people marching to a bad -- a bad drummer. PH1-32 (cont.)

So my anyway, that's it. Thank you so much. And I appreciate you doing this. And I'll let as many people as I know, know that you are doing this. Thanks so much. Bye-bye.

SPEAKER: Thank you for your comment.

So that's -- that's it for the comments. If anybody else has to -- wanted to share comments, we do have another ten minutes before the -- we can wrap up this meeting. Otherwise, we can just provide some more information about next meeting to come. And next steps.

Once again, we are going to have another meeting on Saturday, just the same as you saw -- you saw this evening, from 11:00 a.m. to 1:00 p.m. There is a separate Zoom link for that. That is on the same notice that you have received to join us. You will also be able to join via phone and provide comments and texts the same way you -- you were able to do so this evening.

If you would like to learn more about the project and view the boards, learn -- and just walk around

virtually to -- to see which alignment is featuring along -- I'm sorry -- each segment along the alignment is being featured as from North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena, please visit our virtual platform at NoHopassBRT.com. Once again, that is NoHopassBRT.com.

We have a phone caller who has raised their hand to speak. Your number is -- starts with the area code 323, last three digits are 689. Please hit "star" "6" to unmute. We are unmuting you on our end, but you also have to do so on your end by doing "star" "6."

I -- you have unmuted now, so you can speak.

MS. JOYCE: I just wanted to mention that just one traffic accident on the 134, either in Glendale or Eagle Rock, will cause substantial backups on Colorado Boulevard. Somebody were to come out, when there was an accident, and just see how bad the traffic is on Colorado Boulevard, they would not want the bus -- the BRT bus to be involved in that traffic on Colorado, just to go from Harvey Drive or Glendale Boulevard to Figueroa (inaudible) is at. PH1-33

Thank you.

SPEAKER: Thank you for your comment.

Once again, we have another eight minutes this evening. For those of you who joined us late tonight, this is the hearing for the draft environmental impact report for

the North Hollywood to Pasadena bus rapid transit project. The draft environmental impact report is available for you to view at our virtual platform, NoHopassBRT.com. You can also view project boards that provide more detail about the segments along the alignments that we are looking at in the areas of North Hollywood, in the areas of Burbank, in the areas of Glendale, Eagle Rock, and Pasadena.

This -- this project right now is in the middle of the comment period for the draft environmental impact report. It began October 26th and it is -- the last day is on December 10th of next month. So you have time to comment.

Again, you can review the document at your leisure by a NoHopassBRT.com and comment as you would wish via e-mail or by phone. The e-mail address is NoHopassBRT@metro.net. For those of you who would like to leave comments via phone -- phone line, you can call our voicemail at (213) 418-3228. Once again, (213) 418-3228. You can also send mail, if you would like to submit your comment in writing, attention to Mr. Scott Hartwell -- he's the project manager for this project at Metro -- 1 Gateway Plaza is the address. Mail stop 99-22-6. City is Los Angeles, California 90012.

Once again, Scott Hartwell, Metro at 1 Gateway Plaza, mail stop 99-22-6, Los Angeles, California 90012.

You can also e-mail us, NoHopassBRT@metro.net. Or leave us a phone message at (213) 418-3228.

For those of you who are listening via phone tonight and would like to leave a comment via text, you can text us tonight at (818) 650-0619. Once again, that's area code (818) 650-0619.

We do have another participant who would like to speak by the name of Barbara Kremins.

So, Barbara, you are able to unmute. If you can do so, and then we will begin the timer. Barbara, you are up.

MS. KREMINS: Thank you for this opportunity to speak and thank you for having this hearing.

My biggest concern with the use of Colorado Boulevard is that it is essential as the evacuation route in the event of a natural or man-made disaster. And I think during and after construction, it could be the cause of lives lost, if it is -- if this project goes through on Colorado Boulevard. PH1-34

My other concern about it is what it would do to the small businesses. I think it would be -- in an ideal world, you could get people out of their cars. But I don't think that's gonna happen. And people who come to or drive through Eagle Rock, from Eagle Rock are using cars. And in this year of COVID, the movement, as far as I can tell, has

been more into autos than into public transportation.

Thank you so much for hearing my comments and having this hearing.

SPEAKER: Thank you.

We do have one -- one more. And it will probably be our final speaker tonight. Natalie Freidberg.

So, Natalie, we will unmute you, if you can unmute yourself, you are able to speak now. Please provide your comments.

MS. FREIDBERG: Hi there. I just wanted to come back and double dip because I did speak earlier. But I'm the president of a small chamber of commerce in Silver Lake. And I've done a lot of research about businesses and how BRTs affect businesses in various parts of this city and others. And I think this will actually benefit our businesses.

I think most people in this neighborhood, if you asked them about the neighborhood of Montrose, where there is one lane of traffic going through there in each direction, the restaurants and businesses have all blossomed as a result of the way they've redone Montrose. And I think that this gives people an opportunity to see which businesses are there and to get to them more easily, to be able to enjoy, maybe, an extra glass of wine and be able to take the bus home to their neighborhood from Eagle Rock.

PH1-34 (cont.)

PH1-35

And I don't see how this is going to harm businesses. We haven't really seen a plan that removes all parking, as has been stated. So I'm not -- I think this will benefit our businesses long-term.

PH1-35 (cont.)

Thank you very much.

SPEAKER: Thank you, Natalie.

And I see, Cherryl Weaver, you snuck in one more. So we -- let me unmute you here so you can speak and provide your comments. You are able to unmute now.

MS. WEAVER: Yes. Just wanted to -- concerning parking, which now has been brought up with regards to businesses along Colorado. The loss of any parking at this point would be devastating to our businesses.

Montrose's is a great example. They -- they thrive with one lane because they have tremendous amount of parking behind their buildings. We do have that luxury here in Eagle Rock. The little bit of parking that we do have is definitely a commodity that is -- is -- because we have older buildings, we don't have the amount of parking that other areas in Los Angeles have.

PH1-36

So the center-running option that removes parking is -- absolutely would be devastating to any small business along Colorado Boulevard. And I'd like to add to be considered.

Thank you.

SPEAKER: Thanks, Cheryl.

We do have one more. And our final speaker for tonight will be Pat Niessen. So Pat, again, you are able to speak. Please unmute yourself. And, again, you are our last speaker for tonight.

Thank you, all.

MR. NIESSEN: Thank you, sir. I appreciate that. And I appreciate the back and forth we've all had tonight. And it wasn't supposed to be a discussion, but it turned into a discussion. That's not the intention. Thank you, again, for providing all these opportunities and all these options for our community.

What's real is that -- what's gonna be decided is what we think is the best for our community. There is plenty of parking in Eagle Rock, as we all know. Getting people out of cars is the intent of public transit. Transit is for the public, for us to move around and walk more than we can -- or then we do nowadays. So the more they do it, the better for us. PH1-37

If you have to park three blocks away, that happens. That's fine. I've done it before; I do it now. I've done it across the -- the world of the country that we all live in.

So thank you, guys, for trying to bring mass transit and public transit into our community in a way that

will benefit everyone from Glendale to Pasadena to Burbank to come in and see what Eagle Rock has to offer. I think it's a great opportunity that has a lot of work to do to find a middle ground of bike safety, pedestrian safety, and a boulevard that we all can believe in. I think that's what we all -- we're all trying to find that.

PH1-37 (cont.)

So thank you, Metro, for the opportunity for us to speak. Thank you for having us again. And we'll probably talk to you again on Saturday.

And, again, I yield my time for the last 20 seconds. Have a good night, guys.

SPEAKER: Thank you. And that wraps up our comments portion now.

(End audio at 2:02:08.)

REPORTER'S CERTIFICATION

I, Allison Swanson, CSR No. 13377, a Certified Shorthand Reporter for the State of California, do hereby certify:

That the foregoing transcript of electronically recorded proceedings designated as "2020-11-12_NoHo Pas Public Hearing #1" were taken down by me in shorthand and thereafter transcribed into typewriting under my direction and supervision.

I hereby certify that the foregoing transcript of electronically recorded proceedings is a full, true, and correct transcript to the best of my ability.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

In witness thereof, I have hereunto subscribed my name on this February 22, 2021.



PUBLIC HEARING NO. 2

TRANSCRIPT OF AUDIO RECORDING OF
NOHO PAS MEETING PUBLIC COMMENTS

Los Angeles, California

Saturday, November 14, 2020

CERTIFIED COPY

Reported by:

ALLISON SWANSON
CSR No. 13377

Job No.:
30700ROB-AUDIO (B)

I N D E X

SPEAKERS:	PAGE
Marcel W.	4, 32
Sam Lerman-Hahn	5
Paul Dyson	6
Hernandez	8
Birgitta Martinez	10
Joanna Knokomodo	12
Niall Huffman	14
Tim	15
John Vu	16
Kim	18
Cyndi Otterson	19
Jared Berenholz	21
Laura Gonzalez	22
Brandon Yung	23
Tamala Takahashi	24
John Gordon	27
Jonathan Matz	28
Aaron Stein-Chester	30
Christopher Cotton	33, 52
Amanda Colligan	34
Ashley Atkinsin	36

I N D E X (continued)

SPEAKERS:	PAGE
Natalie Friedberg	38 57
Felicia Garcia	40
Ben Foushee	42
Geoffry Nutting	43
Don	51
Benjamin Phelps	59

Los Angeles, California, Saturday, November 142020

Unknown Time

(Begin audio at 00:36:52.)

MR. MARCEL: Yes, hi. Thank you very much for your presentation.

I have lived and worked in Eagle Rock for 26 years. And since 2007, my wife and I have owned a brick and mortar business on Colorado Boulevard. And I'm also the boulevard's director of the Eagle Rock Neighborhood Council. And I certainly know that our main boulevard needs improvements.

I personally don't consider commuter bus lanes or protected bike lanes part of those. And that's why I've advocated for Metro to include the freeway option in the DEIR. That still would be my preferred route. But, however, I don't see any major problems with the side-running option. PH2-1

And it has become clear, in the past eight years, that hardly anyone uses the bike lanes. So -- so I consider the center-running option fairly disastrous for local -- for the local business community. We already have to deal with the economic fallout of the pandemic. And that will probably last for years.

Dealing with the construction period of the center-running option and losing most street parking afterwards, I think, could deal the final blow to small businesses that need it through the current recession.

So, yeah, that's -- that's basically it. Thank you so much.

PH2-1 (cont.)

SPEAKER: Thank you. So following Marcel, we're gonna have Sam Lerman, followed by Paul Dyson, followed by the Zoom User. That is what you are listed as. And I think there's only one person that's listed as "Zoom User."

So with that, let me go to Sam Lerman.

MR. LERMAN: Hello. Thank you for giving me the opportunity to speak. I'm an Occidental College student.

With regards to the Glendale and Eagle Rock alignments, I would like to voice my objections to alternatives to and for and support a center-running street alignment for these segments.

In order for public transport to be usable, it needs to be walkable. Colorado boulevard is an established retail and residential corridor, where there is an opportunity for more pedestrian friendly development. SR 134 is on the edge of Eagle Rock and Glendale, away from most homes and services in the area. A motorway alignment would simple not be as usable for pedestrians.

PH2-2

Lack of walkable alignments has been the down

fall of many rapid transit projects in North America, including Barts in the Bay Area, as well as the J Line in LA.

With regards to center versus side-running, one of the basic principles of good road design is to separate vehicle traffic by vehicle size and speed. I simply cannot understand why LA Metro would prefer to have bikes share lanes with bus (inaudible) transit, especially since businesses are generally able to withstand a loss of parking much better than a loss of pedestrian or bicycle traffic.

Thank you for hearing me. I yield my time. Down with cars.

PH2-2 (cont.)

SPEAKER: Thank you for your comment.

The next three people that we have are Paul Dyson, followed by Zoom User, followed by Birgitta Martinez.

So the next person to go will be Paul Dyson. We are unmuting you.

MR. DYSON: (Inaudible) commission. Can you hear me okay?

Hello?

SPEAKER: Yes, I can hear you.

PH2-3

MR. DYSON: Sorry. My clock hadn't started. I thought I wasn't online.

I live -- my name's Paul Dyson, I live on

the -- about a mile from Olive in Burbank and about a half a mile from the freeway. And I served on the Transportation Commissioner's Chair for ten years.

I'm opposed to this project. I feel that somebody decided that BRT was a good idea and they were looking for a place to put one rather than looking at the transportation needs of this corridor.

This corridor has a multitude, an absolute multitude of origin and destination pairs. And you just can't put a one-size-fits-all project down the middle of it and hope that you're gonna have a serious impact on the traffic.

The -- well, what I would propose is for the cities of Burbank, Glendale, and Pasadena to get together and run their own routes and do a multitude of routes. There was a lot of argument early on about whether it should -- whether we should have a route serving the airport, for example. We could do all of these things by avoiding this huge capital expenditure on this single project and spreading the money around on enhancements on a number of routes.

We have no idea, post COVID, whether we'll attract the kind of ridership that this -- that is projected here. But we do know that when we implemented the 501 Freeway and express bus, in parallel to a lot of this

PH2-3 (cont.)

route, it's only attracted 3,000 riders, at best, before the -- before the virus came around. So to say where we're gonna get 30,000 riders is extremely optimistic. I simply don't see it happening.

We have, in this corridor, the LA DOT 549 Commuter Express, which has been very successful over the years. We should be enhancing that. We can keep the 501 going and then we can do a number of locally funded routes that would serve a much larger number of origin and destination points instead of one size fits all.

PH2-3 (cont.)

Thanks.

SPEAKER: Thank you for your comment.

The next person -- the next three people to speak will be Zoom User, followed by Birgitta Martinez, followed by Adrian.

So Zoom User, you will be the next person to speak. Let -- let me unmute you. Okay. You can zoom -- unmute yourself, please.

MR. HERNANDEZ: Yes.

Yes. Hello. My name is Sergio Hernandez. I have lived in Eagle Rock for a long time. I participated in some of the meetings, especially the one at City Hall. And I did see that the small business community is opposed to this, siting their businesses. I would like to let them know that businesses do better when they have pedestrians,

PH2-4

where they have people accessing their businesses from further away. I think it's very classist to say that people on the bus will not patronize your business.

I think that the center-running lanes are a lot better than the side-running lanes; right? Because on the side-running lanes, we have to deal with right turns and the bikes; right? So the center will definitely be faster.

I think, yeah, if we run it on the freeway, we are going to miss a lot of ridership. We're gonna miss helping those small businesses get people to patronize them. Right? I think waiting on a freeway for the bus is not gonna work for a lot of people.

PH2-4 (cont.)

I also think that catching the bus on Colorado is going to save a lot of time. Because if you get dropped off at the freeway, between the 2 and the 131 or on Figueroa and -- you're gonna need to catch another bus to get to your home. So it's gonna add a last-mile issue.

I really think that this project is supposed to help bus riders. If you're not a bus rider, I'm sorry, but I don't think that your opinion is as important to this project because you're not gonna benefit from it, and you're also not gonna be destroyed by it.

I remember a lot of small businesses saying that this was gonna end their business. Guys, if you guys can survive COVID, the bus isn't gonna destroy you guys;

okay? So please give this for the people that need it. Okay. If you're not gonna use it, then go on about your life and let us have our BRT.

Thank you.

SPEAKER: Thank you for your comment.

We have the next three speakers. We have Birgitta Martinez, followed by Adrian, followed by Niall Huffman.

Once again, I'll ask you if you can please start with stating your name so we can accurately take your comment and document it on the -- on the report.

So, again, now next person is Birgitta Martinez. You have been -- you have been unmuted. Actually, can you unmute yourself? There you go.

MS. MARTINEZ: Yes. My name is Birgitta Martinez and I am a resident of Eagle Rock. I also work in Eagle Rock.

And I would like to see the BRT go through Eagle Rock on Colorado Boulevard. However, I would like Metro to provide an option that is concordant with the city's Mobility Plan, with bus only lanes, protected bike lanes, and curb extensions, but more importantly, climate forward.

Taking into account that there's a large population -- a growing population of youth who are environmentally conscientious and don't want to be car

PH2-4 (cont.)

PH2-5

dependant, and they need and want and deserve better public transportation.

When I graduated from Eagle Rock High School back in the 80s, I worked at the Glendale Galleria, and I would have benefitted greatly by something like the BRT. And also having to go to Pasadena Community College, I mean, that -- it was almost impossible.

PH2-5 (cont.)

And I've worked with a lot of students in high schools that work as servers and essential workers at stores on Colorado and near Colorado who also go to Pasadena Community College. And they're having to choose, you know, between, like, work or school because, you know, having something rapid, dependant, that would allow them access to school and their work is needed.

And so, yes, with that, I just feel that the youth that are gonna be living in Eagle Rock for the next, well, many years on they need, want, and deserve better public transportation.

Thank you.

SPEAKER: Thank you for your comment.

And, again, I repeat myself quite often because we have people that don't just join us at the beginning, but they'll join us in the middle or maybe they're joining us now. So, you know, I do like to re -- reiterate a few things, which for those of you joining, again, please make

your comments to us and refer to us. Let everyone speak. If they have a difference of opinion, that's fine. That's what we're here for. To take all comments.

If you are joining us by phone, if you would like to raise your hand to speak, please do so by hitting "star" "9." For phone users, I will give you a ten-second warning, since you cannot see the two minute timer, just to let you know that you are next to speak.

So it looks like we have -- the next three speakers will be Adrian, followed by Niall Huffman, followed by a phone caller with a 213 area code, and your last three digits are 942.

So, Adrian, you will be next to speak. You can unmute yourself.

MS. KNOKOMODO: Can you hear me?

SPEAKER: Yes. I can hear you now.

MS. KNOKOMODO: Hi. My name is Joanne Knokomodo. I'm an Occidental College alum and I have been living in Eagle Rock since 1985.

I have seen the ups and downs of Eagle Rock. I have seen, you know, in the past probably 15 years, the flourishment of Colorado Boulevard with blossoming small businesses, new eateries, new boutique shops. And it's -- it's become a really wonderful place to live.

I don't know if we need a BRT. I am pretty

PH2-6

sure that a needs assessment is really in order to look at the actual ridership. I hear that a couple of people are speaking on behalf of many, from the previous few comments that I just listened to.

Having used the freeway to drive my son to Studio City from Eagle Rock for a good part of two years for middle school, I can tell you we made it to Eagle Rock -- I mean, to Studio City from Eagle Rock in 15 minutes, from door to door, using the carpool lane. And I'm not sure why that isn't more of a reason to use rather than disrupting Colorado Boulevard any further because our small businesses are struggling because of COVID. PH2-6 (cont.)

A lot of the restaurants are choosing to have outdoor dining as an option and they'll probably be -- probably permanent for the foreseeable future. So, you know, I -- I just -- you know, we have the DASH. We have Metro buses. We have the Red Line. We have the Commuter Express. I don't know if we really need another BRT.

And given that this is a quarter of a billion dollar investment. I would say if Metro could find a way to use this better to serve the homeless population and make Colorado Boulevard more pedestrian friendly and safe, that would be very useful.

Thank you.

SPEAKER: Thank you for your comment.

We have the next three people. I think the name is Niall Huffman; followed by a phone number of 213 area code, last three digits 942; followed by John Vu.

For some of you who are using a different name on your computer, again, be listening to who you are showing up as an attendee because that's the name that I am calling to speak.

So the next up is Niall Huffman.

MR. HUFFMAN: Hello. Niall Huffman, resident of Pasadena. I just want to voice my strong support for the project, in particular the street-running alternatives.

I think in order to be successful, this project needs to provide as many access points as possible. Speaking personally, I would like to take the BRT over to Eagle Rock to patronize some of the businesses there. I won't be able to do that as easily with a freeway-running alignment. PH2-7

In addition, I want to encourage staff to further develop option that prioritize transit, bikes, pedestrians, and preserve, to the maximum extent feasible, existing active transportation facilities.

Thank you.

SPEAKER: Thank you for your comment.

So the next three are going to be telephone

caller 213, area code, last three digits are 942; followed by John Vu; followed by Kim.

So we are -- if you are the phone caller, please hit "star" "6" to unmute.

MR. TIM: Yeah, hi. My name is Tim. I live in Highland Park. I have two things to talk about. Make sure these buses, when you put them in, they have the option to open windows. Like with COVID, the MTA buses, you'll always have the option to open the windows if the air conditioning breaks down.

But I notice, just the other day, you have a whole spade of brand new buses on some of the lines that you're not able to open the windows. And with COVID, that's really not good.

So years and years ago, the MTA ordered all those buses with non-openable windows. And they were such a disaster that they eventually took them out of service and retooled them so you could open the windows. So watch out for that whole knew group of buses that you have right now that you can't open the windows on. Look into that and make sure that you change those, you can open 'em. PH2-8

The other one is, I have an answer for both the freeway and Colorado Boulevard. Monday through Friday, run it on the freeway. Because on Colorado Boulevard you always have -- you already have the limited 780 express. The

weekends have 780 red does not run. So on the weekends, run the BRT on Colorado Boulevard -- Saturday, Sunday -- and during the week run it on the freeway.

'Cause you run it during the weekend that'll pick up the traffic that the 780 (inaudible) run on weekends and the stops are already installed there. Use those same stops. And when the 780 runs Monday through Friday, you don't worry about that because the BRT will run on the freeway. Monday through Friday, run it on the freeway; Saturday and Sunday, run it on Colorado Boulevard through Eagle Rock.

PH2-8 (cont.)

Okay. Thank you.

SPEAKER: Thank you for your comment.

The next three speakers will be John Vu, followed by Kim, followed by Cyndi Otterson.

So, John, you're next to speak.

MR. VU: Hi there. This is John. And that's actually my -- my nephew in the photo there.

But just wanted to say, as I am a resident of Eagle Rock, a homeowner, and one of the reasons why I decided to plant roots here was because it -- I'm not -- I mean, I drive. And -- but I also ride bikes and take transit. And I know that I may not always be able to drive, like when I get older.

PH2-9

And so -- yeah, I appreciated this area because

it had really good transit access and also really good bike access. And this is just -- would be a great improvement to get something -- a BRT.

And the thing is, if you put it on the freeway, it's gonna be inaccessible to people who want to take it from Eagle Rock. And I know I go to Glendale, I go to Hollywood, and I go to other areas where I just don't want to have my car all the time using transit. I mean, less lately with COVID. But once we get out of COVID, that's gonna start again. And it wouldn't be very useful to have an option that runs on the freeway.

PH2-9 (cont.)

I also wanted to express my -- just -- I'm not sure why we're removing a bike lane when one of the issues is last-mile access. And I use my bike for last-mile access. And removing -- removing a bike lane just seems to be -- I mean, is there some way to -- to mitigate that and -- you know, why are we making the decision to do that from the -- and mitigating it rather than making a better decision?

So -- and that's it. Thank you.

SPEAKER: Thank you.

So the next three speakers will be Kim, followed by Cyndi Otterson, and Jared Berenholz.

So, Kim, you are the next person to speak. You are able to unmute.

MS. KIM: Hi. Thank you. Can you hear me?

SPEAKER: Yes.

MS. KIM: Okay. Great. Thanks for taking my call.

I have a few comments. Metro ridership has plunged drastically and consistently over the past ten years. And as a previous commenter stated, which made a lot of sense, I think 30,000 new riders is not just a lofty goal, but I think it's impossible. Especially if you're only going to gain 5,000 new riders by 2042. That just does not seem to justify the cost of this project at all.

In light of COVID and the future of commuting in general, I know a lot of people that I know that work for big companies are going to be working at home for at least the next year, possibly for years after that, which is gonna completely change the landscape of commuting. PH2-10

It's -- right now, the buses are practically empty. And I don't think putting new buses is the solution. One of the main reasons that people take the bus is because they have to. And the biggest complaint when they stop taking the bus is because they don't get there quick enough.

The route from North Hollywood, along the 134 would get them to Pasadena much, much faster, according to your alternatives analysis report. And the center-running option, I believe, would actually be the slowest, would have the most stops.

So I think keeping it along the 134 or even the no project alternative, in light of what is happening with our state right now and our country -- who knows when we're gonna be able to build. Who knows what's gonna happen with Colorado Boulevard. If you're gonna have all the dining on the sidewalks for the next year, then this is a project that should not go ahead until there is more -- till we know what's going to be happening, basically.

So I think we should hold off on this for the next year or use the side option.

PH2-10 (cont.)

SPEAKER: Thank you for your comment.

So the next three people to speak will be Cyndi Otterson, followed by Jared Berenholz, followed by Laura Gonzalez.

So, Cindy, you are up next to speak. You can unmute.

MS. OTTERSON: Hi. My name is Cyndi Otterson. I'm actually a resident of Eagle Rock and a homeowner. I support the BRT on Colorado Boulevard. And I'm actually calling today to express my concern over the current options being proposed by Metro for Colorado Boulevard.

PH2-11

Currently, the three options on the table do not provide enough features that would maintain the current usability for bicyclists and pedestrians. And so if the Colorado Boulevard option moves forward, it can -- it can

and should be a solution that will help increase usability and mobility for everyone.

As a mother of two young children who rides bikes often down Colorado Boulevard, I'm concerned that removing bike lanes and curb extensions would make our streets more dangerous. It's also important to note that the residents of Eagle Rock had fought for those bike lanes for many years. So to be -- to remove those from the current option would be just a horrible backwards step.

I believe that the Colorado option can be a win for all residents, if you implement it correctly, without sacrificing the safety and usability. I urge Metro to develop a new option that is consistent with the city's Mobility Plan. We need an option that maintains bike lanes and curb extensions, which will enable a safer and more sustainable user experience on Colorado Boulevard for bus riders, pedestrians, cyclists, and motorists alike.

PH2-11 (cont.)

And for the note -- for people that are talking about ridership, ridership cannot grow unless we invest in public transportation options that actually work. And for the people who don't want it to ruin our neighborhood or our cute town feel, I really urge you to please start making connections between lowering your own personal comfort and start embracing solutions that work for the people who aren't as privileged.

I yield my time. Thank you.

SPEAKER: Thank you for your comment.

So the next three people to speak are Jared Berenholz, followed by Laura Gonzalez, followed by Brandon Yung.

Before we go to Jared, I do want to speak to the phone users that are listening and would like to text their comments instead of speak on this meeting. You can text us at (818) 650-0619. Once again, that's a text only line to submit your comment via text at (818) 650-0619.

Jared Berenholz, you're next to speak. If you can unmute, please.

MR. BERENHOLZ: Yeah, hi. This is Jared. I'm an Eagle Rock resident and homeowners and wanted to say that I support Metro providing more options that support walking and cycling, as indicated by the Take Back the Boulevard Plan and the City's Mobility Plan.

PH2-12

And I think Metro should explore a center-running option that removes a travel lane and preserves bike lanes. I'm a frequent pedestrian, cyclist, and driver on Colorado and around Eagle Rock. Back pre-pandemic, I used to commute by car on Eagle Rock -- or on Colorado, excuse me, through Eagle Rock every day and traffic was never bad enough to warrant maintaining Colorado as a mini freeway as our main street.

I think the -- people's complaints about traffic are overblown and people just need to have a little bit of patience. It only takes an extra couple of minutes and the trade off of having a safe, walkable, bikable street for the whole community to appreciate and enjoy is well worth the trade off.

I yield the rest of my time. Thank you.

SPEAKER: Thank you.

So the next three people to speak will be Laura Gonzalez, followed by Brandon Yung, followed by Tamala Takahashi.

Once again, Laura Gonzalez, you are next to speak. If you could unmute.

MS. GONZALEZ: Hi. I'm Laura Gonzalez and I'm an Eagle Rock resident. I'd like to address the bus lane options proposed for Colorado Boulevard here in Eagle Rock.

I think it's incredibly disappointing that the bus lane option for (inaudible) community removes the bike lanes and prioritizes cars over community.
Colorado Boulevard already feels like a freeway and is unwelcoming as a boulevard. Cars are constantly speeding, and it's no wander that some feel as though the bike lanes are never used. It at times doesn't feel safe and there aren't many safe places to ride outside of this neighborhood with dedicated bike lanes.

PH2-12 (cont.)

PH2-13

We need to actively discourage car use and encourage better modes of transportation like public transport, biking, and walking.

The median offers very little to our community. No one uses it, which isn't a surprise when you're surrounded by four lanes of speeding traffic. I'm not sure why there's an attachment to this piece of land, but it can be bet -- it can be put to much better use by offering better transportation for our community.

PH2-13 (cont.)

Thanks.

SPEAKER: Thank you for your comment.

Next three speakers are Brandon Yung, followed by Tamala Takahashi, and John.

Once again, I'm asking people, when you are going to speak, please provide your first and last name so we can accurately provide your comment on the document. And that's the best way to identify you. So please state your name and then you can begin with your comment.

So with that, I am -- Mr. Brandon Yung, if you can unmute yourself.

MR. YUNG: Hello. Can you hear me?

SPEAKER: Yes. Loud and clear.

MR. YUNG: Okay. Excellent.

PH2-14

My name is Brandon Yung. I am a 20-year-old UC Berkeley undergrad student. And I'm a resident of

Pasadena, grew up in Pasadena.

And I just would like to point out that, you know, under normal CEQA circumstances, you know, it might be really hard to accomplish something such as providing a bike lane. But fortunately, we have Metro's Mobility Plan, which would allow for a center-running option -- which, keep in mind, our medians in Los Angeles exist because we used to have light rail system -- and a bike lane as well.

There's -- Colorado Boulevard currently is a pedestrian, inaccessible freeway. And I would really love to be able to one day use it, as an aspirational homeowner, as a safe way to commute to Hollywood, potentially.

And anyway, I'd just like to voice my strong support for an option that both provides bike lanes and a center-running option.

Thank you very much.

PH2-14 (cont.)

SPEAKER: Thank you for your comment.

Next three speakers will be Tamala Takahashi, followed by John, followed by Jonathan Matz.

So Tamala, let me unmute you. If you can unmute yourself now -- I'm sorry -- you're permitted to talk now. If you can please do so. I (inaudible) -- yes.

MS. TAKAHASHI: Great. Thank you. Can you hear me?

SPEAKER: Yes, can hear you now.

MS. TAKAHASHI: Great. Thank you.

PH2-15

Hi. My name is Tamala Takahashi, and I live and work in Burbank. I'm calling on a couple items.

First, Burbank has a program called Complete Streets that just got approved by city council a couple months ago. And I don't know if the BRT is in -- integrated with that, but there are a couple intersections on Olive path that are really important to take a look at.

The Olive/Verdugo/Sparks intersection has been an area of contention and danger for our city for a while, been trying to figure out how to -- how to fix that intersection. And if the B -- the BRT will go through that intersection. I think it's really important to look at what Burbank has planned for that intersection before starting the BRT.

PH2-15 (cont.)

And the same thing is true for the Olive Bridge. It's a dangerous bridge to walk over. And if the BRT has a dedicated lane right next to the walking area, it would be even more dangerous for our pedestrians.

Also, the city -- or the county has developed a next gen bus plan just recently was -- there was a meeting about that. And I was thinking about how that flexibility is really important. And this BRT creates a really fixed route for a lot of the sections that can't be updated or improved if it doesn't work the way its planned or if the neighborhoods change.

I think the next gen bus plan and our COVID situation really shows the importance of how adaptable we should be. And if we put in too many fixed portions of the route, then it'll be difficult to be adaptable.

And lastly, with one more item that's not mentioned in the EIR is curb economy. So with taking away a Burbank parking, the buses will be along our curbs. And that makes it difficult for delivery vehicles, even vehicles like Uber, to have a place to stop.

So that needs to be taken into account is how our curbs will be used and how delivery trucks and Ubers and other curb economy will be used in Burbank if you take away our parking along the side there. It's not just about parking, but also about how that curb is generally used by all of our -- by all of our transportation.

Thank you.

PH2-15 (cont.)

SPEAKER: Thank you for your comment.

So, again, want to remind people, please state your -- state your name and then begin speaking so we can accurately take your comments down as part of the draft environmental impact report that we are speaking about today and also, you know, to implement into the next phase of the document.

So with that, we have three more people. We have John, for who will be up first, then followed by

Jonathan Matz, followed by Amanda Colligan.

So, John, you are up next to speak. If you could unmute.

MR. GORDON: Yes. Hi. I'm John Gordon. I'm an Eagle Rock homeowner. Two children in Eagle Rock Elementary. We -- our family patronizes Colorado Boulevard many times a week. We do so by biking, walking, driving. I take transit regularly, 28 and the 81. And the many, many people that I see on that -- those buses every day would kind of belie the point that nobody rides transit. Those are our neighbors, and it's great to see them every morning taking transit.

PH2-16

I am voicing my support for Colorado-running and a center-running option that maintains bike lanes and prioritizes the movement of people and the safety of people over cars. I think the three options on the table right now fail in that regard.

I am very optimistic about what could happen if our community embraced a walkable, bikable community-driven version of Colorado. And I think that this BRT could be the centerpiece of that.

So strong support for the project. Would like to see another option.

And thank you very much.

SPEAKER: Thank you for your comment.

Next three people to speak will be Jonathan Matz, followed by Amanda Colligan, followed by Aaron Stein-Chester.

So, Jonathan, if you can unmute.

MR. MATZ: Hi. My name is Jonathan Matz. I'm a former resident of Eagle Rock, currently living in Atwater Village.

I want to echo a lot of the comments of John, just right before me right now. I frequently travel to destinations along the entirety of the proposed route, in both directions, both back to my old neighborhood of Eagle Rock and also westward towards North Hollywood.

I believe the route should -- should follow city streets the most possible, ideally using center lanes, particularly in Eagle Rock as well. PH2-17

I currently travel to Eagle Rock either through -- either on bike or on bus, usually. Using a center lane and using city streets would allow me to do an even better bike/bus combination. And generally speaking, we shouldn't have to choose between efficient and accessible bus options and safe streets for walking and biking.

So taking out already bare minimum bike lanes on Colorado Boulevard to replace them with a bus is no small bickery for transit.

And generally speaking, while we do have a

worrying trend of the declining transit ridership throughout the country and also as well in Southern California, it seems to me wrong to accept that fatalistically and, therefore, continue making transit inaccessible and inhospitable.

I can't begin to state how unappealing it would be to wait for a bus line along a crowded freeway with bad air quality, far from the neighborhoods it's meant to -- meant to serve. So please center-running transit BRT through the fullest extent of the route possible. And no removal of complete streets.

Thank you.

PH2-17 (cont.)

SPEAKER: Thank you for your comment.

So the next three speakers will be Amanda Colligan, followed by Aaron Stein-Chester, followed by Ashley Atkinsin. And then I'll name a fourth person, Marcel W. That, right now, is the last person that we have.

For those of you who are -- who haven't raised your hand yet, again, we are trying to hear from those who haven't spoken yet. And if you want to speak again afterwards, by all means do so. But just to let you know, we have only four people left to speak so far.

So with that, Amanda Colligan?

Amanda, I'm getting a -- an error message. It looks like -- it's saying that you have an older version of

Zoom. So it's not allowing me to unmute you. If you would like to call by a phone and -- and raise your hand, hitting "star" "9," that's another opportunity to speak.

It's not -- because it's not allowing me to unmute you or to give you the permission to speak. So I'm going to go to the next person. But if, again, you can call us and hit "star" "9," we would be able to take your comment that way.

So next person is Aaron Stein-Chester, if -- followed by Ashley Atkinsin, followed by Marcel W.

Aaron, if you can please unmute yourself and speak.

MR. STEIN-CHESTER: Hi. You got me?

SPEAKER: Yes.

MR. STEIN-CHESTER: Hey, so I'm calling in strong support of the center-running option through Colorado. I'm a long-time Metro user and this would be a great opportunity to improve and really restore transit in LA to sort of what it used to be, especially along this stretch of Colorado Boulevard that's been much discussed because everybody knows it used to be a yellow car route. So, really, we would just like to get even -- even a sort of modicum of what it used to be. PH2-18

I think this project is a once in a life time chance to sort of improve streets not just -- not just the

transit access but streets for all users that includes bikes, pedestrians, and disabled folks. So I really want to actually see Metro be more ambitious and see an option that aligns the whole project with the city's Mobility Plan.

And, of course, this is especially the case on Colorado, where the current project options are sort of -- I just don't think they go far enough. So I think the center-running option would be best there.

And I think -- yeah, anyone who's used the mixed bike/bus lanes on Wilshire and really has shared a bus lane, as a cyclist, knows it's a really terrible experience, both for cyclists and buses. So I just don't think that's a sustainable or good choice as just -- as -- at the outset.

PH2-18 (cont.)

And I also want to say, just as far as businesses go, like, wider sidewalks, more bike lanes, protected bike lanes especially, just make more hospitable places for people to go spend time. And this is great for business. And data, you know, from cities all over the world who make this sort of choice support this conclusion. So I'd love to see that for Colorado Boulevard especially.

And finally, with regards to bike lanes specifically, I just think, if we're -- we're designing this from scratch, like, the bare minimum is not sufficient. I want to see protective bike lanes all over the place, especially where we have so much space, as we do on

Colorado Boulevard.

Thank you.

SPEAKER: Thank you for your comment.

The next three people will be Ashley Atkinsin followed by Marcel W., followed by Christopher Cotton.

So, Ashley, you are -- I'm getting the same error message, Ashley. Either you can submit your comment through the Q and A feature or you can call us. I'll have one of my colleagues post the dial-in number so you can call in. And we will -- you'll be able to hear you here at this hearing just as we would normally.

So when you call in, if you can raise your hand and hit "star" "9" to raise your hand. Once again, I'm going to do this one more time, see if it'll let me -- yeah. It's confirming. So, yes, if you can call us in and hit "star" "9" then we will -- that'll raise your hand and then we'll be able to hear your comment.

So I'm going to go to the next person, which is Marcel W., if you can unmute yourself.

MR. MARCEL: Yes. Thank you, Tito. I just need to add a quick disclaimer to my earlier comment. What I said was my personal opinion and it did not reflect the opinion of the Eagle Rock Neighborhood Council, which I'm a member of.

Thank you. That's it.

PH2-18 (cont.)

PH2-19

SPEAKER: Okay. Thank you for your comment.

The next person to speak will be Christopher Cotton. Let me unmute you. Now you can unmute yourself and you can begin speaking.

MR. COTTON: Thank you. And good afternoon to the Metro Board.

The idea of having a bus rapid transit line serving North Hollywood and Pasadena is a winner. I think what you should do is do a route that goes down Central and connected in Glendale, a route that goes down Central Avenue and connects Colorado Boulevard there and then shoot it out on Colorado Boulevard toward Pasadena.

You guys should also look at an option where you guys could extend the Orange Line bus way into Pasadena as well, which would be converted to a light rail line years down the line. PH2-20

But I think, also, to address the concerns of traffic in the Eagle Rock neighborhood of Los Angeles, I think they might want to consider some alternatives to where the road is shared with the -- not only the buses, but with the cars and the bike -- those who ride bikes in that community.

This transit thing is a good thing. And it should also be integrated with the existing 501 bus route as well.

So like to say, that's my thoughts there and like to say, again, thank you for this time. And I'll catch you guys later.

SPEAKER: Thank you for your comment.

So for those of you joining us via phone, if we had technical difficulties trying to unmute you through Zoom, please hit "star" "9" to raise your hand and then that'll let us know that you would like to speak.

We have a phone caller by the first -- area code is 213, last three digits are 631. Again, phone caller 213 -- sorry. I think I -- let me change that. I think we have a different caller and then you're the second caller. The first -- first caller will be 213 area code, last three digits are 398.

Once again, 213 area code, last three digits are 398. I think you are able to speak. You just have to hit "star" "6."

MS. COLLIGAN: Okay. Sorry. Can you hear me?

SPEAKER: Yes.

MS. COLLIGAN: Okay. This is Amanda Colligan. So I was one of the Zoom difficulty people. So just calling in. I'm a current resident of Pasadena, just on the other side of the Arroyo.

So, like, I'm pretty excited about this project as, like, a means of me being able to connect, not just to,

PH2-20 (cont.)

PH2-21

like, Eagle Rock across the Arroyo, because that's pretty difficult for me right now on foot, given -- just given the way everything is constructed there and given the not very frequent bus service on the 180 and all of that is a little tricky.

So pretty excited about the idea of, like, 15-minute intervals to get me just over the Arroyo, over to, like, Colorado Boulevard, where I would actually (inaudible) stores that support BRT as well. Kind of keeping a mental list there. But as well, just to be able to get to these parts that, as has been mentioned by Metro, right now it takes two hours. Like, it's two hours.

I know it takes you like 15, 20 in your car, but that's not me. So -- because I don't own a car. And I'm, like, pretty conscious of, you know -- if we're talking about environmental impacts, like, I really want to be able to get to these places via public transit and -- and also via other means by foot.

So I'd be really disappointed to see that bike lanes that I use -- I, like, am a person in those bike lanes on Colorado Boulevard. I'd be pretty bummed if those were to be removed. Like, once again, much less likely to go to, like, anything on Colorado Boulevard, given my ability to access it. Because I am not going to be driving a personal vehicle.

PH2-21 (cont.)

So I guess that's the main thing. Like, I'm really excited about the potential of just massive connectivity that would come from this project. And I hope it is accessible to people who want to use it along the way. Because there are those users.

Thank you.

SPEAKER: Thank you. And I'm glad you were able to join us via phone. Again, for those of you who are having technical difficulties, in the chat, we have posted the phone number on how to call in. And if you are calling in and you would like to raise your hand, please hit "star" "9."

Our next -- our next speaker is a caller as well. 213 is your area code, your last three digits are 631. Once again 213, last three digits, 631. If you could hit "star" "6" to unmute yourself, that will allow us to hear you.

MS. ATKINSIN: Hi. This is the 213-631 number. This is Ashley Atkinsin. Sorry I was not able to join by Zoom. I -- I'm a ten-year resident of Eagle Rock.

And I am joining my neighbors, many of them speaking today, to express that I support the BRT. I'm a transit rider, transit advocate, and I think it, as others have noted, it's a great opportunity for Eagle Rock. But I also want to join many of my neighbors in asking Metro to

PH2-21 (cont.)

PH2-22

develop another design option that truly serves the needs of the community.

You mentioned earlier that this is a community project. There are other community projects in Eagle Rock that predate this one. Namely, the Take Back the Boulevard Project, which was developed over the course of many years of community input and really expresses the goals that people in Eagle Rock have for a multi-modal pedestrian-oriented, small business-oriented, family friendly main street on Colorado Boulevard in Eagle Rock. And we really need a design option that allows that project to move forward as conceived by the community and as funded by Metro.

PH2-22 (cont.)

We also need a project that meets the goals in the city's Mobility Plan. And any design that really precludes fulfillment of the Take Back the Boulevard Project or meeting the goals in the Mobility Plan is simply not acceptable for Eagle Rock. And so we ask you to bring your resources to design a project that truly works for Eagle Rock and meets the community's needs.

Thank you.

SPEAKER: Thank you for your comment. And I'm glad that both our users that were -- we had technical difficulties were able to call in.

We don't have any more hands raised. So if you

have not spoken or you would like to speak, again, this is an opportunity to raise your hand to speak so we can take your comments. Once again, we are here until 1:00 p.m. So we would love to hear from you.

And it looks like we do have one more speaker who has joined us. So Miss -- we have Natalie Freidberg. So if you can unmute yourself, you can begin speaking.

MS. FREIDBERG: Hello. I wanted to say a couple -- make a couple of points. First of all, people who say no one takes the bus or that there are enough buses already aren't, generally, the people who use it. Because transit riders like myself and a lot of other people I know, especially commuters, feel that there aren't enough of the right kind of buses right now. So we're pretty excited about a project like this that can move us a little bit faster. PH2-23

The same people who say that often say that the freeway is the better option. Those people have never waited, as I have many times, for the Gold Line train on the freeway, which is not only a particularly unpleasant place to wait, it also means that I can't patronize any of the businesses on either side of me to go get a coffee while I'm waiting for the next train or to go get a snack to eat on the train or when I get to where I'm going.

So I also think that they're not considering

how difficult it is for a bus to get over. A bus that gets on at Figueroa or at Harvey would have to get over to that HOV lane that they're talking about and then back again and that's not an easy thing to do on a stretch of freeway that's traveled by a lot of cars.

I just want -- I want to remind Metro that you have amazing resources. You can help us reach the goals that we have for a Mobility Plan and for Take Back the Boulevard. And we have an opportunity to get really creative. We want pedestrian lighting. That's something people in Eagle Rock have come together and talking about. Lamps like the ones some other neighborhoods would have.

PH2-23 (cont.)

Right now, those are required to be supported by local businesses who are going through a rough time. And we'd like to see Metro do that. And more trees and native and drought tolerant plantings and landscapings.

And I think that with a -- along the existing median, in other words, what people have been referring to as a "center-running option," really gives us the opportunity to keep our bike lanes and to do the other things that would make our neighborhood and our little center district of Eagle Rock be even more special.

Thank you very much.

SPEAKER: Thank you for your comment.

Again, I want to acknowledge that we have

received some comments through the Q and A feature. And thank you for those of you who have submitted comments that way. We appreciate your participation today.

Looks like we have additional speakers. So I will -- I think we have Felicia Garcia, followed by Ben Foushee.

So the next person to speak will be Felicia. You can unmute, please.

MS. GARCIA: Hi. Thanks for letting me speak again. I did speak on Thursday, and I want to reiterate my support for bus and bike lanes on Colorado. Because we really need that. I don't want to see it on the freeway. That would make it completely inaccessible to the northeast LA region.

But a couple other points I want to make is that we're hearing only from English speakers right now. And if you take the bus, you know that it is a lot of Tagalog only speakers, a lot of Spanish only speakers. And those voices are not being heard right now. PH2-24

So I think we really need to consider who is using the bus, who would benefit from it, and how we're not hearing from them. They're -- for some reason, if it's too time intensive or we're just not getting through, we need to consider a diverse population of needs and also our unhoused neighbors as well.

Also, I'm an member of the Occidental College

community. And I want to point out that, last Autumn, when we introduced the U Pass Tap Card Program, in less than a week, 688 students came to buck up the tap cards. And that would be a really great thing for this huge community to have access to different neighborhoods and to also -- it would ease things for others in the neighborhood, if we didn't have college students driving around in the neighborhood and instead if they had public transit more accessible.

PH2-24 (cont.)

So I think there's a lot of different people who we need to consider that are not being seen in these meetings. So I'd like Metro to take account of that.

Thank you.

SPEAKER: Thank you for your comment.

The next speaker that we have, and this -- so this looks like our last speaker, unless other people raise their hands which, again, we are here till 1:00 o'clock. So if you would like to speak or speak again, this is your opportunity to raise your hand. Those of you listening via phone, simply hit "star" "9" to raise your hand.

So with that, we're going to --

Mr. Ben Foushee, if you can unmute yourself, you are able to speak.

MR. FOUSHEE: Thank you, Tito. Can you hear me?

SPEAKER: Yes, loud and clear.

MR. FOUSHEE: Yes. I spoke on Thursday as well. And I appreciate the opportunity to speak again on this subject.

I'm an Eagle Rock resident of 20 years. I've very much enjoyed our neighborhood. And I've been observing these proceedings, as far as the progression of your work. And I really appreciate all the diligence the Metro has done.

I do feel that -- in agreement with a number of callers that F1 and F2 really miss the mark as far as providing services to Eagle Rock, taking services from Eagle Rock, and not providing what I imagine the BRT to be as a "bus rapid transit light rail on wheels getting people from point A to point B fast and efficiently."

I also think that the F3 option, on the freeway, misses the mark as well. There's no way that it would be viable to have the buses get on and off the freeway and service the commuter traffic in a fast and efficient way. The buses would have to stay on the freeway. There needs to be better thoughts about how we can think to the future and not be stuck in the past, as far as ways things are supposed to work. PH2-25

I don't know if you're familiar with the Salesforce building in San Francisco, but there is an ability to have a below ground waiting area. Elevators that raise you up to the dedicated HOV lanes that would be just

bus lanes. You'd be notified when the bus is arriving. You could wait below. Elevators take you up as the bus arrives and you are on your way.

People that are opposed to getting on the freeway, they should also think that people go underground to the subway to very inhospitable places for their transportation.

Thank you for your time. And have a good day.

SPEAKER: Thank you for your comment.

So it looks like we have one more speaker that raised their hand. Name is Geof Nutting.

So, Geoffry, if you can unmute, you will be able to speak.

MR. NUTTING: Can you hear me now?

SPEAKER: Yes.

MR. NUTTING: Okay. Thank you.

Believe you've already discussed this, but the biggest difficulty I have in getting across on Eagle Rock and (inaudible) area to go to the San Fernando Valley is getting across the LA River.

It sounds, from what I've heard, that a lot of the people appreciate being able to go to Eagle Rock. And I'd like the people to go to -- through Glendale and connect up with the line to North Hollywood or Studio City. And you got some options to get out to Hollywood already.

PH2-25 (cont.)

PH2-26

That would, I think, make a better and more -- help amplify -- help connect your bus lines and rail train lines much better. 'Cause they're -- I have to go downtown and back out to Studio City to get out to the San Fernando Valley, where I'm from.

I'm currently in Monrovia, which is a long ways out. But I used the Gold Line to get into downtown LA and another line to get out to Studio City because I can't get across the LA River. And I'm not sure what (inaudible) considered there, but I support the Eagle Rock options too and not on the freeway.

Thank you very much.

SPEAKER: Thank you for your comment.

It appears that we are -- we don't have any more -- any more hands raised at this point. So what I will do right now is go on to the next slide to just share with additional ways to provide comment.

Again, we're here until 1:00 o'clock. So if you would like to speak, if you haven't spoken or you would like to speak again, you have some more to add to your comment, please raise your hand. We're here to -- to take your comments, pretty much.

The -- so part of the draft environmental impact report includes a review period, which is where -- where we are right now. We're in the middle of it. It

PH2-26 (cont.)

started on Monday, October 26th. And last day is December 10th, this year. So if you are interested in providing comment, you would like to, you know, think more, read the document, look at some other parts of the document to familiarize yourself with more before making a comment, please do so.

And you have multiple ways to submit your comments. You can do so by sending mail to Mr. Scott Hartwell, our project manager at Metro. He's at -- you can send it to 1 Gateway Plaza. The mail stop is 99-22-6, to the city of Los Angeles, zip code 90012. You can also send an e-mail to the project e-mail at NoHopassBRT@metro.net. Once again, that's NoHopassBRT@metro.net. You can also call the project hotline and leave your comment verbally at (213) 418-3228. Once again, that is 213 area code, 418-3228. Or you can also go on the project website to learn more and to see the documents as well at Metro.net/NoHo pass BRT.

Now, we also have a virtual platform that, if we can pull the platform up, I think it'd be great to give you a little bit of an understanding of what the platform looks like and what it's here to replicate.

At the beginning, you have the recap video that we just -- the recap video that we just played at the beginning of this meeting, which we will -- we could

potentially play it again, since we have time. And then we'll continue on with the rest of the platform. So right now, if we can just play the video so people can see the recap video and then I'll come back and we will go through the platform and share how -- the rest of it.

Okay. All right. We'll skip the platform video, but we will go through the platform just to show you the stations then we'll go back to the PowerPoint presentation and play the video from there.

So, pretty much, you -- when you enter the platform, again, you are inside the Metro Union Station ticket concourse. If you want to scroll and look around, there's a lot of amazing features that you have the ticket concourse.

And any time you are at any historical place, you always want to look up because you'll see the ceilings that have the -- this, you know, the unique artistic build that they have here. And the thing here with the ticket concourse, you know, look around. It gives you that experience.

But also, you know, we have the boards here. So we'll go to station number one. And it gives you the station information. You know, it's -- it's what you would experience if we were at a regular community meeting with -- pretty much with the open house. And then you see the

boards and it gives you -- how to navigate through the platform.

I would suggest you go through the first station when you join so you can see how to go about the -- navigating through the platform. And then it also gives you information on how to contact us.

To get out of this feature, you hit the "X" button. And you can go on to the other stations.

Before we continue, if you look at the top of the screen, you can see how to submit comments or also how to look at the draft environmental impact report comments. If -- for those of you listening in Spanish, we have a Spanish feature again. We -- the left is the English and the right is Spanish and then it translates all the boards for you. So we can go either between English or Spanish.

And you can scroll around and view this at your leisure. You can do this by desktop or you can also do it through an iPad or other type of tablet, android feature, your phone. These are all available at your disposal. The -- once again, the website is NoHopassBRT.com.

Then we can go to station number two. And station number two has the project description. Then it talks about bus lane options and project objectives. So pretty much, it has all the information that you would see at the -- at these open houses.

I think there might be a little bit of a lag. So there's -- that's why I am pausing as we go through this virtual platform.

Again, once we are done with this and go through the project objective, we can exit out of there and go on to the next station.

All right. The next platform, the next station will have the project development process, which shares with -- with you where we are in the process. As you can see, we had early planning last year then we began the -- the draft EIR portion of this. And we were able to start with the scoping. And then in the scoping period we received comments and processed those comments, which is where we are today, discussing the draft environmental impact report.

Following this, we go to the board for approval. And then, should the project move forward, then we go to engineering, to design, then construction and operations.

The next slide talks about the environmental timeline, pretty much where we are in the process currently. Where we are right now is the release of the draft EIR, also known as a draft environmental impact report. And then in the spring, late spring of next year, we would have the final environmental impact report.

So the comments that were made today and Thursday and that we were receiving via e-mail and via phone and messages, again, those will be processed and will be responded to in the final environmental impact report.

Going on to the -- Xing out of -- if we X out of here and go on to the next -- next station, station number four, it gives you more information about what is the draft environmental impact report, which is the draft EIR.

And then the next slide goes and shares with you -- or the board. I'm sorry. These are boards. What -- how to review the draft EIR.

Going on to the next one. So it shows that we go through the review period. And then after the review period, which we're in the middle of right now, ending on December 10th, then we go into the environmental study topics that -- some of the things that are considered.

So when you make your comments, look at these items and consider these when making comments because these are things that are evaluated during the draft environmental -- during the environmental impact report.

Xing out of this and going on to the next station, we have station number five. And it's -- pretty much gives you information of -- of the comments that we have received to date via all forms of media, from the petitions to public meetings, surveys, letters, social

media, voicemail, e-mail, and web. We've received nearly 7,000 comments. So thank you all. This number will continue to increase as we receive comments during the draft environmental impact report. So that's good data to know.

And then about the ongoing outage that we've been doing, going on to the next board. It shows what we've done with the 16 community meetings and workshops that we've had. It's gone up since we've had -- this is our second meeting of the draft EIR that we've -- that we're doing. We've done stakeholder meetings and events. Nearly 1800 people have attended these meetings. So I thank you all for participating in these meetings that we've been having. And again, thank you all for joining us virtually. We appreciate your time.

What we're gonna do is go on to -- X out of here. And we'll come back to this -- to this. But we're going to go -- looks like we have one person who would like to speak and provide comment.

Once again, we are taking comments on the draft environmental impact report. What we are doing is we are processing your comments and then they will be responded to in the next phase of the EIR process. We are not answering questions tonight or today -- I'm sorry. This is an official hearing and this is the manner in which the questions or comments are responded to.

So with that, it looks like we have Don, who would like to speak. So, Don, if you can unmute yourself, you can begin speaking.

MR. DON: Hi. I'm a resident of Los Angeles. And I'm speaking in favor of the BRT network. And I want the most robust BRT network possible.

I'm also a car driver, a bicycle rider, a pedestrian. And whatever you need to do to make that BRT the most robust possible, take out car lanes, I'm all for it, as a driver in Los Angeles, life-long driver. I'm almost 50 years old. And I'm tired of being forced to, basically, only drive everywhere for everything. PH2-27

I want more options in Los Angeles. So whatever we can do to increase public transit, please do it. Sorry if this isn't specifically regarding the issues on the table, but that's my comment.

Thank you.

SPEAKER: Thank you for your comment.

If anyone else -- we still have some attendees that are -- that are here with us. If anyone else would like to speak right now, please raise your hand. Again, we are here to take your comments until 1:00 o'clock. We have another 15 minutes to -- to do so.

So if you would like to raise your hand via phone, you can hit "star" "9" or hit the -- hit the raised

hand feature on the Zoom app that you have.

So just letting you know that you are able to speak again. We have -- we have this time. But if you would also like to submit comment, we can do so in other ways, which I -- I see that we have another speaker interested -- another person interested in speaking.

So, Mr. Christopher Cotton, again, if you can unmute yourself, you are able to speak.

MR. COTTON: Yes. I was looking at the project map. I think it's good that you have the route going all the way to end by Pasadena City College.

I had a question for you. Is there any possible way you can either extend the route to terminate at the Sierra Madre Villa L Gold Line station or maybe do a second route that's an express on the one -- on the 134 coming into -- coming into Pasadena and run that route all the way to the Sierra Madre Villa station or maybe during the rush hours or -- how can I say it? Or maybe Monday through Saturday or what have you. Have you guys looked into that? If you can, please do.

PH2-28

Thank you.

SPEAKER: Thank you for your comment. Thank you, again.

We're taking comments and they'll be responded to in the next phase of the environmental process, which is

the final environmental impact report.

Again, we are here to answer questions until 1:00 o'clock. So that's another 14 minutes. If you would like to raise your hand, you can also do so via phone by hitting "star" "9," or you can also text us. We are -- we have the ability to receive text messages at (818) 650-0619.

Thank you for those of you who have submitted comments through the Q and A feature, that's another way to submit comments to us. Just simply go into the Q and A feature and, you know, ask -- ask your question. The question will be received as a comment towards today's meeting for the hearing.

So, again, thank you for joining us.

We go to the next page, I'll show you how -- how we can take your comments. We are in the middle of the comment period. Started October 26 and it's going to continue until December 10, 2020, of this year.

You can submit your comments in writing by sending your mail -- your letter to Mr. Scott Hartwell at Metro Gateway Plaza is the address. Mail stop is 99-22-6, Los Angeles, California 90012. You can also e-mail us at NoHopassBRT@metro.net. And also send us -- you can leave a voicemail. And that's another way to receive your comments, if you want to verbally leave your comments, by calling (213) 418-3228. Again, that is a voicemail only line. So

you can call it at (213) 418-3228 and it will go -- you can also go to the project website to -- to learn more as well at Metro.net/NoHo pass BRT.

So in addition to the project website, you can also learn more about the project by going to the virtual platform. If we can go back to that -- to that link and go -- and I can share the rest of the platform to you.

So we -- we just finished station five. Station six is the presentation that you -- that you saw earlier today. Again, you can view it at any time. You simply go into station number six and then press "play" and then the presentation will play for you. You can pause it as you -- as you need to, to review it or play it -- hit the "play" button and you can continue going and listening to the presentation that we made today.

Going on to the next station to the right, you can just click and drag. You can -- we have the actual station project map that shows, pretty much from point to point, what the proposed alignment is and also the alternatives.

Going on to the next page -- I'm sorry -- to the next station, which is station eight, you -- we start to break it down based on communities. So station eight is the North Hollywood. This is the North Hollywood community. So it focuses specifically -- it's a board that focuses

specifically on North Hollywood and -- and the street-running option that we have there and how it would go through the -- through the North Hollywood area.

Exiting out of that, we go into the next station, which is the Burbank. Again, these are in order from west to east. So you will have North Hollywood at station eight. Station nine will be Burbank and it will show, again, what we are looking at Burbank area with the boards. And you can see the configurations that we are looking at, at Olive Avenue and then also on Glen Oaks heading towards Glendale.

Exiting out of this, the next station will be the Glendale station, station number ten. And, again, Glendale station includes how it would go through Glen Oaks. And then heading south on to Central and which the proposed -- and I'm mentioning what the proposed route is. Again, it's not -- this's not set in stone, but this is what -- what we (inaudible) board. And then from Central Avenue we'll go east on Broadway, connecting to Eagle Rock through Colorado.

Exiting out of this, the next station will be the Eagle Rock community board, which shares the Colorado option, in addition to the northern section still shows the 134 Freeway option. As you can see, it gives you the different types of configurations that are -- that we have

going on Colorado Boulevard.

Exiting out of there, we have the last station, which is the station in the city of Pasadena. And it pretty much shows the alignment options, which as we stated earlier, from Eagle Rock, you would get on the 134 Freeway for a short segment, exiting Fair Oaks and then going down Colorado Boulevard, where we would end at Pasadena City College and -- and charge there, pretty much.

One of the thing that's we were mentioning earlier is that we're proposing to have charging stations at the end of each -- each part of the alignment. So we would have one at Gate PCC and would also have one at the NoHo station.

Exiting out of there, once we get out of this station, again, if you miss the recap video, it'll -- it's also here. It's the first -- it's station number 13. But if you look at the entrance, it's right by the entrance of the ticket concourse. You can easily place this and watch the recap video again, if you may have missed it or accidentally exited out of that when you were launching the -- the platform.

So this is pretty much something that I encourage you to -- to view and to see the boards to learn more about this.

Again, and if you have any comments, you can

submit them through various forms that we have.

I see that we have another person that raised their hand. So we're going to go back to the page were we -- where we were doing the comments. Again, you can comment on this or ask questions that can be responded to in the document. That's how we're doing the -- the hearing, again.

So we have Natalie Freidberg. Again, I'm going to allow you to unmute yourself. If you can please start talking.

MS. FREIDBERG: Hello. I've spoken before. I wanted to add, I was listening in to some of the other comments. I wanted to mention that I spoke with someone who manages a couple of Eagle Rock restaurants yesterday. And they have -- they mention -- I asked them how many of their employees take public transportation. And they mentioned at least 50 percent.

And I -- those employees couldn't possibly be on these calls because they are working in restaurants, which are busy in the evenings and now, at lunchtime, when we all have been on these calls. And I do hope that Metro finds a way to reach out to them. They probably would not necessarily speak up against their boss, who might not be a fan of a BRT. But they might be willing to speak to someone more privately.

PH2-29

So -- and I'm not sure if they're getting access to these meetings in any way. So I do hope that Metro tries to find a way to reach out to employees and people who are more likely to use public transportation.

Thank you.

SPEAKER: Thank you for your comment.

So as we are close to wrapping up, we have six minutes left, there are no more -- we don't have any more hands raised. I just -- we were -- before this call that we had, we were going over the virtual platform, which is not just for people who weren't able to join us today, but it's for people who maybe joined us part of the way.

But, you know, it's a way to familiarize yourself with the project. It's also for those who aren't able to attend. We understand that these schedules are, you know, for these live meetings are, you know, are set and some people don't have the capability of joining us. Again, that was the reason why we were sharing the platform. Please share with anyone that you may know.

Again, we are -- we're sharing the platform e-mail -- platform e-mail web address with everybody on as to how to join us. If you would like to submit comments in writing, you can do so. We have until December 10th. During the review period that we have right now, you can send them to Mr. Scott Hartwell at Metro to 1 Gateway Plaza.

PH2-29 (cont.)

His mail stop is 99-22-6, Los Angeles, California 90012. You can also send us an e-mail: NoHopassBRT@metro.net. Or you can also leave a voicemail at (213) 418-3223 -- sorry -- 3228. Once again, (213) 418-3228. And you can also learn more on the project web page at Metro.net/NoHopassBRT.

If you would -- if you would like to submit comment during this meeting in writing and you don't feel comfortable speaking, you can do so through the Q and A feature. Again, we are taking comments today until 1:00 o'clock, which is in about four more minutes.

You can please provide your comment through the Q and A feature. If you don't have time, you can always do so through the project e-mail address at NoHopassBRT@metro.net.

Those of you listening by phone, if you do not feel comfortable speaking but you want to text us, you can also do so through text at (818) 650-0619. That's 650-0619.

And I see that we have one more person who has raised their hand to speak. So Brian Phelps (sic), if you can unmute yourself, then you'll be able to speak.

MR. PHELPS: Hi. My name's Ben Phelps. I'm a resident of Los Angeles. I'm just call -- would like to speak strongly in favor of Metro considering the pedestrian experience as much as possible when you -- and I'm strongly in favor of the BRT route on Colorado Boulevard.

PH2-30

We need to be building transit projects that prioritize the pedestrian experience, if we actually want to have them be as useful as possible and if we want to lower our vehicle miles traveled and meet our greenhouse goals. These things all need to be considered.

So, again, I'm strongly in favor of the Colorado alignment. And I hope that Metro can also reconsider some of those design drafts that were released, such as the center-running line on Vineland and Lankershim, where pedestrians would have to cross eight lanes of dangerous traffic. I mean, there must be a better solution than that if we wanted this to be an enjoyable experience for the riders.

I hope that that can be the priority moving forward and that we don't try to compromise too much with people that aren't using the -- the bus rapid transit system in the first place, in their cars. Because this should be designed for the riders not for people in cars.

Thank you very much.

SPEAKER: Thank you for your comment.

(End audio at 1:59:00)

PH2-30 (cont.)

REPORTER'S CERTIFICATION

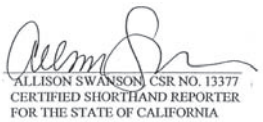
I, Allison Swanson, CSR No. 13377, a Certified Shorthand Reporter for the State of California, do hereby certify:

That the foregoing transcript of electronically recorded proceedings designated as "2020-11-14_NoHo Pas Public Hearing #2" were taken down by me in shorthand and thereafter transcribed into typewriting under my direction and supervision.

I hereby certify that the foregoing transcript of electronically recorded proceedings is a full, true, and correct transcript to the best of my ability.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

In witness thereof, I have hereunto subscribed my name on this February 22, 2021.



APPENDIX D
Traffic Diversion Analysis

Kimley»Horn

MEMORANDUM

To:	Scott Hartwell, Project Manager, LA Metro	CC: Martha Butler, Gary Byrne
From:	Brent Ogden, Kimley-Horn and Associates, Inc.	
Date:	Updated January 7, 2022	
Subject:	Colorado Blvd. (Eagle Rock) and Olive Ave. (Burbank) Lane Reduction and Traffic Diversion Analysis	

This memorandum provides the results of a traffic diversion analysis conducted to characterize the potential impacts of a reduction of Colorado Boulevard from 4 mixed-flow lanes to 2 mixed-flow lanes in the section from Eagle Rock Boulevard to the SR-134 slip ramps west of Figueroa Street, and from conversion of one travel lane in each direction to a bus-only operation along Olive Avenue in Burbank between Buena Vista Street and Lake Street (also a reduction from 4 mixed-flow lanes to 2 mixed-flow lanes). The analysis was informed by 2042 volumes obtained from the Metro CBM18 travel demand model (to determine the level of diverted traffic) and by a Synchro traffic operations model of Olive Avenue in Burbank to determine the estimated operating speed with lane conversions.

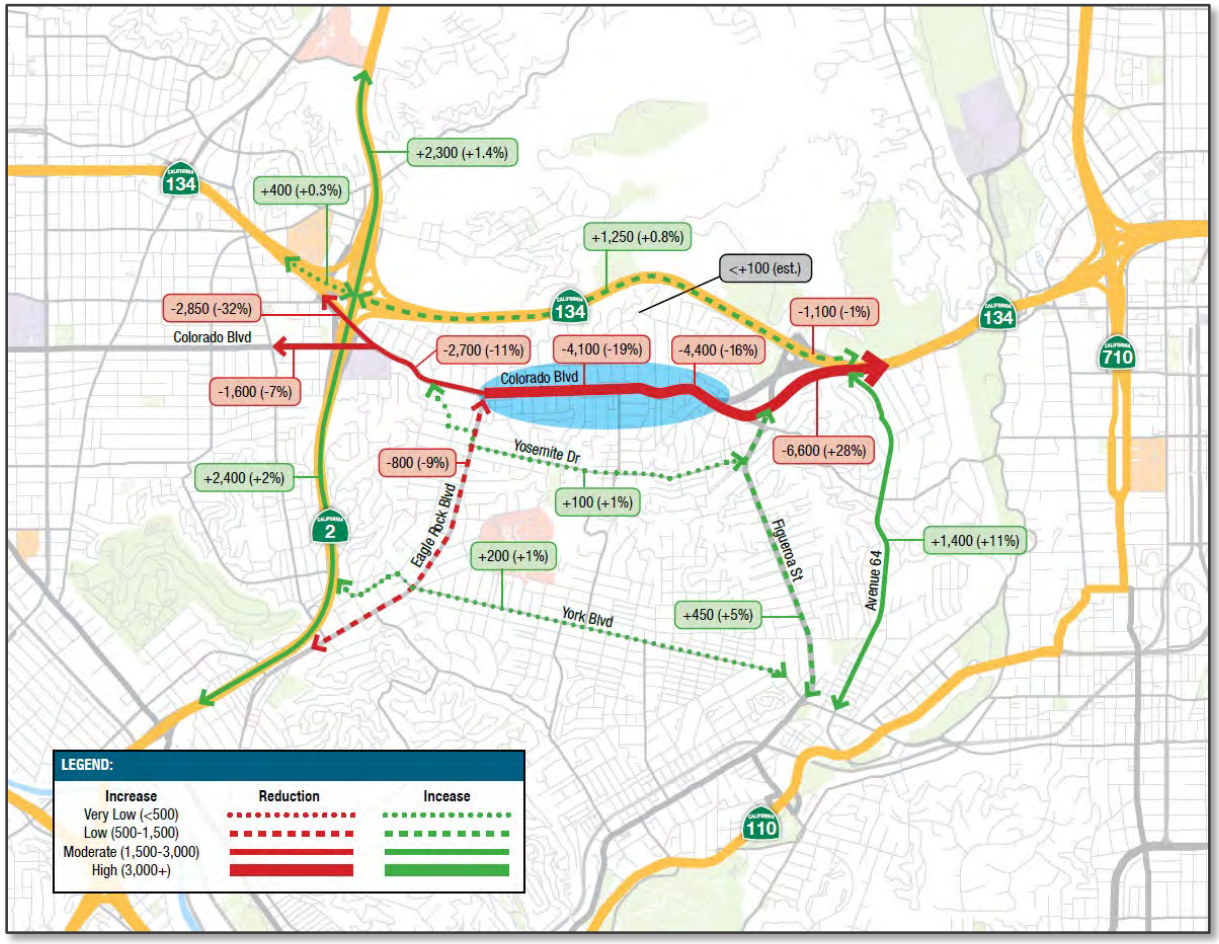
Colorado Boulevard in Eagle Rock

The table below summarizes the changes in average daily traffic (ADT) volumes and percentages for the Eagle Rock segment compared to the no-build base case:

Road Segment	Volume (2042 ADT)	Percent
SR 2 south of SR 134	2,400	2%
SR 2 north of SR 134	2,300	1.4%
Avenue 64 south of Colorado Blvd.	1,400	11%
SR 134 from SR 2 to Figueroa St.	1,250	0.8%
Figueroa St. south of Colorado Blvd.	450	5%
SR 134 west of SR 2	400	0.3%
York Blvd. (est.)	200	1%
Yosemite Dr. (est.)	100	1%
Hill Dr. (est.)	< 100	< 4%
Eagle Rock Blvd. south of Colorado Blvd.	(800)	-9%
SR 134 east of Figueroa St.	(1,100)	-1%
Colorado Blvd. west of Broadway	(1,600)	-7%
Colorado Blvd. from Broadway to Eagle Rock Blvd.	(2,700)	-11%
Broadway west of Colorado Blvd.	(2,850)	-32%
Colorado Blvd. from Eagle Rock Blvd. to Townsend Ave.	(4,100)	-19%
Colorado Blvd. from Townsend Ave. to Figueroa St.	(4,400)	-16%
Colorado Blvd. east of Figueroa St.	(6,600)	-28%

Note: Estimated volumes for Hill Drive and Yosemite Drive based upon York Boulevard

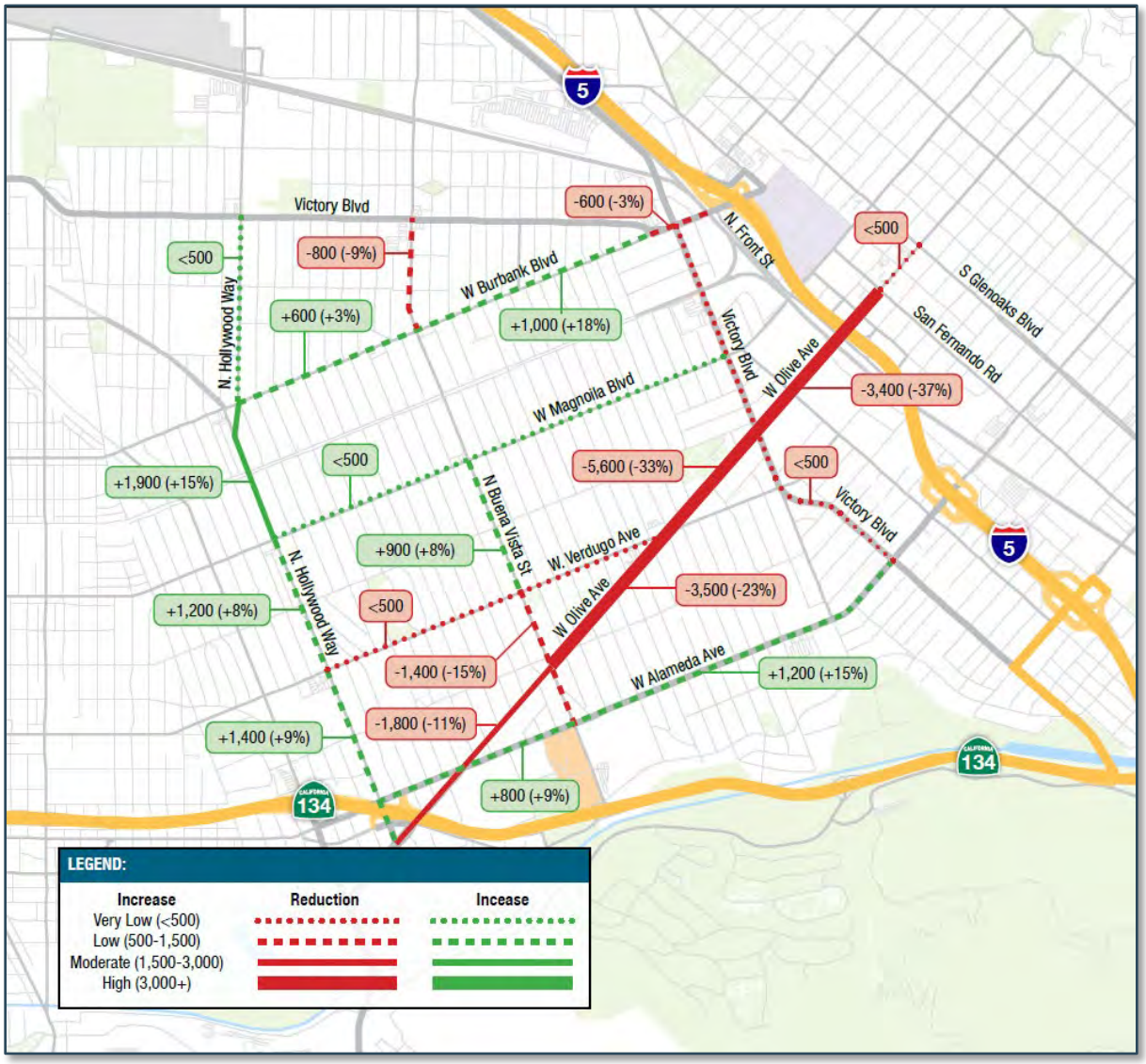
The map shown below graphically depicts the impacts. As shown on the map, a lane reduction between Eagle Rock Boulevard and the SR-134 slip ramps would have the greatest impact along Colorado Boulevard from Glendale (west of SR-2) extending into Pasadena (east of Figueroa Street). The greatest reduction would occur east of Figueroa Street, indicating that there is a substantial amount of through traffic along Colorado Boulevard in Eagle Rock.



Olive Avenue in Burbank

The table below lists the segments where there would be a shift of more than 500 ADT volume as a result of conversion of a travel lane along Olive Avenue in Burbank (from Buena Vista Street to Lake Street). A graphic representation is shown in the map on the following page. A lane conversion along Olive Avenue was found to reduce volumes along Olive Avenue as well as tributaries such as Verdugo Avenue and Victory Boulevard and to increase volumes along alternative routes such as Hollywood Way, Burbank Boulevard, and Alameda Avenue, with minor increases along other segments.

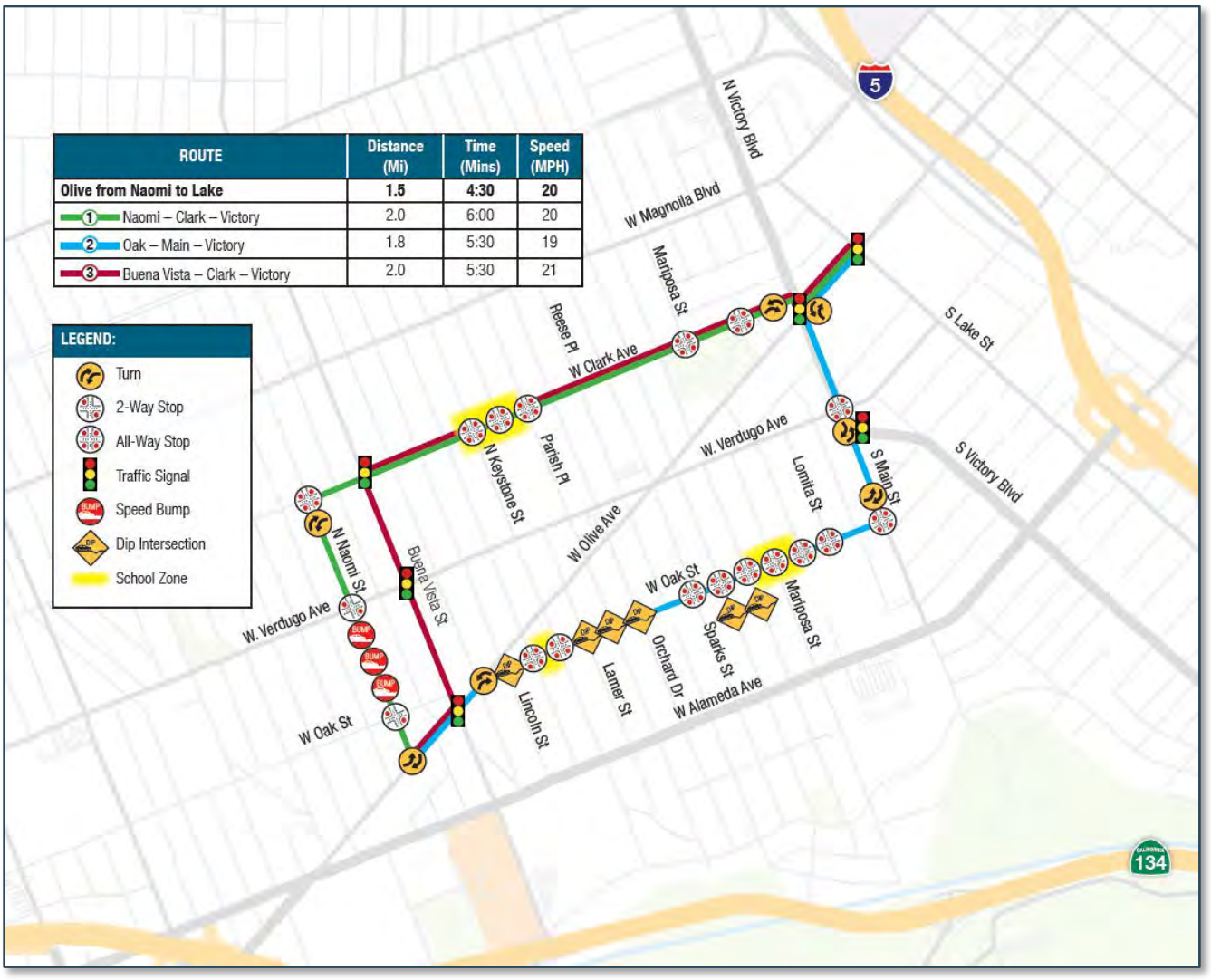
Segment	Volume (2042 ADT)	Percent
Hollywood Wy. from Burbank Blvd. to Magnolia St.	1,900	15%
Hollywood Wy. from Verdugo Ave. to Alameda Ave.	1,400	9%
Alameda Ave. east of Buena Vista St.	1,200	15%
Hollywood Wy. from Magnolia St. to Verdugo Ave.	1,200	8%
Burbank Blvd. from Buena Vista St. to Victory Blvd.	1,000	18%
Buena Vista St. from Magnolia St. to Verdugo Ave.	900	8%
Alameda Ave. near Sparks St.	800	9%
Burbank Blvd. from Victory Blvd. to Front St.	(600)	-3%
Buena Vista St. from Victory Blvd. to Burbank Blvd.	(800)	-9%
Buena Vista St. from Verdugo Ave. to Alameda Ave.	(1,400)	-15%
Olive Ave. from Hollywood Wy. to Buena Vista St.	(1,800)	-11%
Olive Ave. from Victory Blvd. to San Fernando Rd.	(3,400)	-37%
Olive Ave. from Buena Vista St. to Verdugo Ave.	(3,500)	-23%
Olive Ave. from Verdugo Ave. to Victory Blvd.	(5,600)	-33%


5
Victory Blvd
-600 (-3%)
-800 (-9%)
<500
N. Hollywood Way
W Burbank Blvd
+600 (+3%)
+1,000 (+18%)
N. Front St
<500
S Glenoaks Blvd
San Fernando Rd
Victory Blvd
W Olive Ave
-3,400 (-37%)
W Magnolia Blvd
<500
+1,900 (+15%)
-5,600 (-33%)
<500
N Buena Vista St
Victory Blvd
+900 (+8%)
W Verdugo Ave
5
N. Hollywood Way
+1,200 (+8%)
<500
W Olive Ave
-3,500 (-23%)
-1,400 (-15%)
W Alameda Ave
+1,200 (+15%)
-1,800 (-11%)
+1,400 (+9%)
134
+800 (+9%)
134
LEGEND:
Increase
Reduction
Incease
Very Low (<500)
Low (500-1,500)
Moderate (1,500-3,000)
High (3,000+)

Olive Avenue Diversion to Local Streets

The previous analysis identifies traffic shifts to and from the Burbank arterial roadway grid associated with a reduction to one through lane in each direction along the central portion of Olive Avenue. In order to assess the likelihood that traffic would divert to local residential roadways as a result of a lane reduction along Olive Avenue, estimates were made of travel times using local roadways to avoid Olive Avenue. As shown in the map below, three potential diversion routes were evaluated:

1. Diversion to the north using Naomi Street, Clark Avenue and Victory Boulevard
2. Diversion to the south using Oak Street, Main Street and Victory Boulevard
3. Diversion to the north using Buena Vista Street, Clark Avenue and Victory Boulevard



The table below summarizes the comparison of travel times for Olive Avenue and the local roadway route alternatives.

	Distance (Mi)	Time (MM:SS)	Speed (MPH)
Olive Avenue			
Olive Avenue from Naomi Street to Lake Street	1.5	4:30	20
Route Alternatives to Olive Avenue			
Divert to North via Naomi Street – Clark Avenue – Victory Boulevard	2.0	6:00	20
Divert to South via Oak Street – Main Street – Victory Boulevard	1.8	5:30	19
Divert to North via Buena Vista Street – Clark Avenue – Victory Boulevard	2.0	5:30	21
Notes: 1. Baseline travel time and speed from Synchro traffic operations model of Olive Avenue 2. Diverted traffic assumed to operate at or below the allowable 25 mph local roadway speed limit 3. Speed of diverted vehicles reduced to reflect impact of stop signs, traffic signals, school zones, turns, speed bumps and dip sections			

The travel time along Olive Avenue projected by the Synchro traffic operations model, including the segment from Naomi Street to Buena Vista Avenue, would be approximately 4:30 minutes with an average speed of 20 mph. As indicated in the map on the previous page, the example route alternatives would require out-of-direction travel, resulting in longer travel times compared to Olive Avenue, especially taking into consideration the speed impediments which are shown in the map. Therefore, it is unlikely that a significant number of vehicles (e.g., great enough to result in a noticeable increase in traffic) would divert to local roadways.

Refer to the table on the following page for additional details of the diversion analysis to local streets.

Kimley»Horn

	Distance	Time		Speed
	Mi	Mins	Secs	MPH
Proposed Project Route				
Olive Avenue - Buena Vista to Lake w Side-Running Bus Lanes (Conversion)	1.5	4	24	20
Diversion to North via Naomi - Clark - Victory				
Naomi from Olive to Verdugo (speed bumps)	0.4	1	24	15
Naomi from Verdugo to Clark	0.3	-	36	25
Deduct for permissive LT from Olive		-	9	
Deduct for Two 2-Way Stop Signs and One All Way Stop Sign		-	18	
Clark from Naomi to Victory	1.2	2	46	25
Clark to Victory - Victory - Victory to Olive (.05 mi w 2 turns)	0.1	-	9	20
Olive from Victory to Lake	0.2	-	36	20
Route Total	2.0	5	58	20
Diversion to South via Oak - Main - Victory				
Olive from Naomi to Oak	0.2	-	43	20
Oak from Olive to Main - 5x 15 mph "dip" ints, 7 stop signs, 2x 15 mph shool zones	0.9	3	11	17
Main from Oak to Victory	0.2	-	33	25
Victory from Main to Olive	0.2	-	35	25
Olive from Victory to Lake	0.2	-	32	20
	1.8	5	34	19
Diversion to Clark via Buena Vista				
Olive from Naomi to Buena Vista	0.2	-	27	20
Traffic Signal at Olive/Buena Vista		-	15	
Buena Vista from Olive to Clark	0.6	1	39	20
Clark from Buena Vista to Victory	1.0	2	25	25
Clark to Victory - Victory - Victory to Olive (.05 mi w 2 turns)	0.1	-	9	20
Olive from Victory to Lake	0.2	-	36	20
	2.0	5	31	21
Notes				
1. Baseline travel time and speed from Synchro model with lane conversion				
2. it is assumed diverting vehicles will have a maximum speed as the allowable local roadway speed limit of 25 mph where conditions allow				
3. Speed of diverted vehicles reduced to 5 mph below the 25 mph local roadway speed limit where traffic control devices and impediments present				

APPENDIX E
Traffic Delay Analysis

MEMORANDUM

To: Scott Hartwell, Project Manager, LA Metro CC: Martha Butler, Gary Byrne

From: Brent Ogden and Greg Kyle, Kimley-Horn and Associates, Inc.

Date: February 9, 2022

Subject: Colorado Boulevard (Eagle Rock) Traffic Delay Analysis

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This memorandum documents the results of the traffic delay analysis that applied a VISSIM model to visualize and understand the potential effects of adding a dedicated Bus Rapid Transit (BRT) lane along Colorado Boulevard in Eagle Rock. Dedicated BRT lanes facilitate improved bus speeds, travel times, and service reliability while also enhancing safety by reducing conflicts among buses and other modes of travel. The study area for this traffic analysis is along Colorado Boulevard from Broadway to the Ventura Freeway (SR-134) Access Ramps. **Figure 1** shows the location of the study area for this traffic analysis within the overall project area for the proposed North Hollywood to Pasadena BRT Transit Corridor.

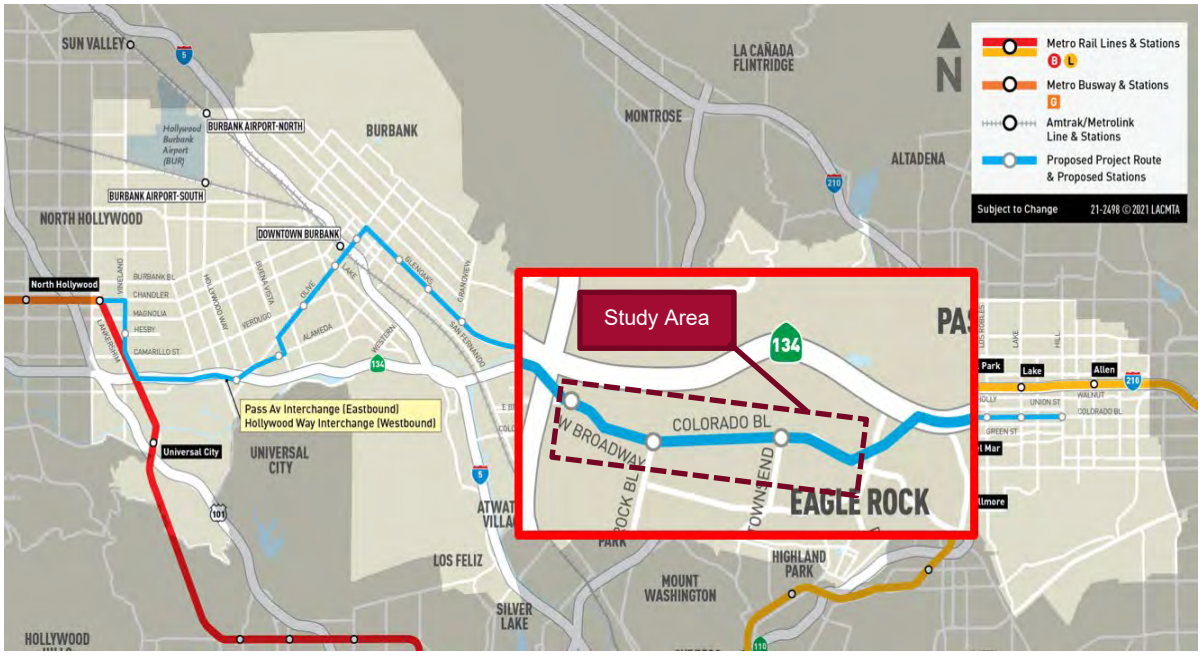


Figure 1: Study Area for Traffic Delay Analysis

The Proposed Project would operate in center-running dedicated bus lanes on Colorado Boulevard between El Rio Avenue and the SR-134 Access Ramps with either one or two mixed-flow travel lanes in each direction. Between Broadway and Ellenwood Drive (to the west of El Rio Avenue), the BRT would operate in side-running dedicated bus lanes adjacent to on-street parking or bike lanes.

This analysis includes the following scenarios for both the AM and PM peak periods:

- No-Build Conditions (Year 2024)
- Build Conditions – Design Option with Single Travel Lane per Direction (Year 2024)
- Build Conditions – Design Option with Two Travel Lanes per Direction (Year 2024)

No-Build Conditions (Year 2024)

Traffic counts on Colorado Boulevard were collected in 2019 before impacts due to COVID-19. These traffic volumes were forecast to Year 2024 volumes using growth factors appropriate for the area.

Build Conditions - Design Options (2024)

For the design option with a single travel lane per direction, traffic modeling performed with the Metro CBM18 travel demand model indicated that approximately 20 percent of the traffic would divert from Colorado Boulevard to alternate routes, including SR-134 and SR-2. This diversion of traffic was applied in the forecast of 2024 traffic volumes for the single travel lane per direction design option.

Both of the two design options include additional operational and safety improvements along Colorado Boulevard as listed below:

- Safety improvements associated with the construction of new medians west of Eagle Rock Boulevard with dedicated left-turn pockets.
- Safety improvements associated with adding dedicated left-turn pockets east of Eagle Rock Boulevard and closing existing median breaks without left-turn pockets.
- Dedicated left-turn pockets are provided for all left turns from Colorado Boulevard; nearly all left turns are performed at signalized intersections during a protected signal phase (under control of a left-turn arrow).
- Left-turn pockets along Colorado Boulevard are lengthened, where feasible, to provide additional storage capacity.
- Upgrades to High-Intensity Activated CrossWalK Beacon (HAWK) traffic signals for pedestrian crosswalks at El Rio Avenue, Glen Iris Avenue, La Roda Avenue, and Vincent Avenue.
- New signalized intersections with protected crosswalks at Hermosa Avenue and Dahlia Drive.
- Dedicated bike lanes separated with buffers from adjacent traffic lanes. Where on-street parking is provided, the bike lanes are located between the sidewalk and the on-street parking.
- Curb extensions are provided at many intersections to reduce pedestrian crossing distances.

Traffic Analysis

The traffic delay analysis was conducted using an industry standard microscopic multi-modal traffic flow simulation software – VISSIM, which provides both a visual simulation of traffic conditions and performance measures. VISSIM facilitates analyses with actual traffic signal controller data and traffic volumes to evaluate study scenarios. The VISSIM model was initially calibrated for the No-Build conditions based on observed travel times and vehicle queues. The Project Team subsequently modeled the changes in roadway lane geometry for the two design options (two travel lanes per direction and one travel lane per direction). The VISSIM model evaluated the operations of the Proposed Project's BRT, as well as the interactions among pedestrians, bikes, transit (buses), and vehicles. The results obtained from the VISSIM model include performance measures such as travel times and average speeds along the study corridor in 2024 for the No-Build conditions and the two design options (two travel lanes per direction and one travel lane per direction).

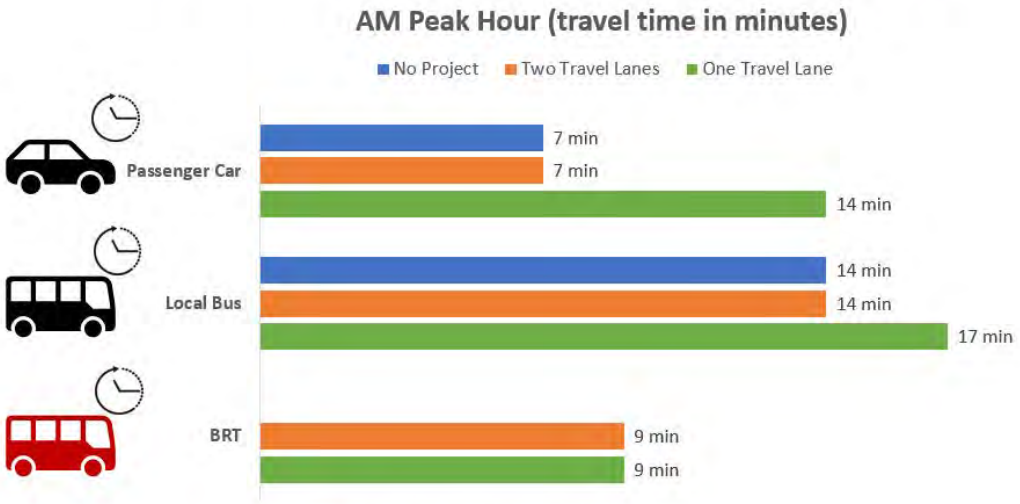
Results of the traffic analysis indicate that travel times for passenger cars and local buses are generally consistent between the No-Build (No Project) scenario and the design option with two travel lanes per direction. Travel times for passenger cars and local buses increase with the one travel lane per direction design option. The travel times for the Proposed Project's BRT are generally consistent between the design options with two travel lanes per direction and one travel lane per direction.

Similarly, the average speeds for passenger cars and local buses are generally consistent between the No-Build (No Project) scenario and the design option with two travel lanes per direction. Speeds for passenger cars and local buses decrease with the one travel lane per direction design option. Speeds for the Proposed Project's BRT are consistent generally consistent between the design options with two travel lanes per direction and one travel lane per direction.

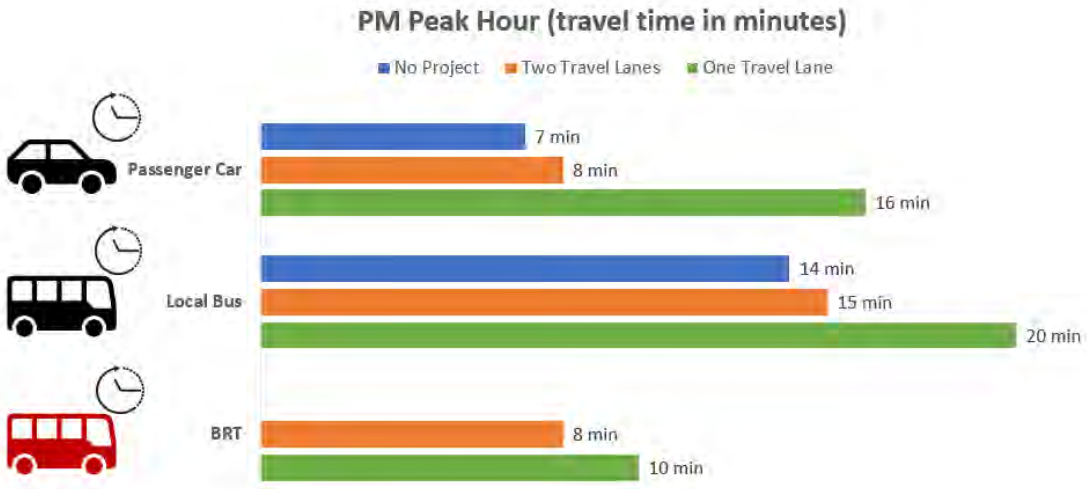
The results of the traffic analysis are presented in the graphs on the following pages.

Travel Time
Broadway to SR-134

Amount of time needed to complete a trip (2024)



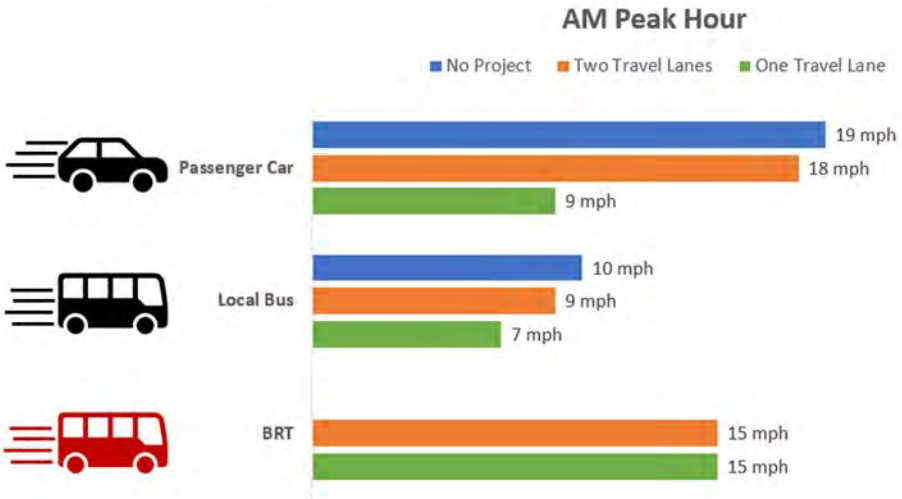
- *BRT is 36-47% faster than local bus*

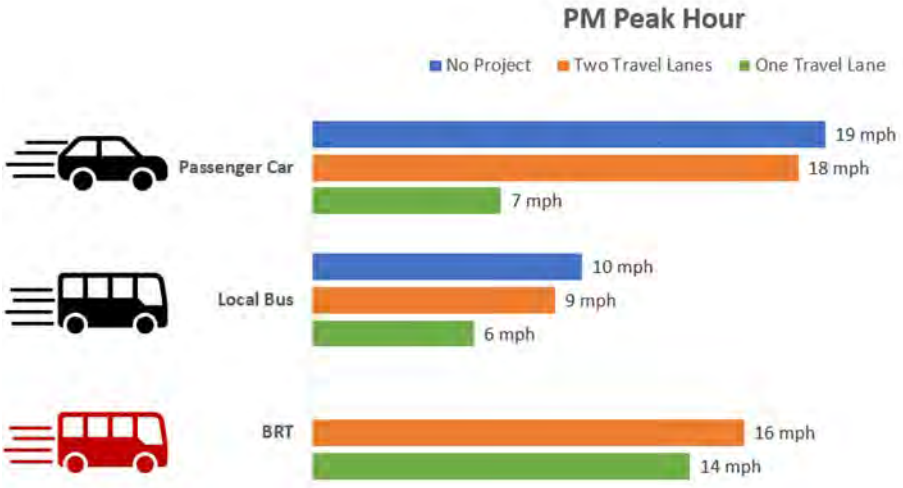


- *BRT is 47-50% faster than local bus*

Average Speed
Broadway to SR-134

Average of all vehicle speeds along the corridor (2024)





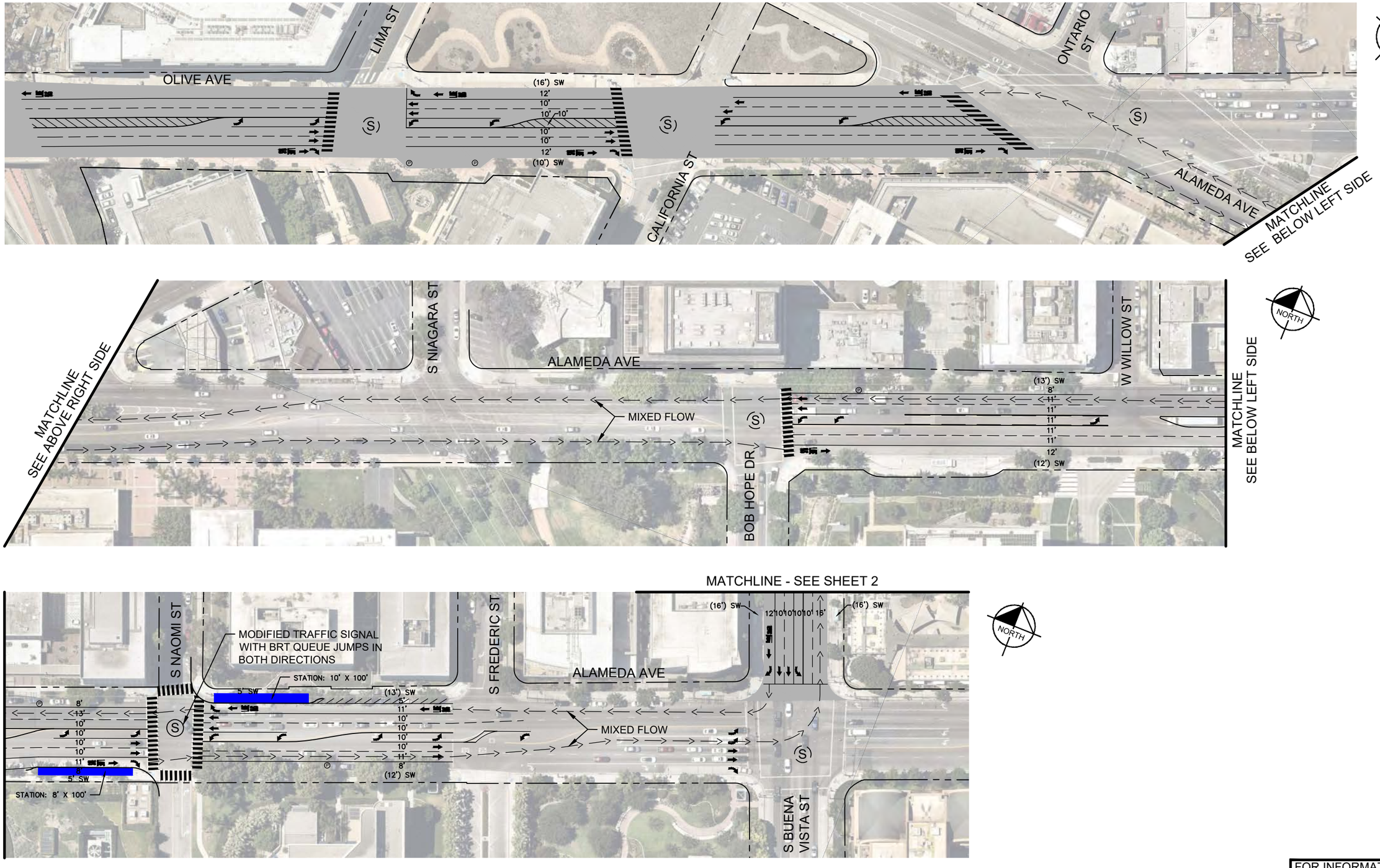
APPENDIX F

Updated Concept Plans for Burbank and Eagle Rock

Burbank Concept Plans

Limits:

- Olive Avenue from west of Lima Street to Alameda Avenue
- Alameda Avenue from Olive Avenue to Buena Vista Street
- Buena Vista Street from Alameda Avenue to Olive Avenue
- Olive Avenue from Buena Vista Street to Glenoaks Boulevard
- Glenoaks Boulevard from Olive Avenue to south of Elmwood Avenue



12.29.2021

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NOT FOR CONSTRUCTION

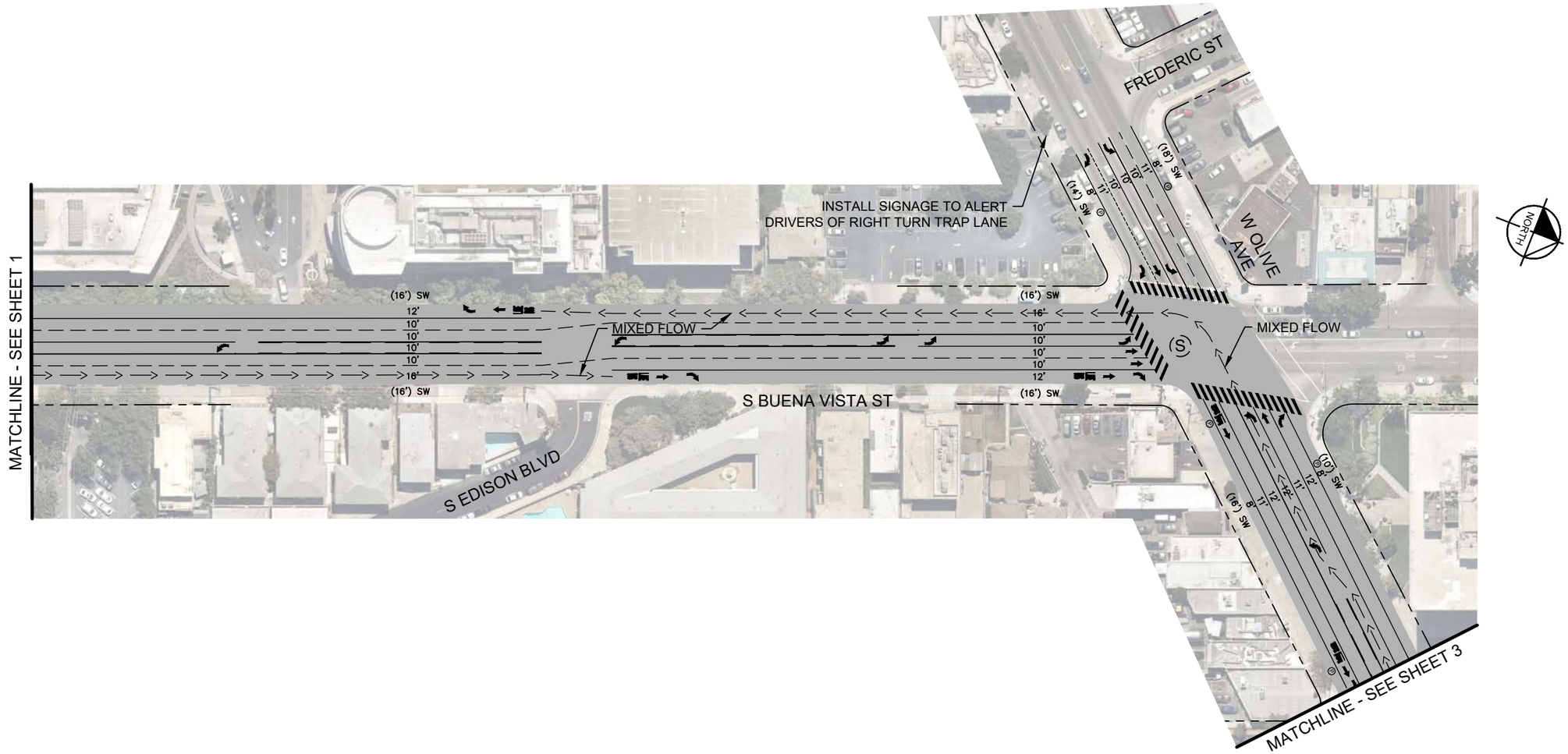
	BRT STATION		BRT LANE	(X')	EXISTING WIDTH		EXISTING SIGNAL
	PAVEMENT LIMITS		BIKE LANE	X'	PROPOSED WIDTH		PROPOSED/MODIFIED SIGNAL
	LANDSCAPING OR RAISED MEDIAN		MIXED FLOW LINE		PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FACILITIES-OPERATIONS, ENGINEERING DIVISION

Kimley»Horn
660 S FIGUEROA STREET, SUITE 2050
LOS ANGELES, CA 90017

NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS
OLIVE AVE - ALAMEDA AVE
CURB RUNNING AND MIXED FLOW

CONTRACT NO.: -
ROUTE OPTIONS: C1 & C2
REV.: 0
SCALE: 1" = 100'
SHEET NO.: SHEET 1



12.29.2021

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NOT FOR CONSTRUCTION

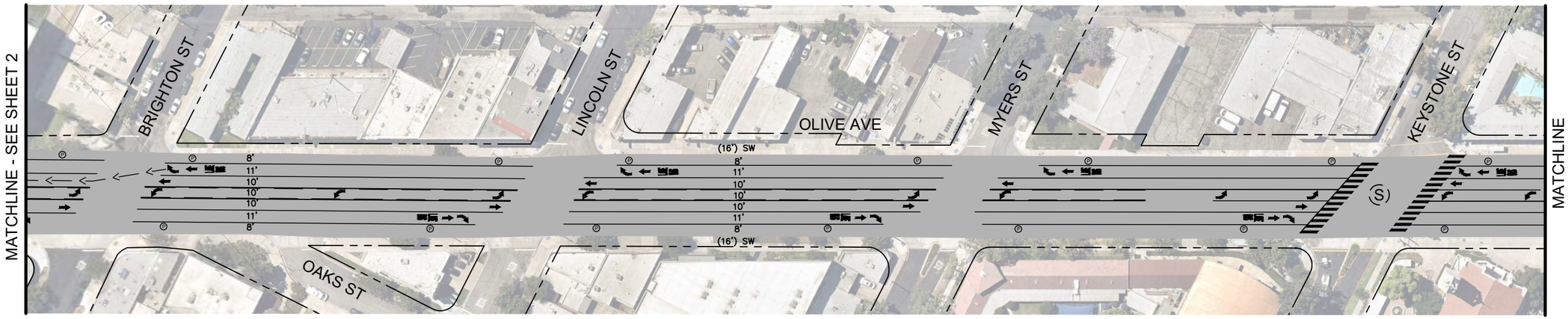
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	PAVEMENT LIMITS		BIKE LANE	X'	PROPOSED WIDTH		PROPOSED/MODIFIED SIGNAL
	LANDSCAPING OR RAISED MEDIAN		MIXED FLOW LINE	(P)	PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FACILITIES-OPERATIONS, ENGINEERING DIVISION

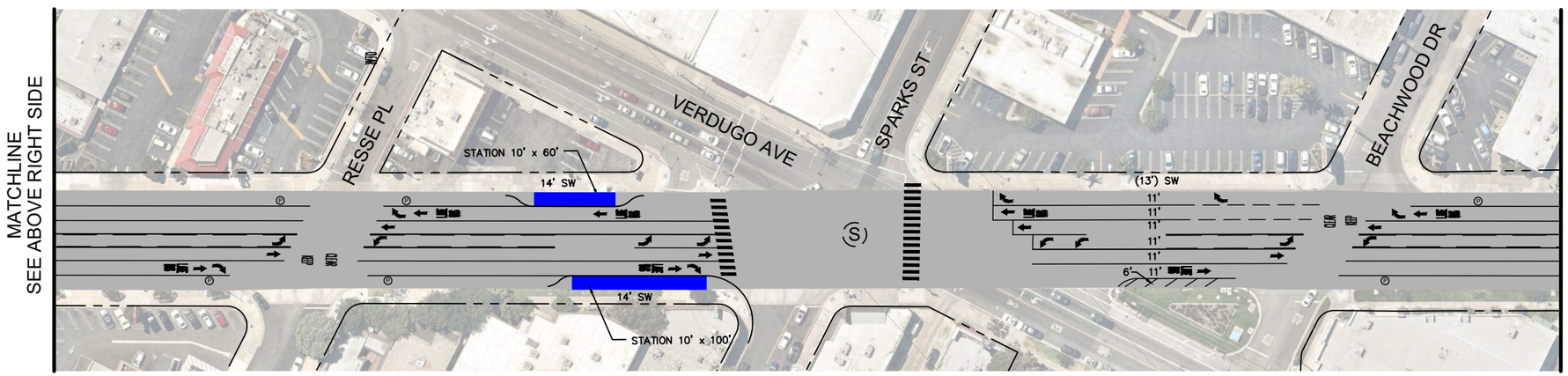
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LOS ANGELES, CA 90017

NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS
BUENA VISTA ST
CURB RUNNING AND MIXED FLOW

CONTRACT NO.
-
ROUTE OPTIONS
C1 & C2
REV.
0
SCALE
1" = 100'
SHEET NO.
SHEET 2







NORTH

12.29.2021

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BRT STATION
PAVEMENT LIMITS
LANDSCAPING OR RAISED MEDIAN
BRT LANE
BIKE LANE
MIXED FLOW LINE
(X') EXISTING WIDTH
X' PROPOSED WIDTH
P PARKING
EXISTING SIGNAL
PROPOSED/MODIFIED SIGNAL
RRFB PROPOSED RECTANGULAR RAPID FLASH BEACON

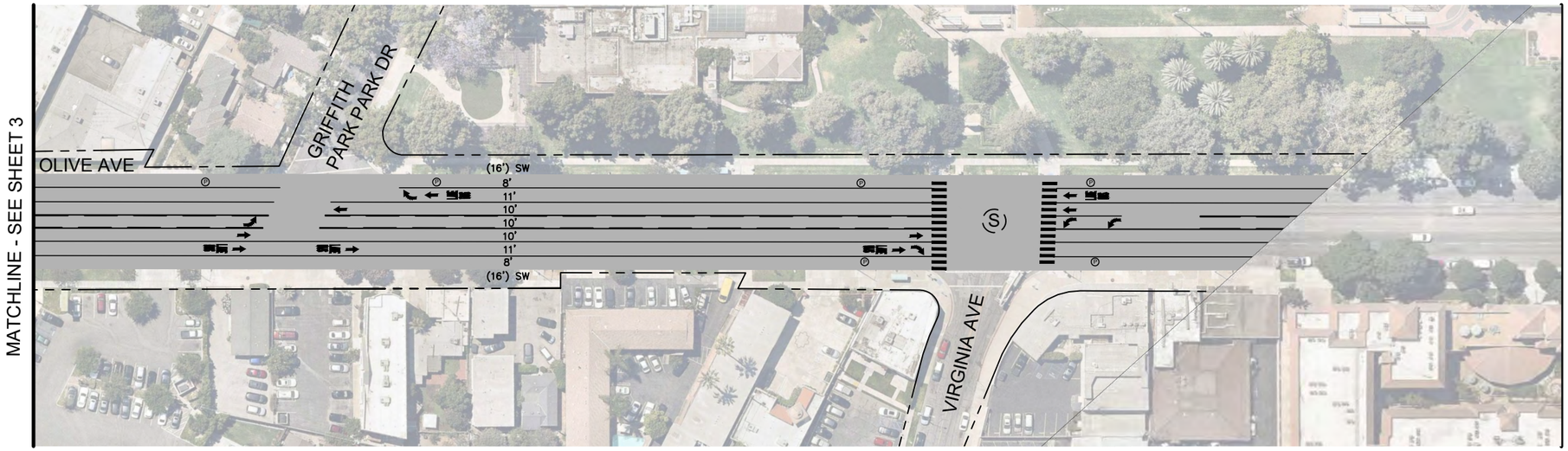
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NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

OLIVE AVE - SIDE RUNNING

CONTRACT NO. -
ROUTE OPTIONS C2
REV. 0
SCALE 1" = 100'
SHEET NO. SHEET 3





NORTH

12.29.2021

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BRT STATION	BRT LANE	(X')	EXISTING WIDTH		EXISTING SIGNAL
PAVEMENT LIMITS	BIKE LANE	X'	PROPOSED WIDTH		PROPOSED/MODIFIED SIGNAL
LANDSCAPING OR RAISED MEDIAN	MIXED FLOW LINE	P	PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON

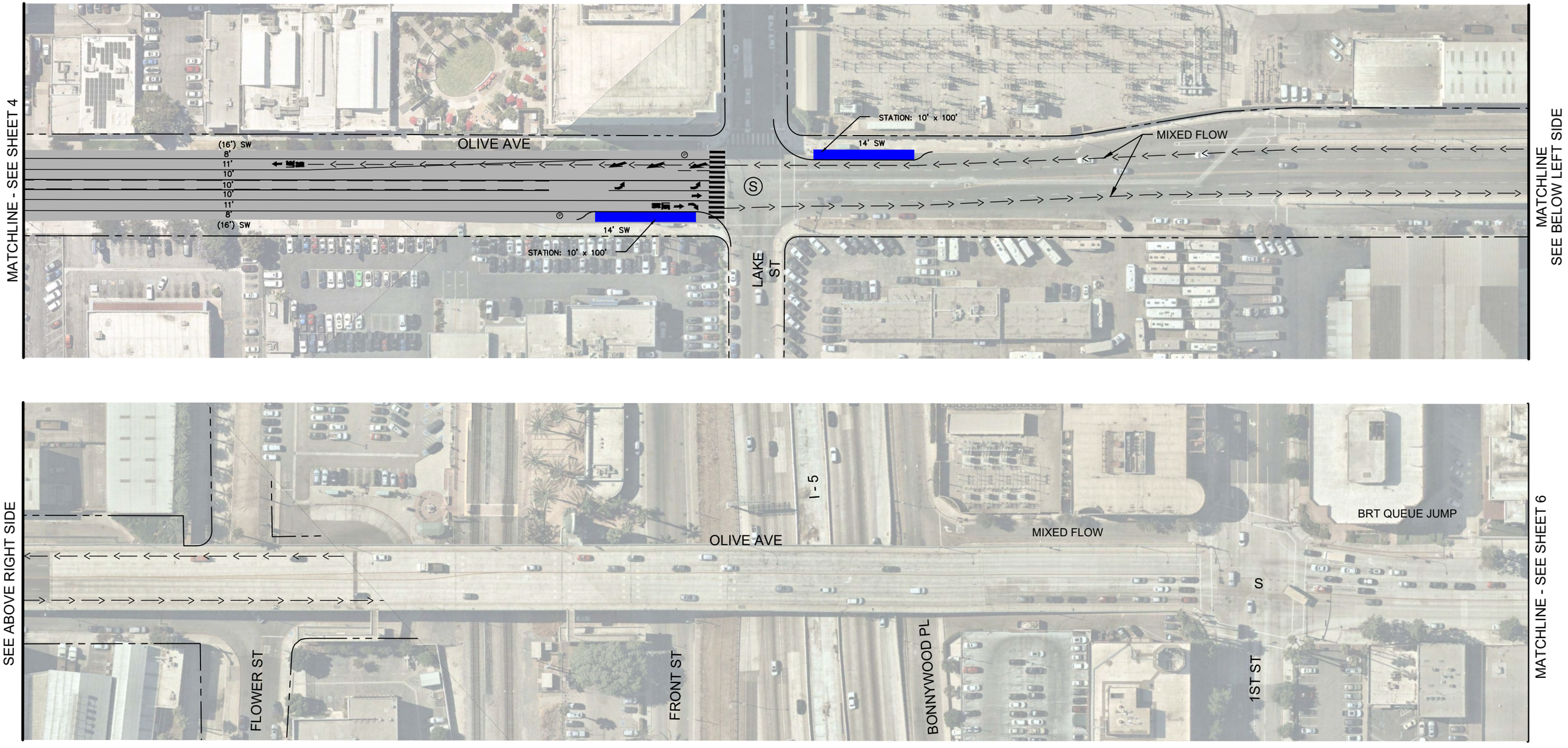
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NORTH HOLLYWOOD TO PASADENA BRT ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

OLIVE AVE - SIDE RUNNING

CONTRACT NO.: -
ROUTE OPTIONS: C2
REV.: 0
SCALE: 1" = 100'
SHEET NO.: SHEET 4



12.29.2021

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	BRT STATION		BRT LANE	(X')	EXISTING WIDTH		EXISTING SIGNAL
	PAVEMENT LIMITS		BIKE LANE	X'	PROPOSED WIDTH		PROPOSED/MODIFIED SIGNAL
	LANDSCAPING OR RAISED MEDIAN		MIXED FLOW LINE	(P)	PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON

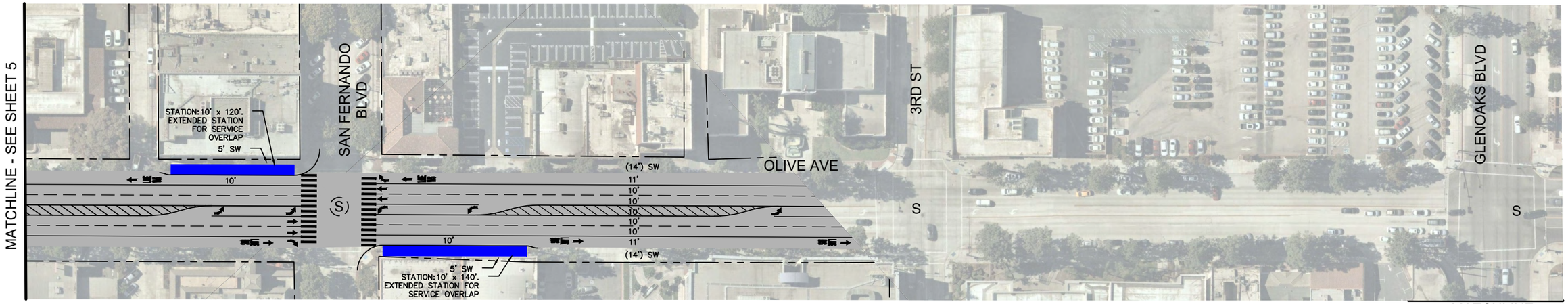
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NORTH HOLLYWOOD TO PASADENA BRT ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

OLIVE AVE - SIDE RUNNING

CONTRACT NO.: -
ROUTE OPTIONS: C2
REV.: 0
SCALE: 1" = 100'
SHEET NO.: SHEET 5



NORTH

12.29.2021

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	BRT STATION		BRT LANE	(X')	EXISTING WIDTH		EXISTING SIGNAL
	PAVEMENT LIMITS		BIKE LANE	X'	PROPOSED WIDTH		PROPOSED/MODIFIED SIGNAL
	LANDSCAPING OR RAISED MEDIAN		MIXED FLOW LINE		PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON

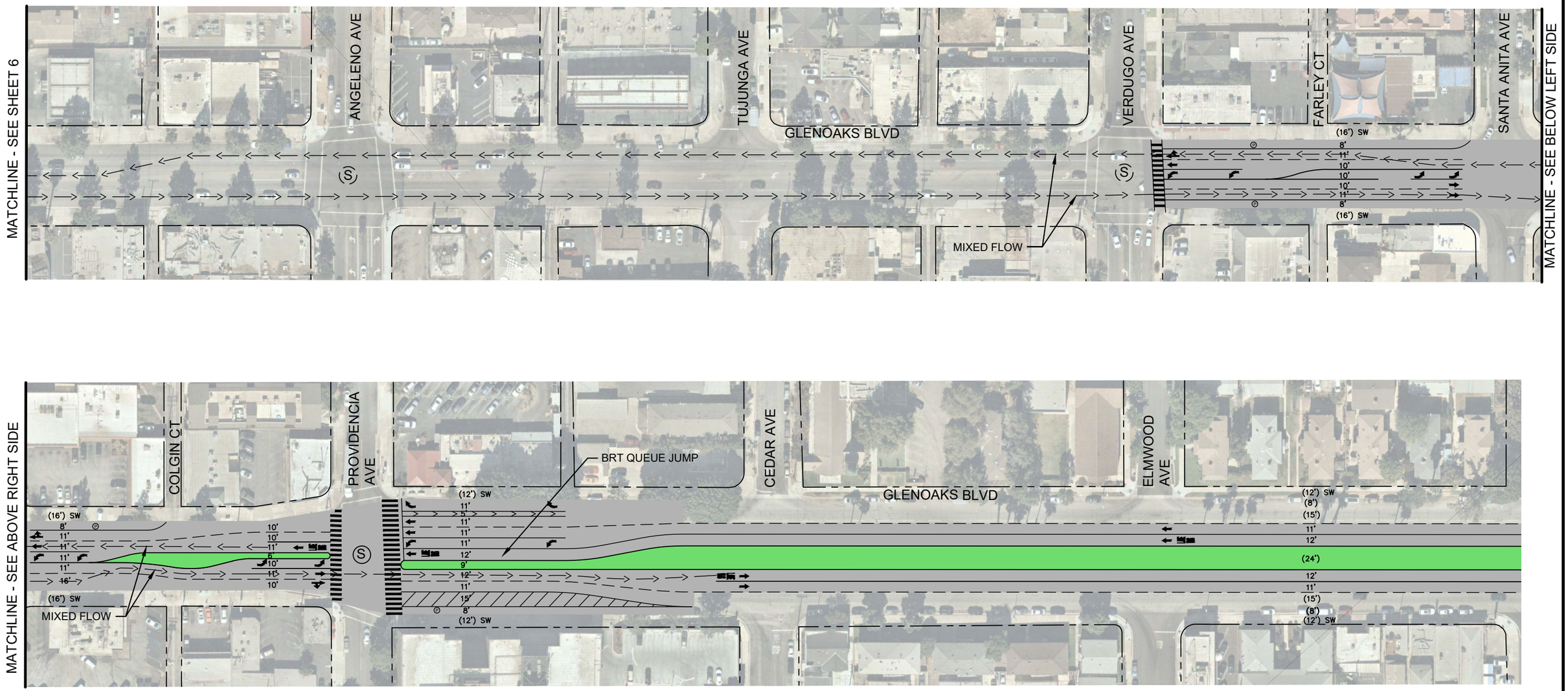
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NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

OLIVE AVENUE - CURB RUNNING

CONTRACT NO.
-
ROUTE OPTIONS: C1 & C2
REV.: 0
SCALE: 1" = 100'
SHEET NO.: SHEET 6



NORTH

12.29.2021

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	BRT STATION		BRT LANE	(X')	EXISTING WIDTH		EXISTING SIGNAL
	PAVEMENT LIMITS		BIKE LANE	X'	PROPOSED WIDTH		PROPOSED/MODIFIED SIGNAL
	LANDSCAPING OR RAISED MEDIAN		MIXED FLOW LINE	(P)	PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON

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NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

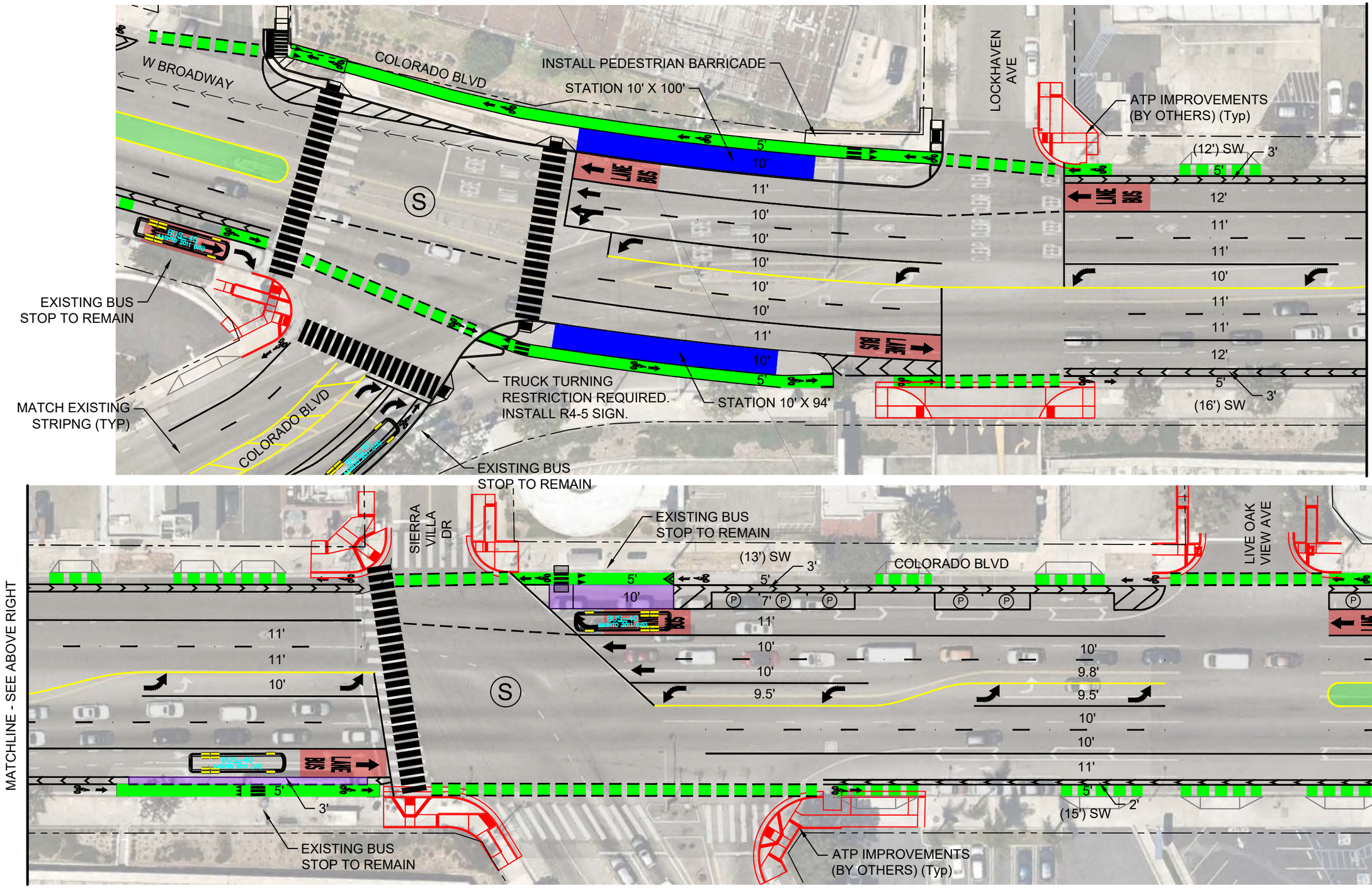
GLENOAKS BLVD - MIXED FLOW

CONTRACT NO. -
ROUTE OPTIONS D
REV. 0
SCALE 1" = 100'
SHEET NO. SHEET 7

Eagle Rock Concept Plans

Limits:

- Colorado Boulevard from Broadway to El Rio Avenue
- Colorado Boulevard from El Rio Avenue to Mt. Royal Drive
    - Design Option with One Travel Lane per Direction
- Colorado Boulevard from Mt. Royal Drive to SR-134 Access Ramps
    - Design Option with One Travel Lane per Direction
- Colorado Boulevard from El Rio Avenue to Mt. Royal Drive
    - Design Option with Two Travel Lanes per Direction
- Colorado Boulevard from Mt. Royal Drive to SR-134 Access Ramps
    - Design Option with Two Travel Lanes per Direction



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BRT STATION	BRT LANE	(X')	EXISTING WIDTH		PROPOSED/MODIFIED SIGNAL
PAVEMENT LIMITS	LOCAL BUS PLATFORM	X'	PROPOSED WIDTH	HAWK	PROPOSED HAWK SIGNAL
LANDSCAPING OR RAISED MEDIAN	BIKE LANE	P	PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON
	MIXED FLOW LINE	S	EXISTING SIGNAL		

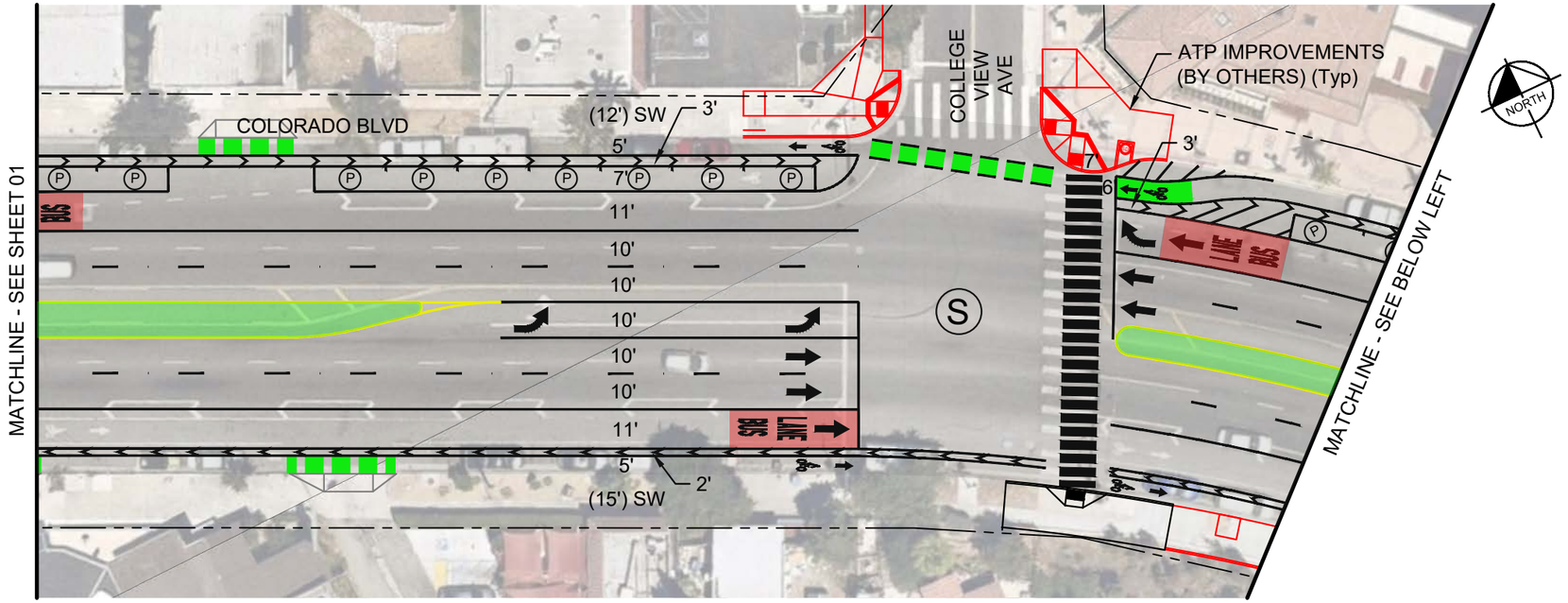
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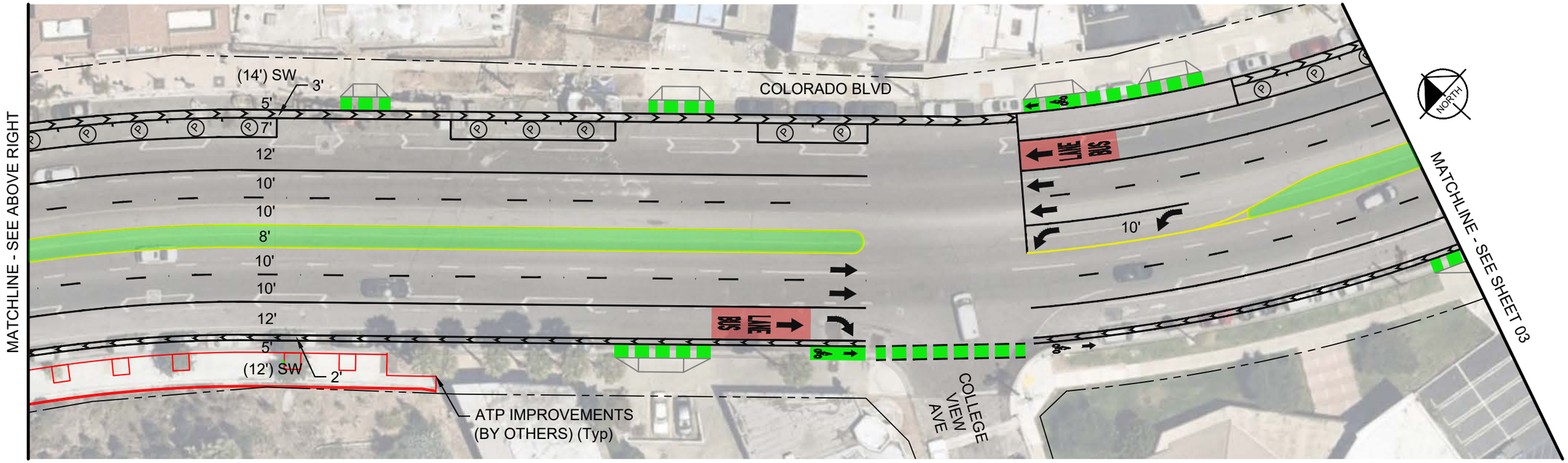
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NORTH HOLLYWOOD TO PASADENA BRT ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

ROUTE OPTION F1

CONTRACT NO. -
ROUTE OPTIONS | REV. 0
SCALE 1" = 40'
SHEET NO. 01





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BRT STATION	BRT LANE	(X')	EXISTING WIDTH		PROPOSED/MODIFIED SIGNAL
PAVEMENT LIMITS	LOCAL BUS PLATFORM	X'	PROPOSED WIDTH	HAWK	PROPOSED HAWK SIGNAL
LANDSCAPING OR RAISED MEDIAN	BIKE LANE		PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON
	MIXED FLOW LINE		EXISTING SIGNAL		

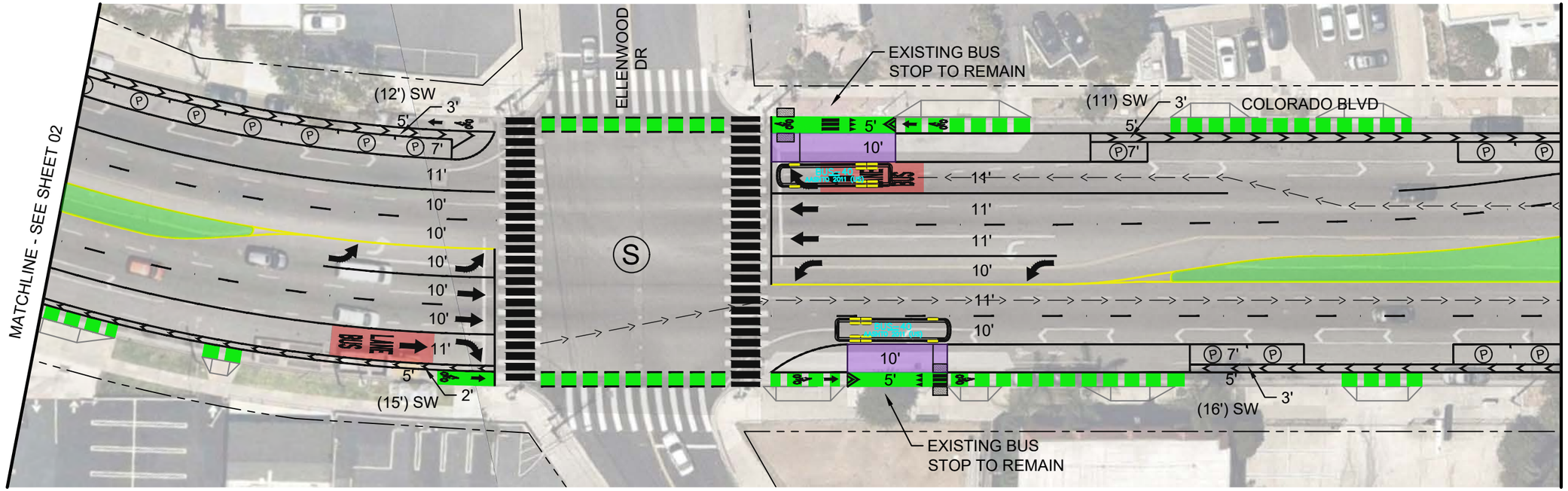
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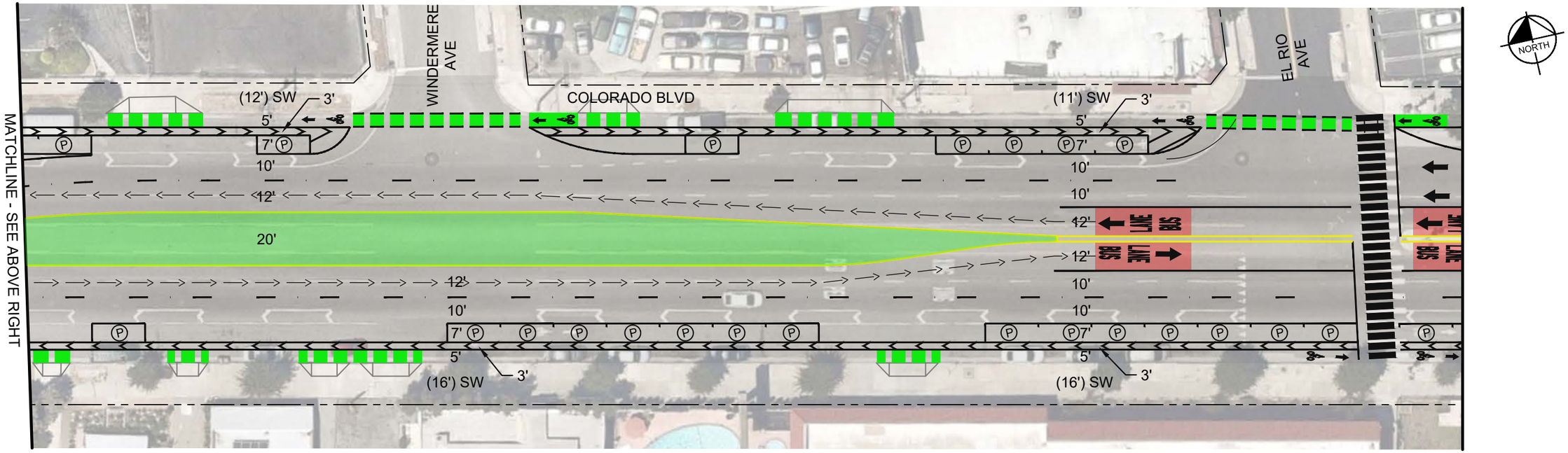
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NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

ROUTE OPTION F1

CONTRACT NO.: -
ROUTE OPTIONS: REV. 0
SCALE: 1" = 40'
SHEET NO.: 02





09.10.2021

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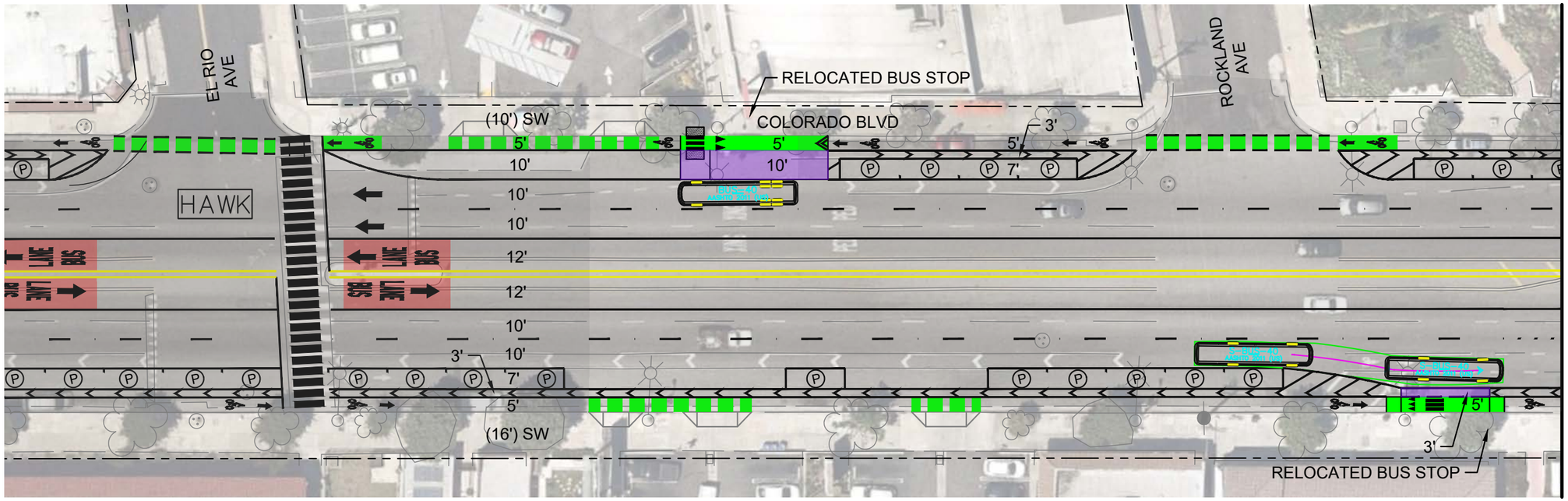
BRT STATION
PAVEMENT LIMITS
LANDSCAPING OR RAISED MEDIAN
BRT LANE
LOCAL BUS PLATFORM
BIKE LANE
MIXED FLOW LINE
(X') EXISTING WIDTH
X' PROPOSED WIDTH
PARKING
EXISTING SIGNAL
PROPOSED/MODIFIED SIGNAL
PROPOSED HAWK SIGNAL
PROPOSED RECTANGULAR RAPID FLASH BEACON

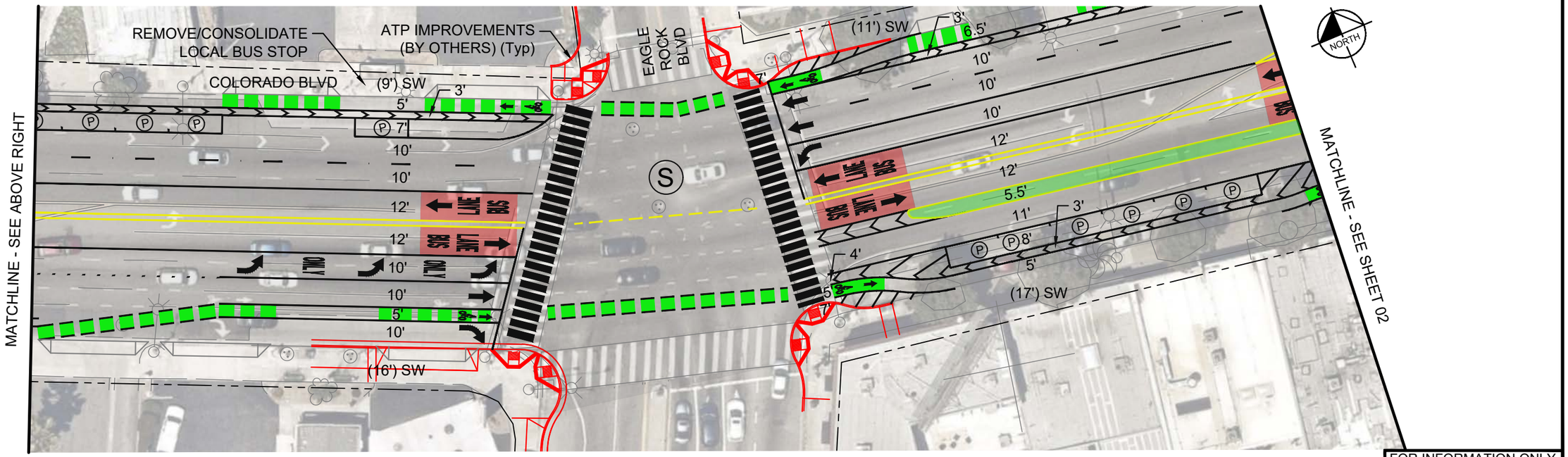
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NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

ROUTE OPTION F1

CONTRACT NO. -
ROUTE OPTIONS
REV. 0
SCALE 1" = 40'
SHEET NO. 03





09.10.2021

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BRT STATION
PAVEMENT LIMITS
LANDSCAPING OR RAISED MEDIAN
BRT LANE
LOCAL BUS PLATFORM
BIKE LANE
(X') EXISTING WIDTH
X' PROPOSED WIDTH
P PARKING
S EXISTING SIGNAL
PROPOSED/MODIFIED SIGNAL
HAWK PROPOSED HAWK SIGNAL
RRFB PROPOSED RECTANGULAR RAPID FLASH BEACON

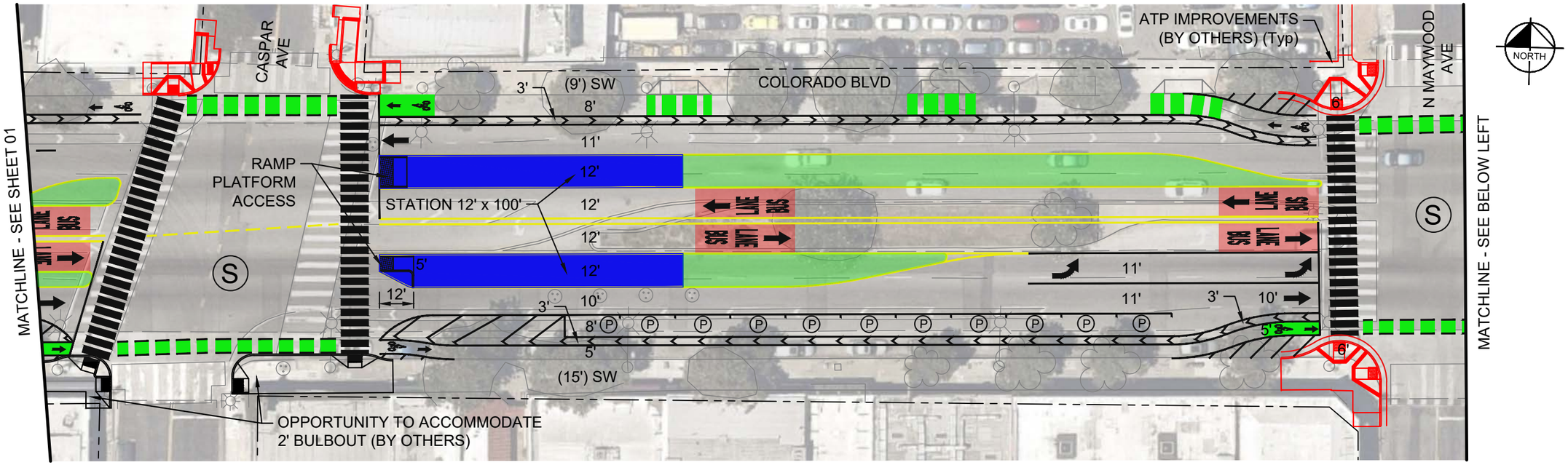
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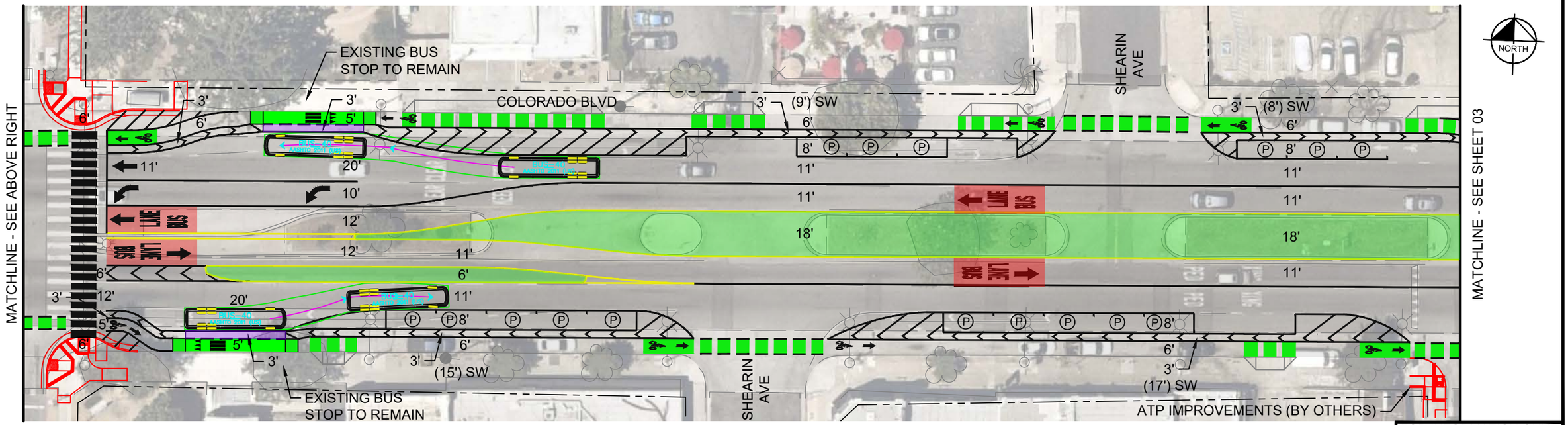
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NORTH HOLLYWOOD TO PASADENA BRT ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

ROUTE OPTION F1 WITH ONE TRAVEL LANE PER DIRECTION

CONTRACT NO. -
ROUTE OPTIONS
REV. 0
SCALE 1" = 40'
SHEET NO. 01





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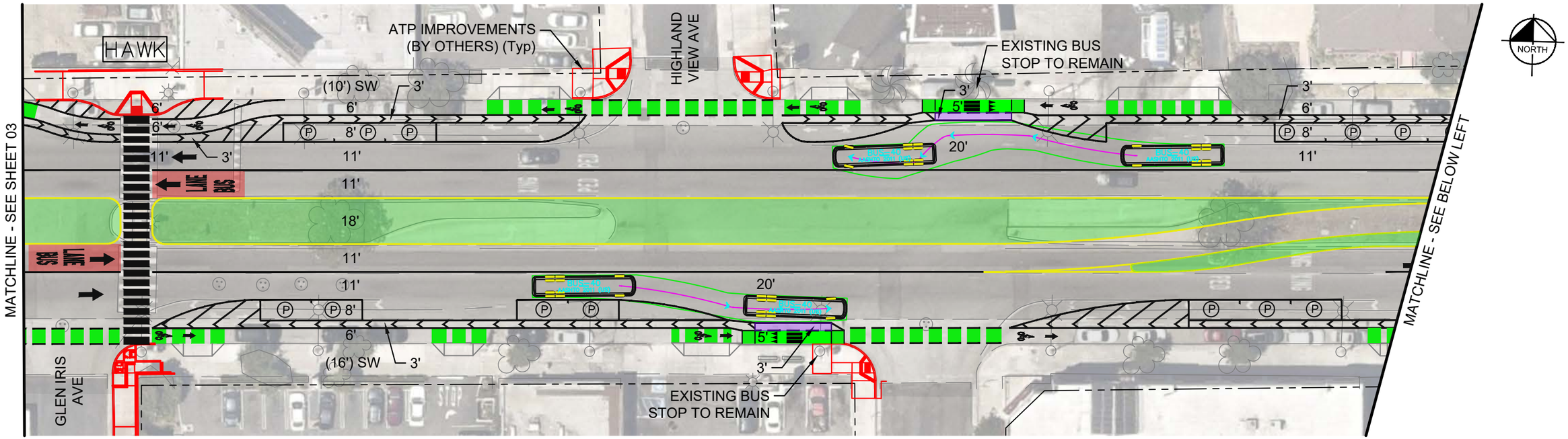
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PAVEMENT LIMITS
LANDSCAPING OR RAISED MEDIAN
BRT LANE
LOCAL BUS PLATFORM
BIKE LANE
(X') EXISTING WIDTH
X' PROPOSED WIDTH
PARKING
EXISTING SIGNAL
PROPOSED/MODIFIED SIGNAL
PROPOSED HAWK SIGNAL
PROPOSED RECTANGULAR RAPID FLASH BEACON

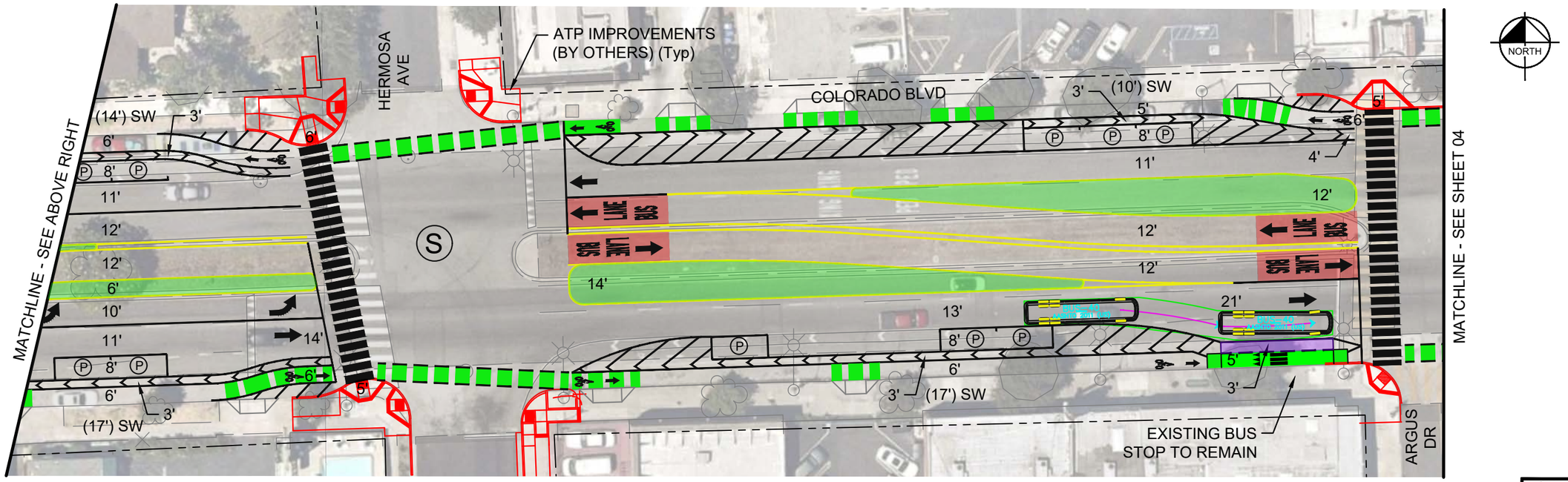
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NORTH HOLLYWOOD TO PASADENA BRT ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS
ROUTE OPTION F1 WITH ONE TRAVEL LANE PER DIRECTION

CONTRACT NO. -
ROUTE OPTIONS
REV. 0
SCALE 1" = 40'
SHEET NO. 02





09.10.2021

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

BRT STATION
PAVEMENT LIMITS
LANDSCAPING OR RAISED MEDIAN
BRT LANE
LOCAL BUS PLATFORM
BIKE LANE
(X') EXISTING WIDTH
X' PROPOSED WIDTH
PARKING
EXISTING SIGNAL
PROPOSED/MODIFIED SIGNAL
PROPOSED HAWK SIGNAL
PROPOSED RECTANGULAR RAPID FLASH BEACON

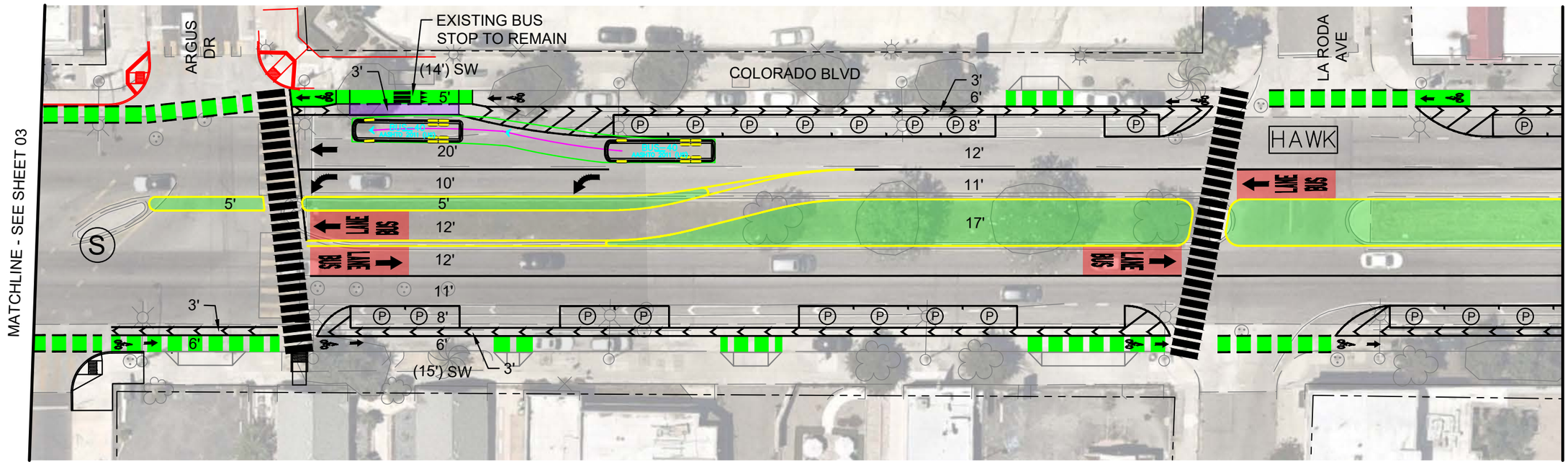
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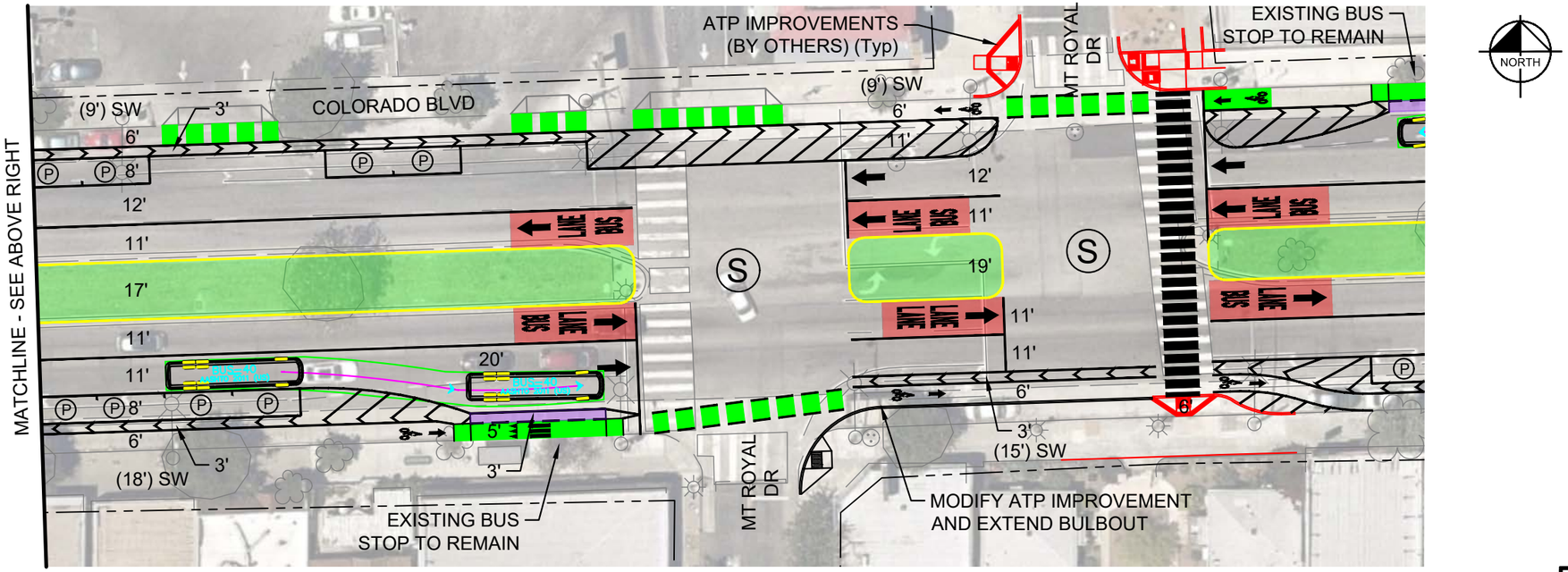
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NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

ROUTE OPTION F1 WITH ONE TRAVEL LANE PER DIRECTION

CONTRACT NO. -
ROUTE OPTIONS
REV. 0
SCALE 1" = 40'
SHEET NO. 03





09.10.2021

FOR INFORMATION ONLY
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BRT STATION	BRT LANE	(X')	EXISTING WIDTH		PROPOSED/MODIFIED SIGNAL
PAVEMENT LIMITS	LOCAL BUS PLATFORM	X'	PROPOSED WIDTH	HAWK	PROPOSED HAWK SIGNAL
LANDSCAPING OR RAISED MEDIAN	BIKE LANE		PARKING	RRFB	PROPOSED RECTANGULAR RAPID FLASH BEACON
			EXISTING SIGNAL		

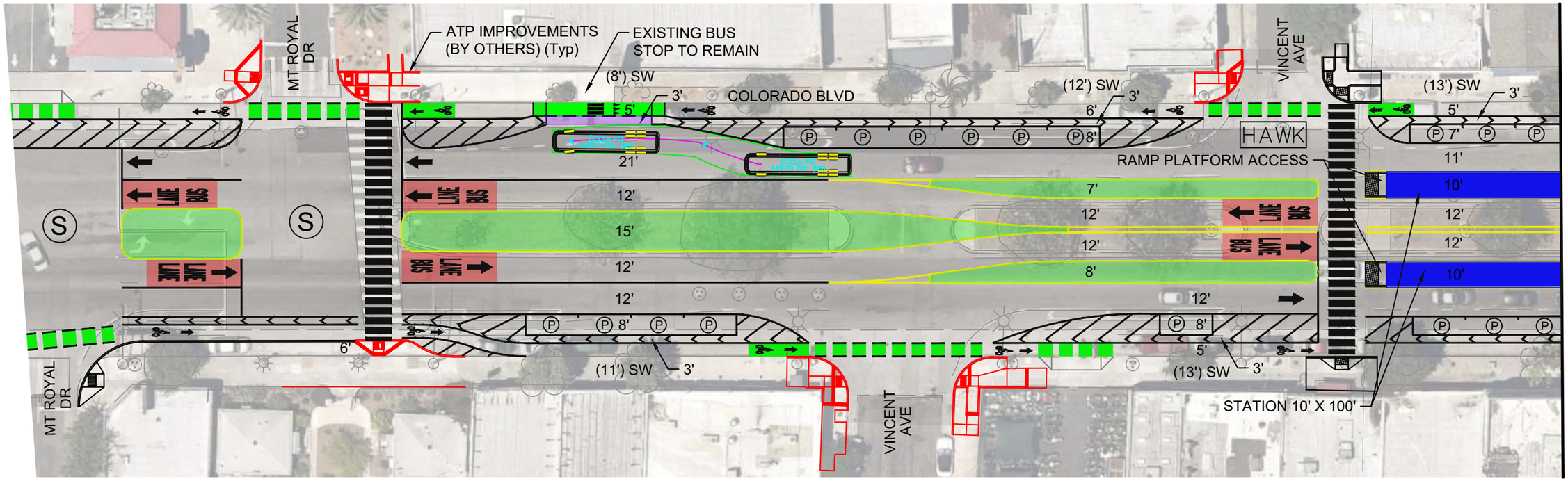
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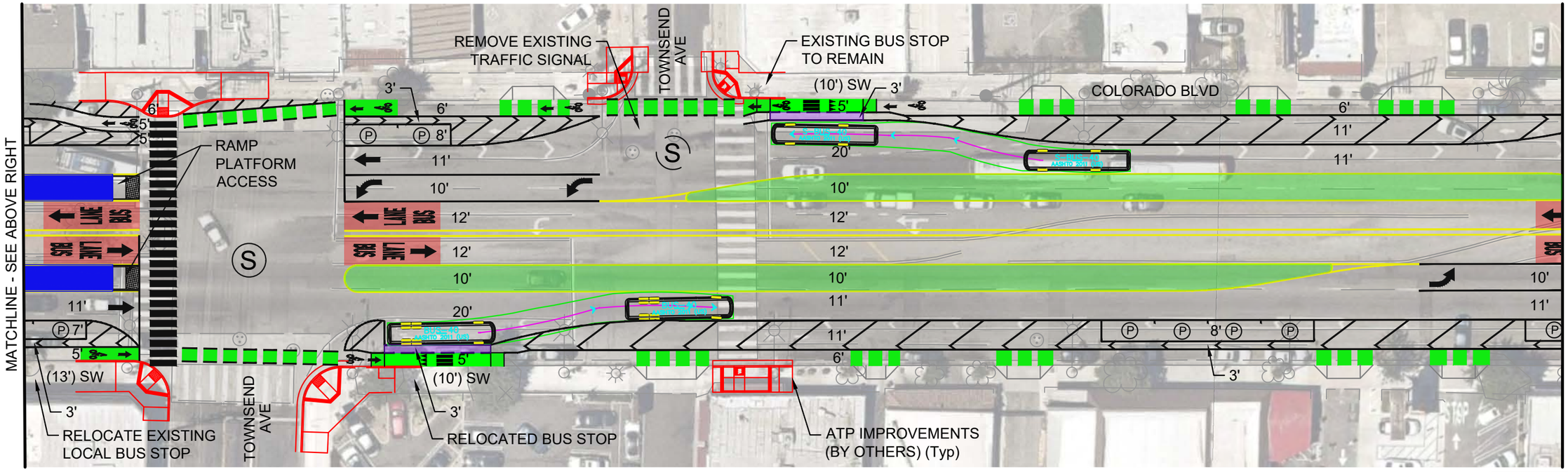
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NORTH HOLLYWOOD TO PASADENA BRT ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

ROUTE OPTION F1 WITH ONE TRAVEL LANE PER DIRECTION

CONTRACT NO. -
ROUTE OPTIONS REV. 0
SCALE 1" = 40'
SHEET NO. 04





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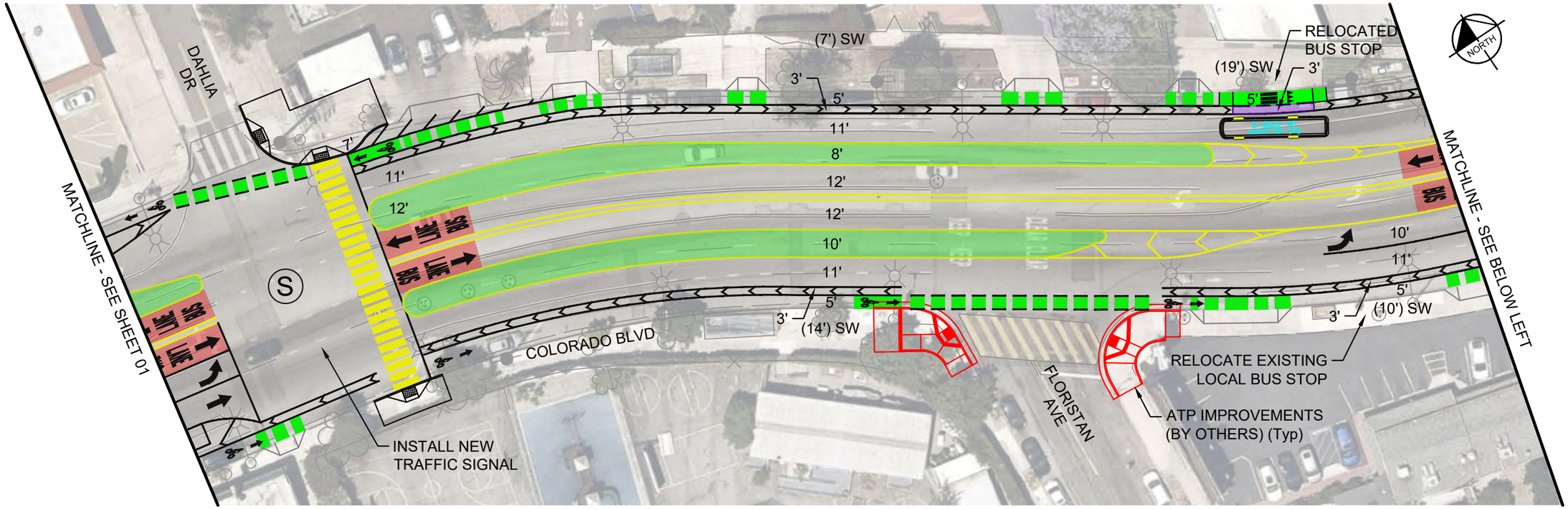
BRT STATION
PAVEMENT LIMITS
LANDSCAPING OR RAISED MEDIAN
BRT LANE
LOCAL BUS PLATFORM
BIKE LANE
(X') EXISTING WIDTH
X' PROPOSED WIDTH
(P) PARKING
(S) EXISTING SIGNAL
(S) PROPOSED/MODIFIED SIGNAL
HAWK PROPOSED HAWK SIGNAL
RRFB PROPOSED RECTANGULAR RAPID FLASH BEACON

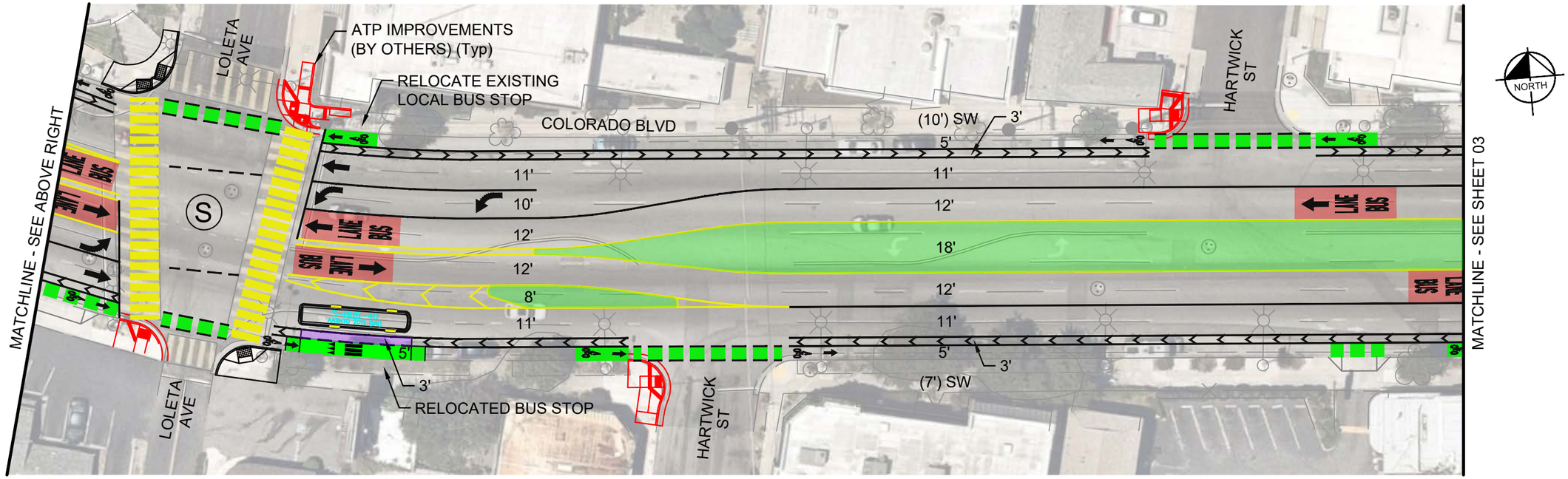
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NORTH HOLLYWOOD TO PASADENA BRT ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS
ROUTE OPTION F1 WITH ONE TRAVEL LANE PER DIRECTION

CONTRACT NO. -
ROUTE OPTIONS
REV. 0
SCALE 1" = 40'
SHEET NO. 01





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BRT STATION
PAVEMENT LIMITS
LANDSCAPING OR RAISED MEDIAN
BRT LANE
LOCAL BUS PLATFORM
BIKE LANE
(X') EXISTING WIDTH
X' PROPOSED WIDTH
P PARKING
S EXISTING SIGNAL
S PROPOSED/MODIFIED SIGNAL
HAWK PROPOSED HAWK SIGNAL
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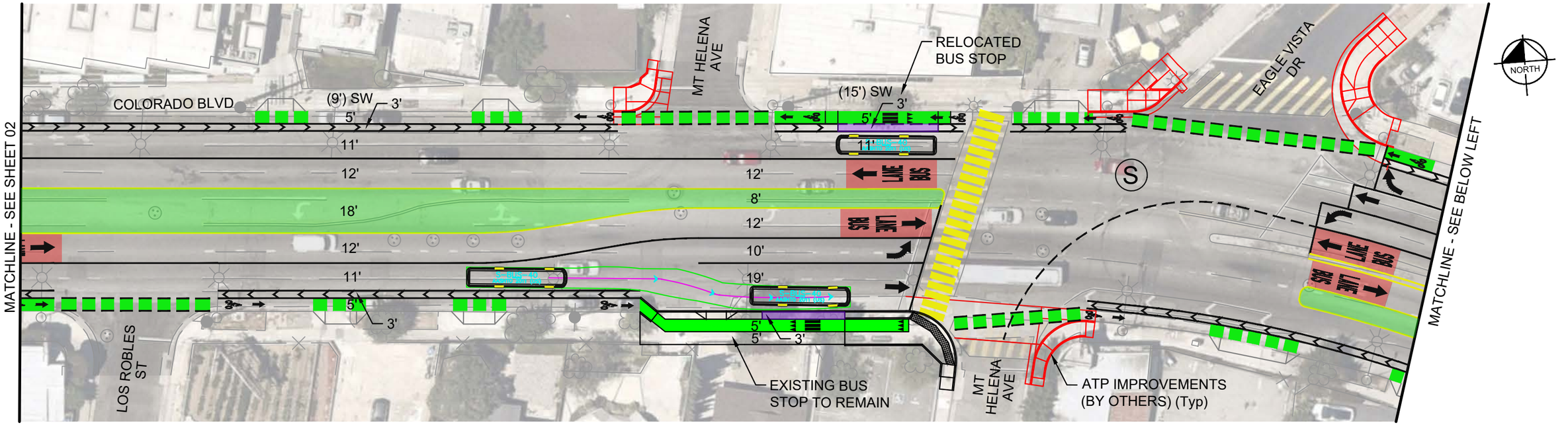
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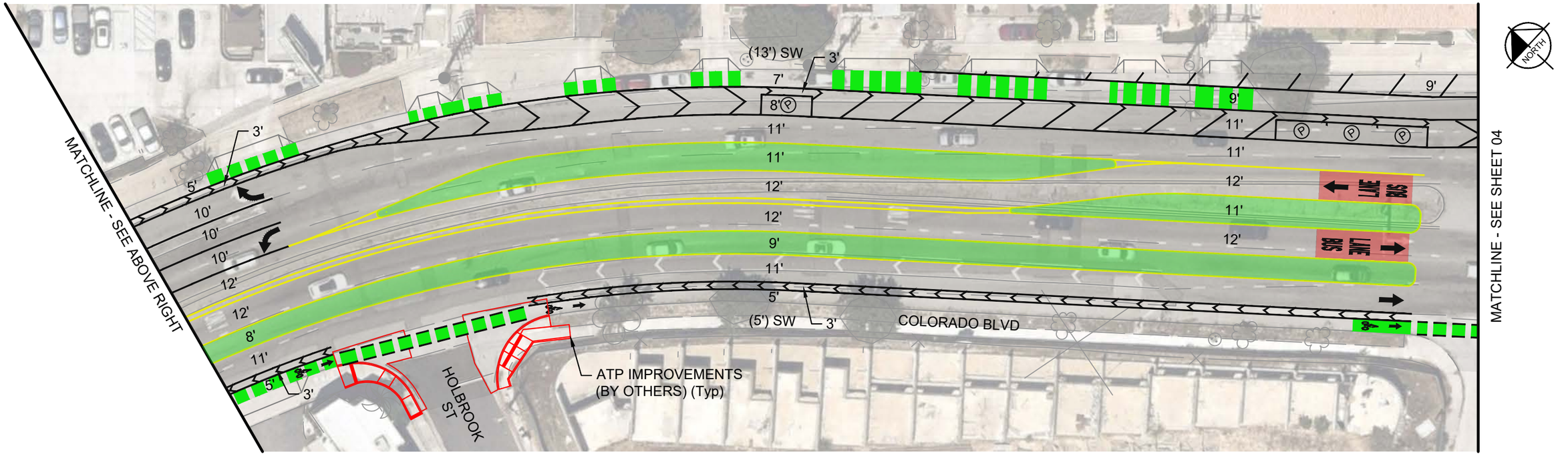
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NORTH HOLLYWOOD TO PASADENA BRT
ENVIRONMENTAL AND PLANNING STUDY
CONCEPT PLANS

ROUTE OPTION F1 WITH ONE TRAVEL LANE PER DIRECTION

CONTRACT NO. -
ROUTE OPTIONS
REV. 0
SCALE 1" = 40'
SHEET NO. 02





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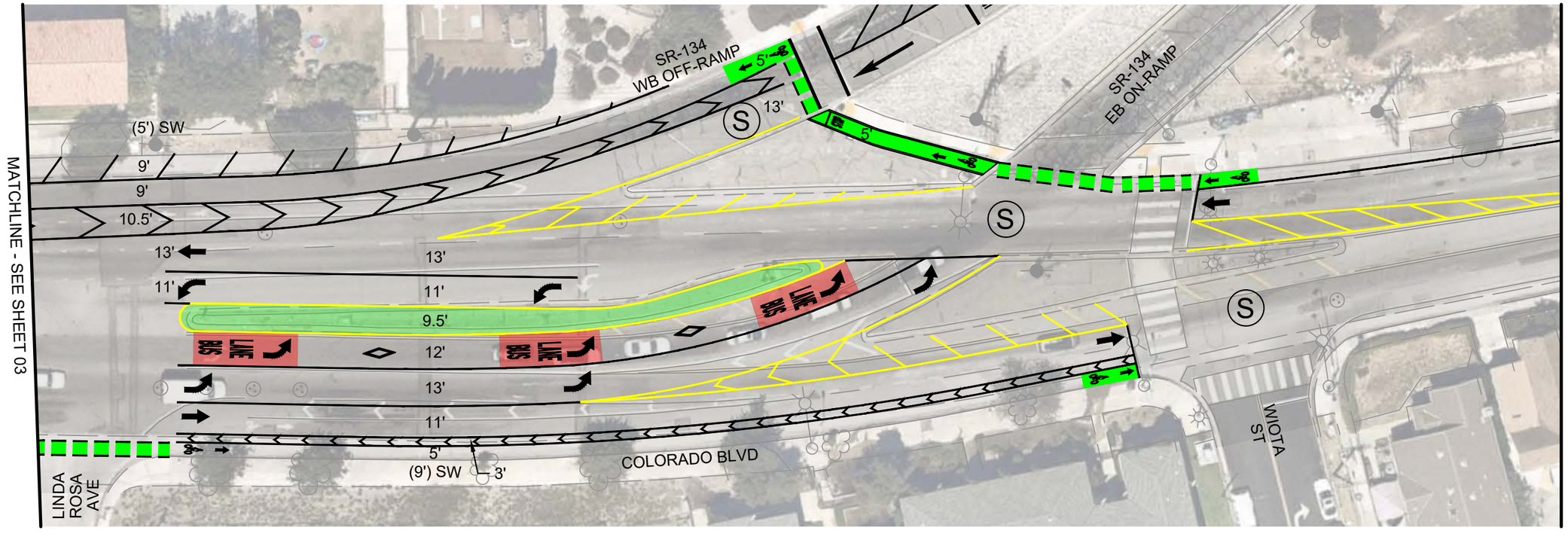
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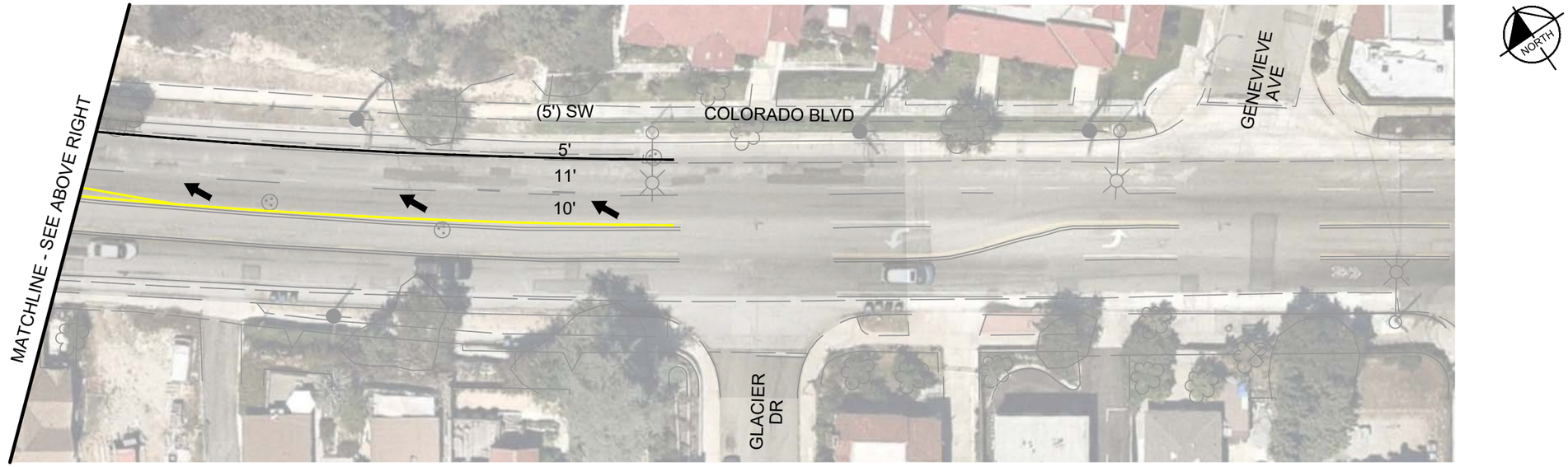
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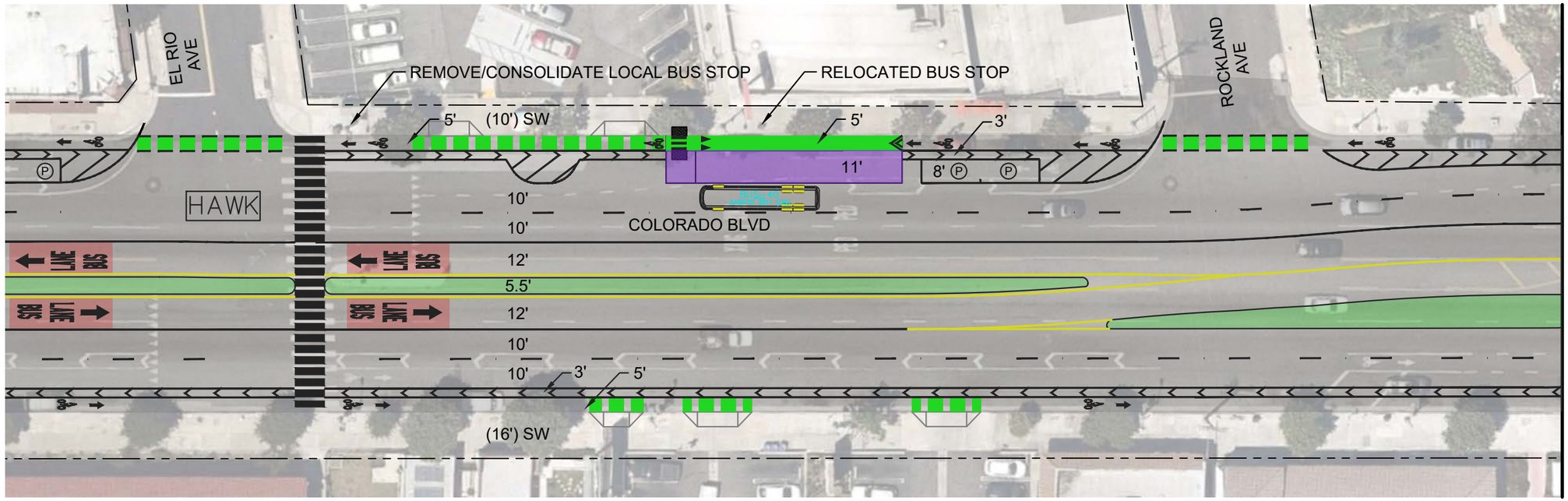
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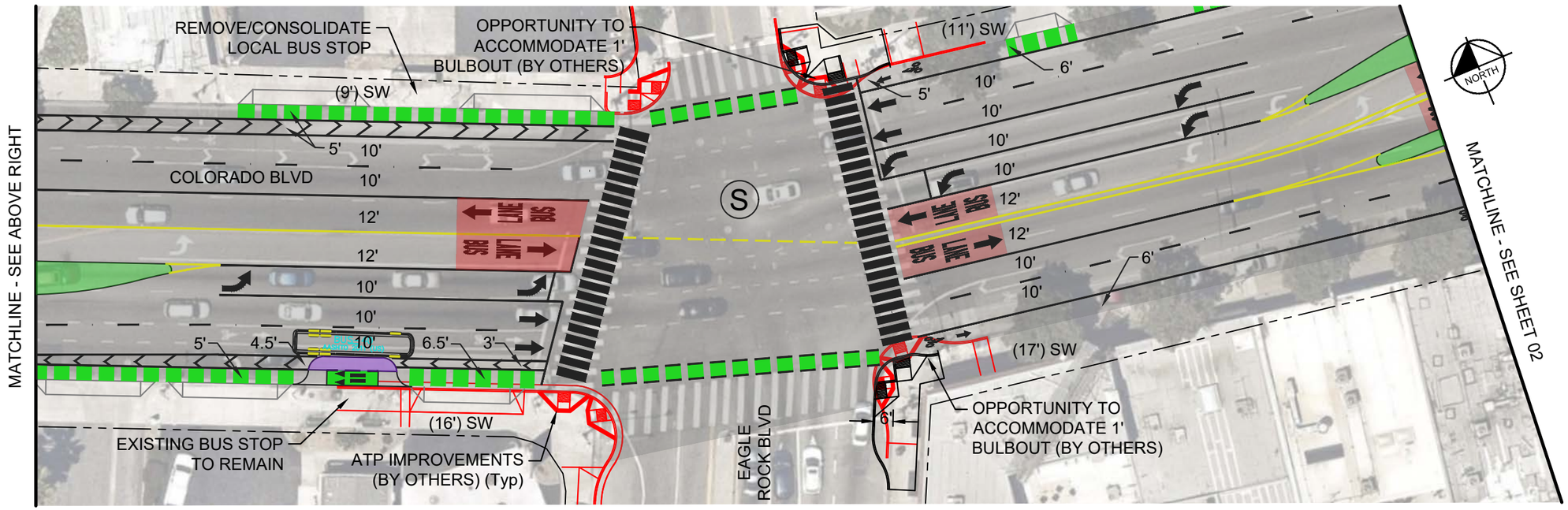
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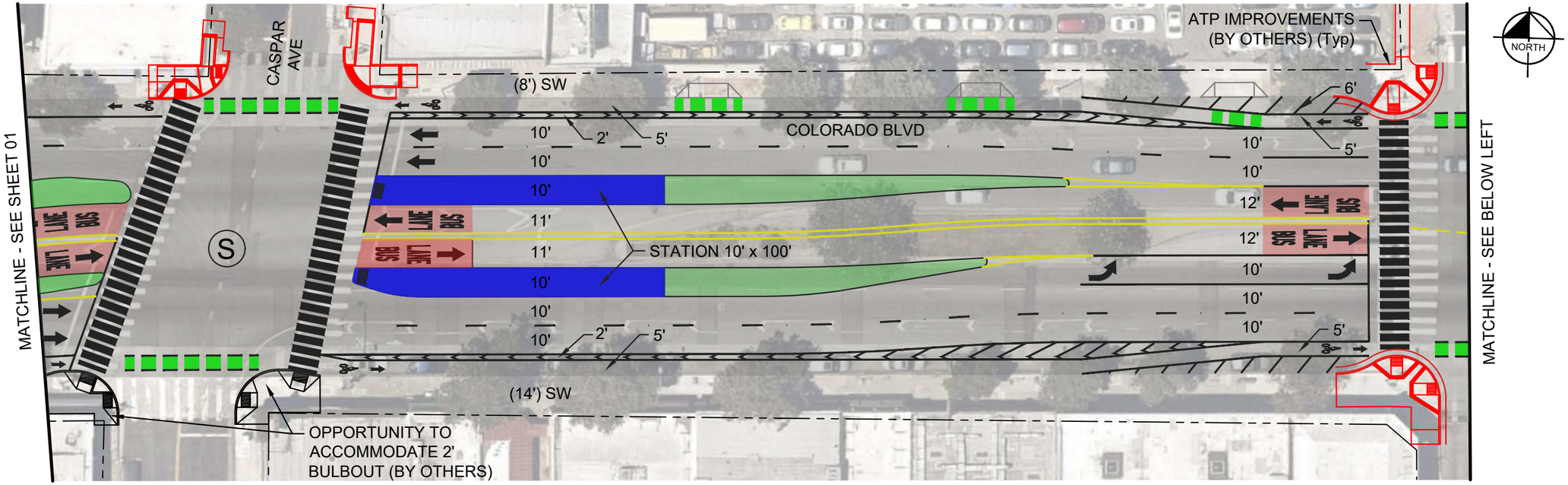
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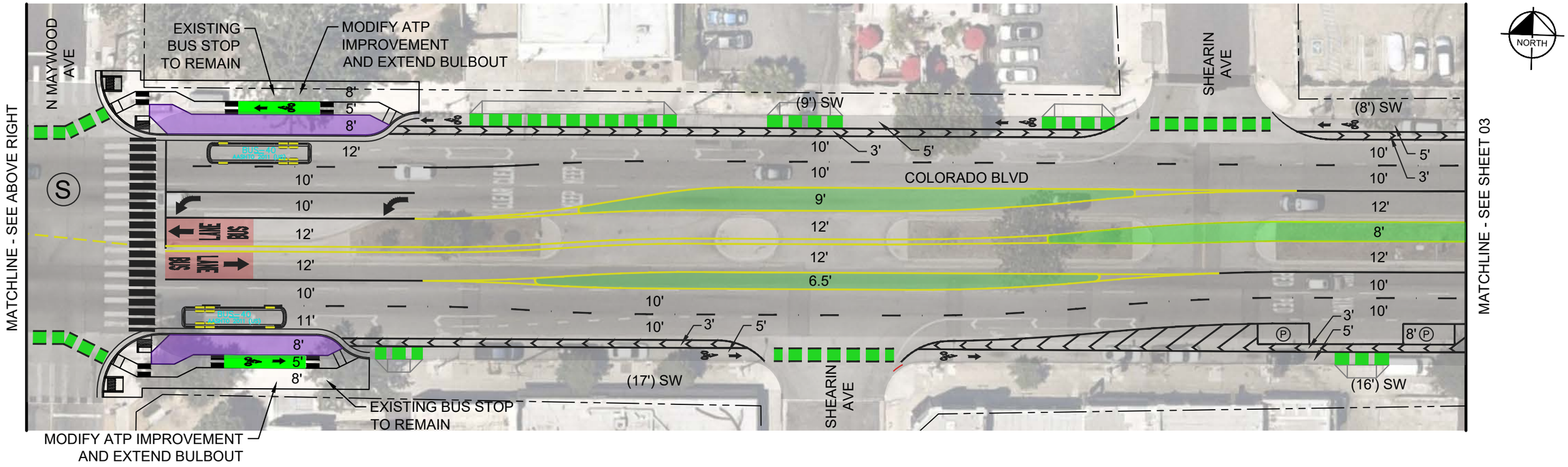
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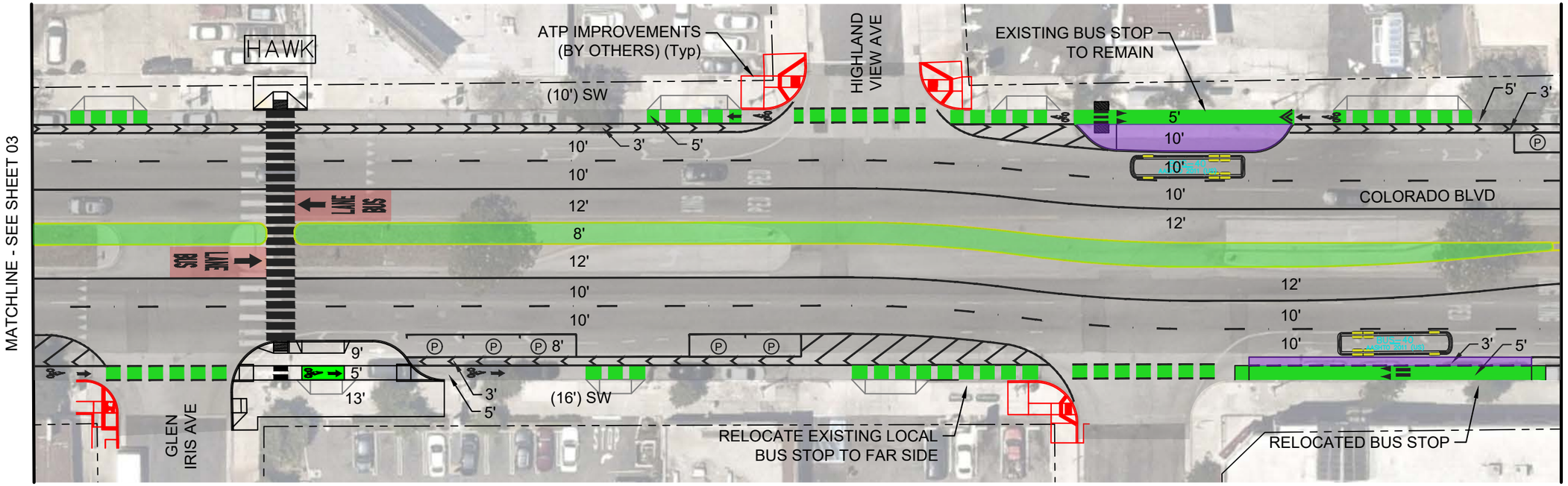
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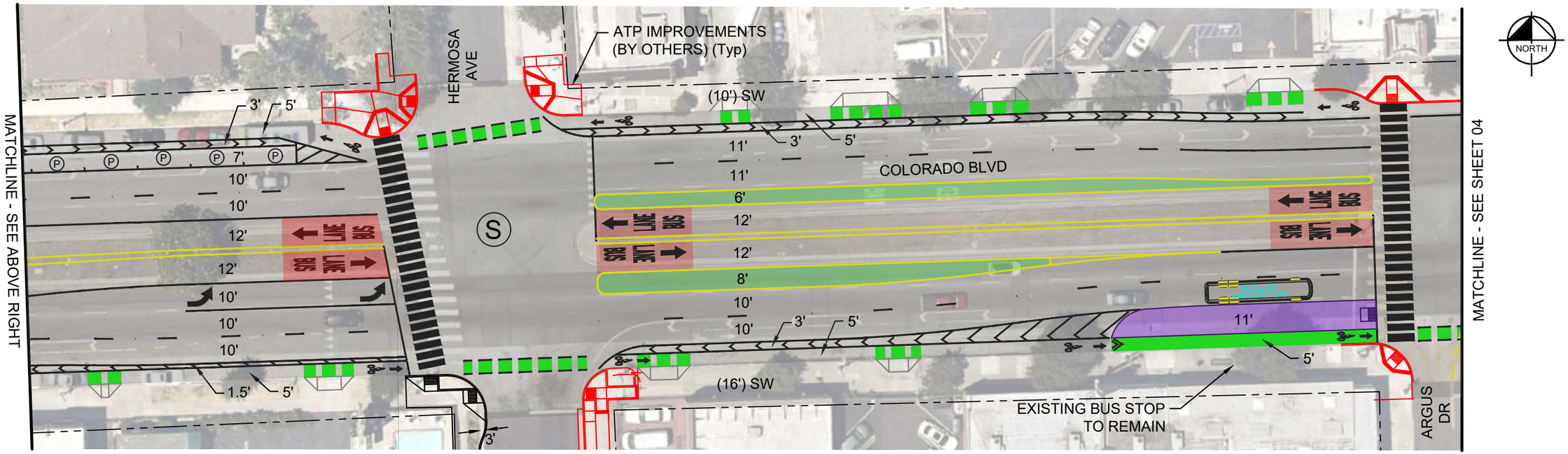
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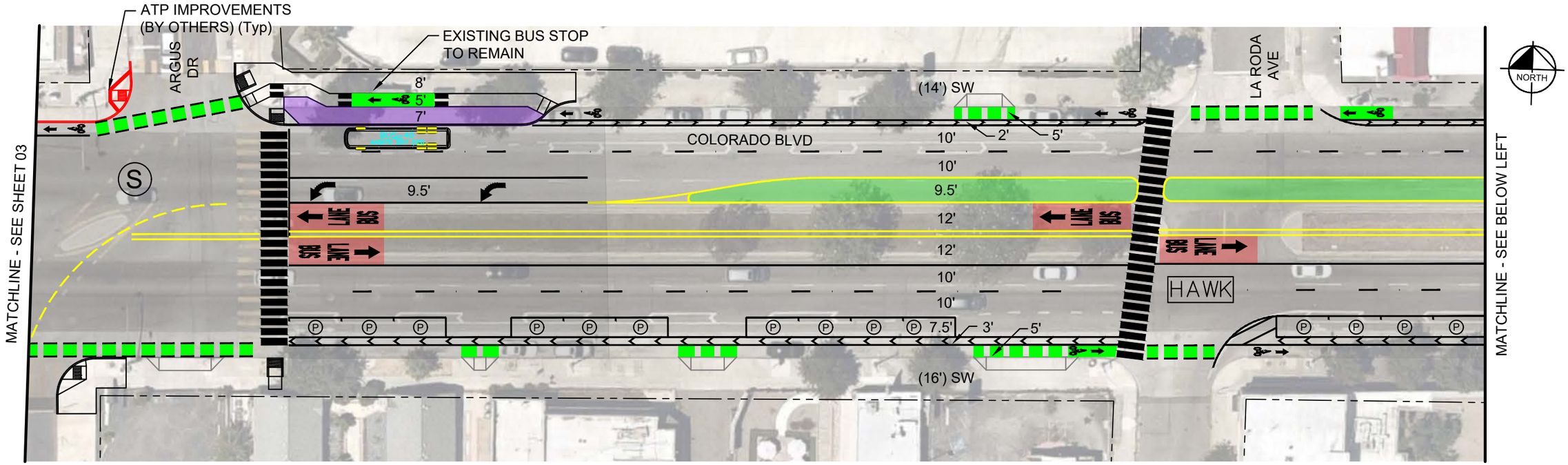
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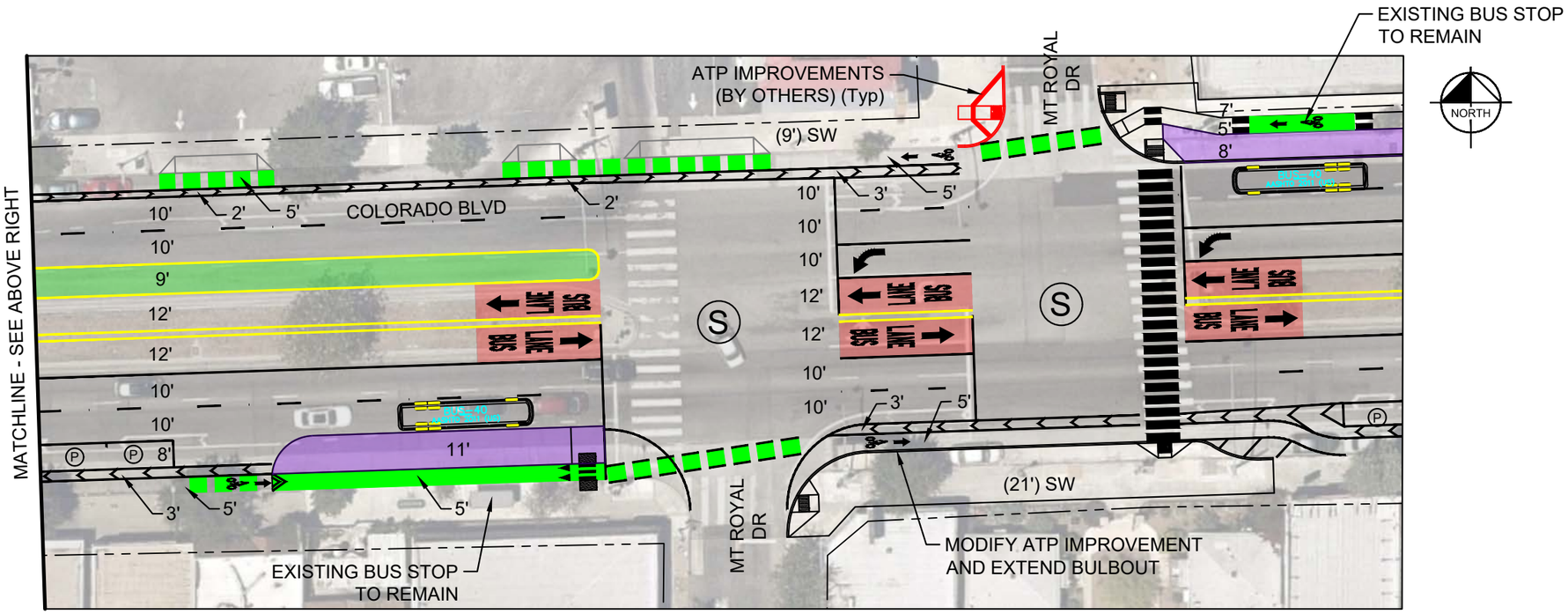
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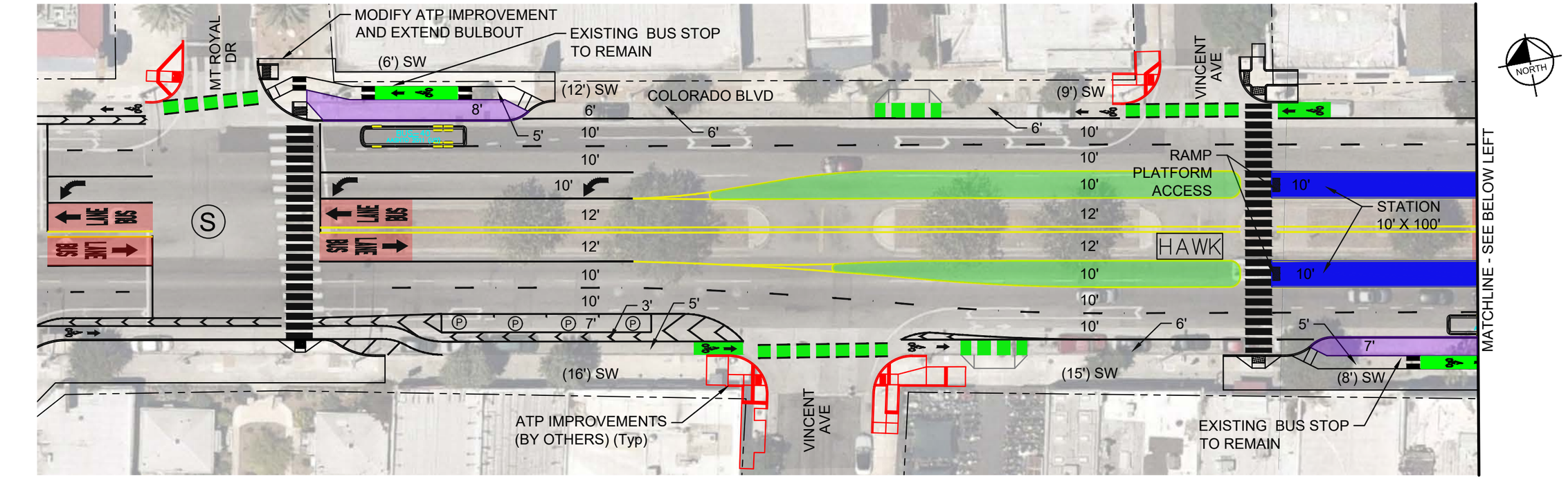
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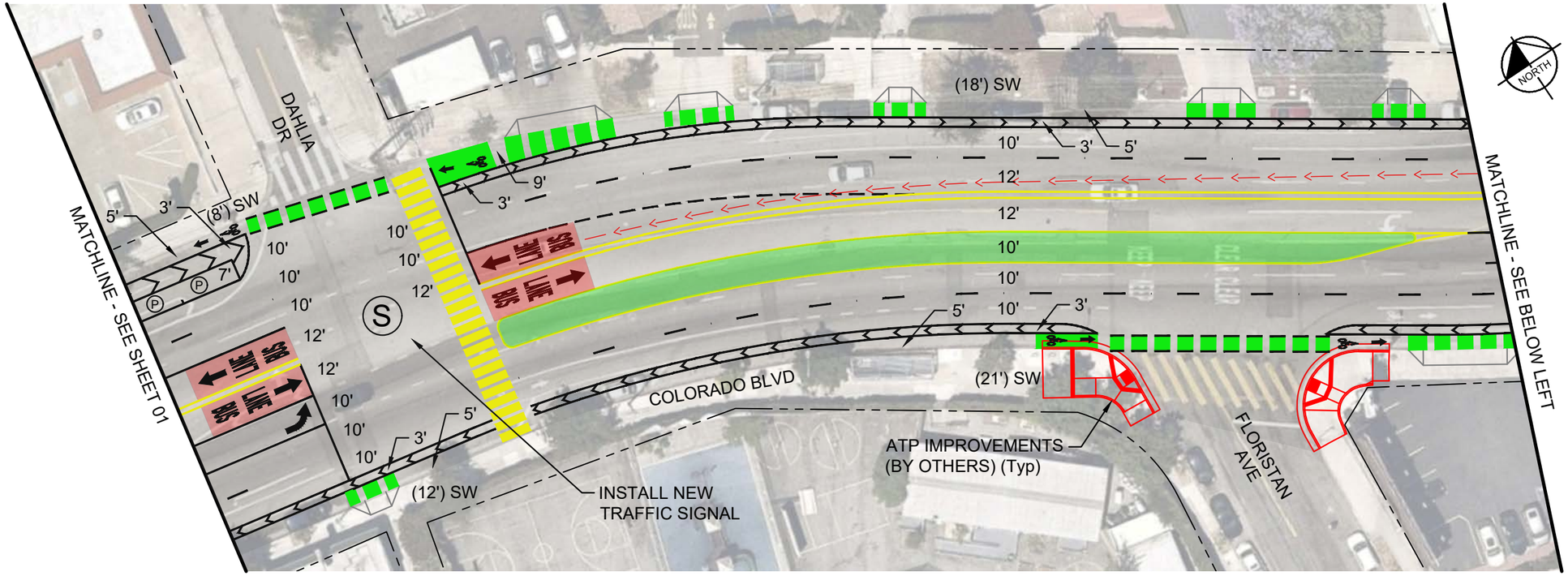
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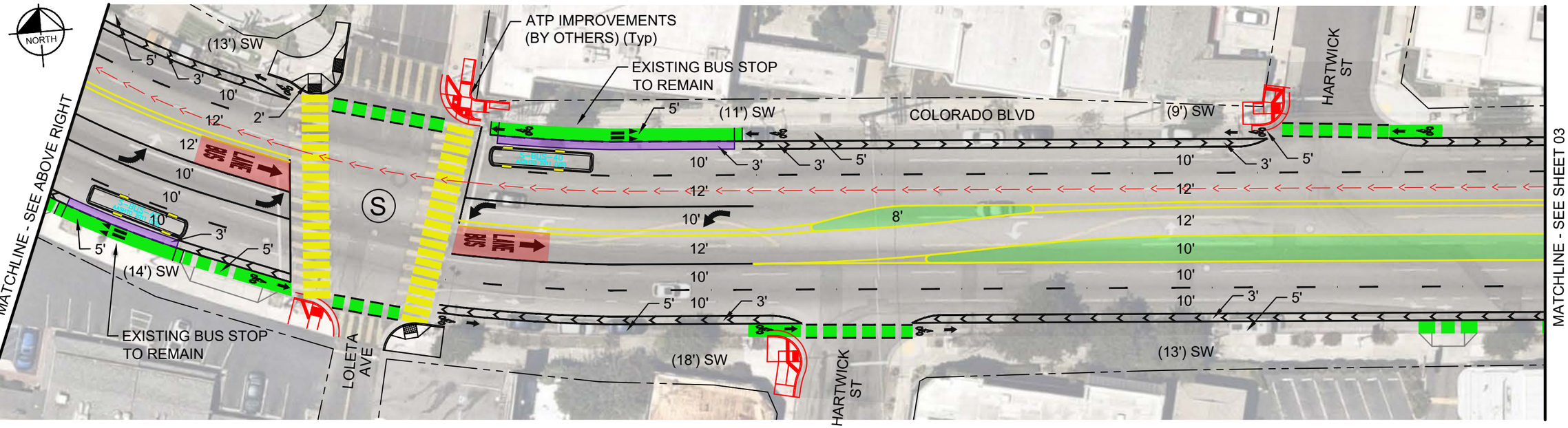
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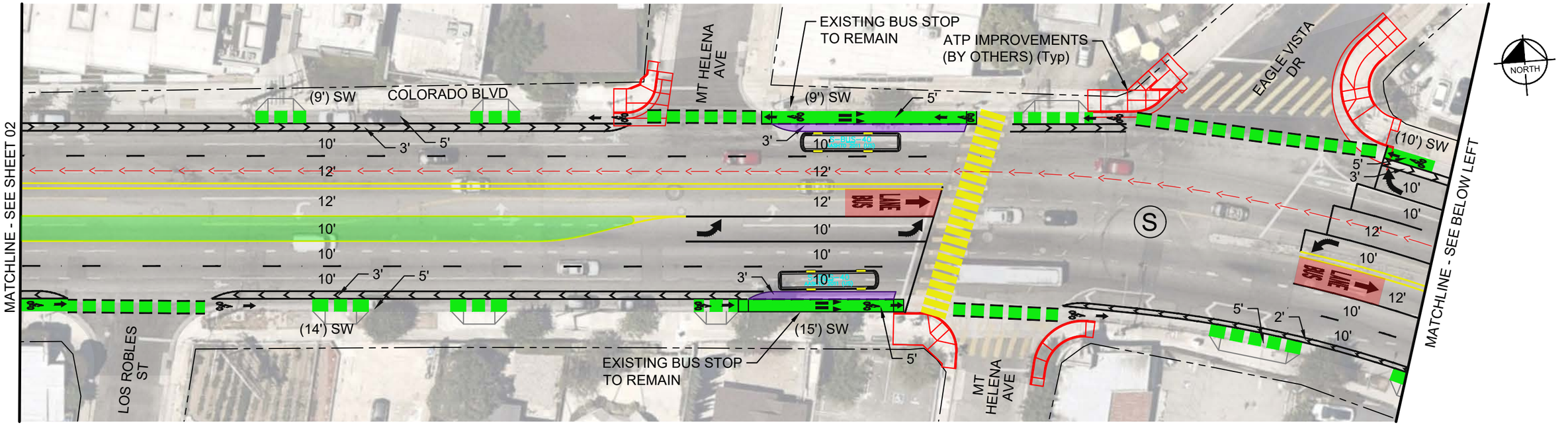
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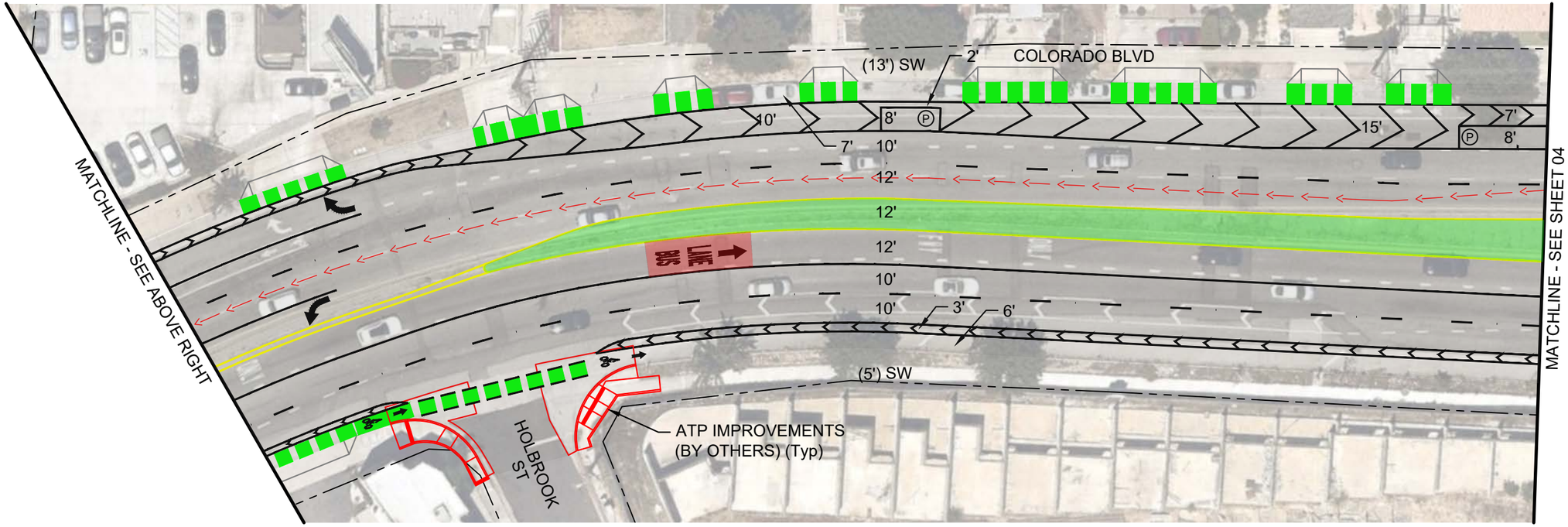
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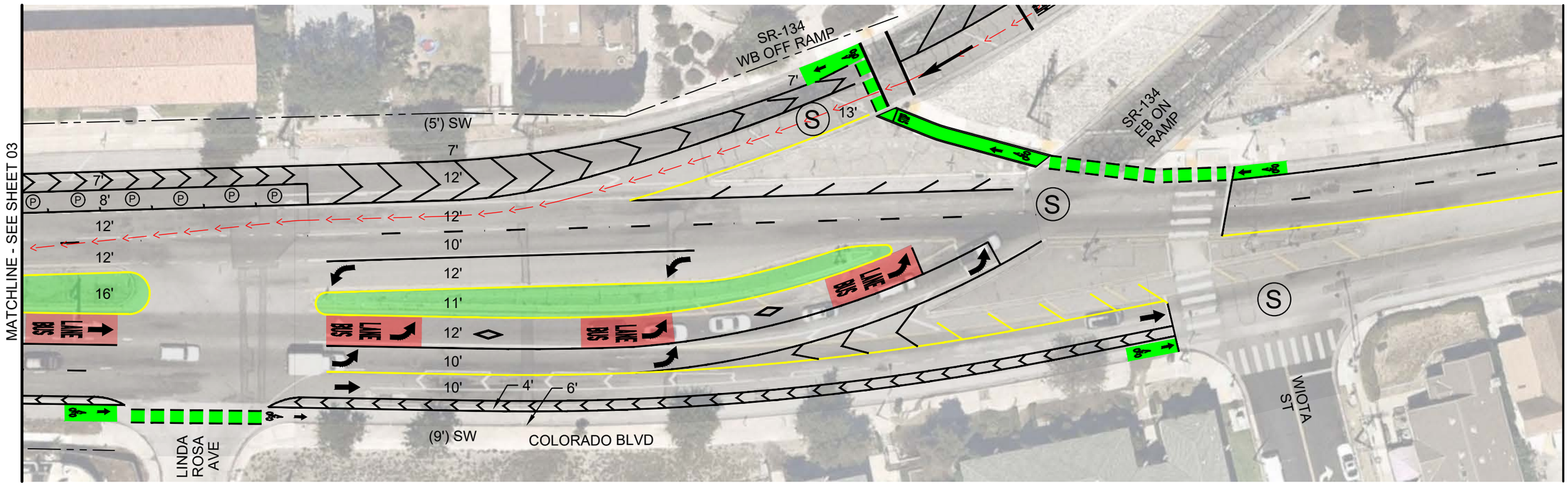
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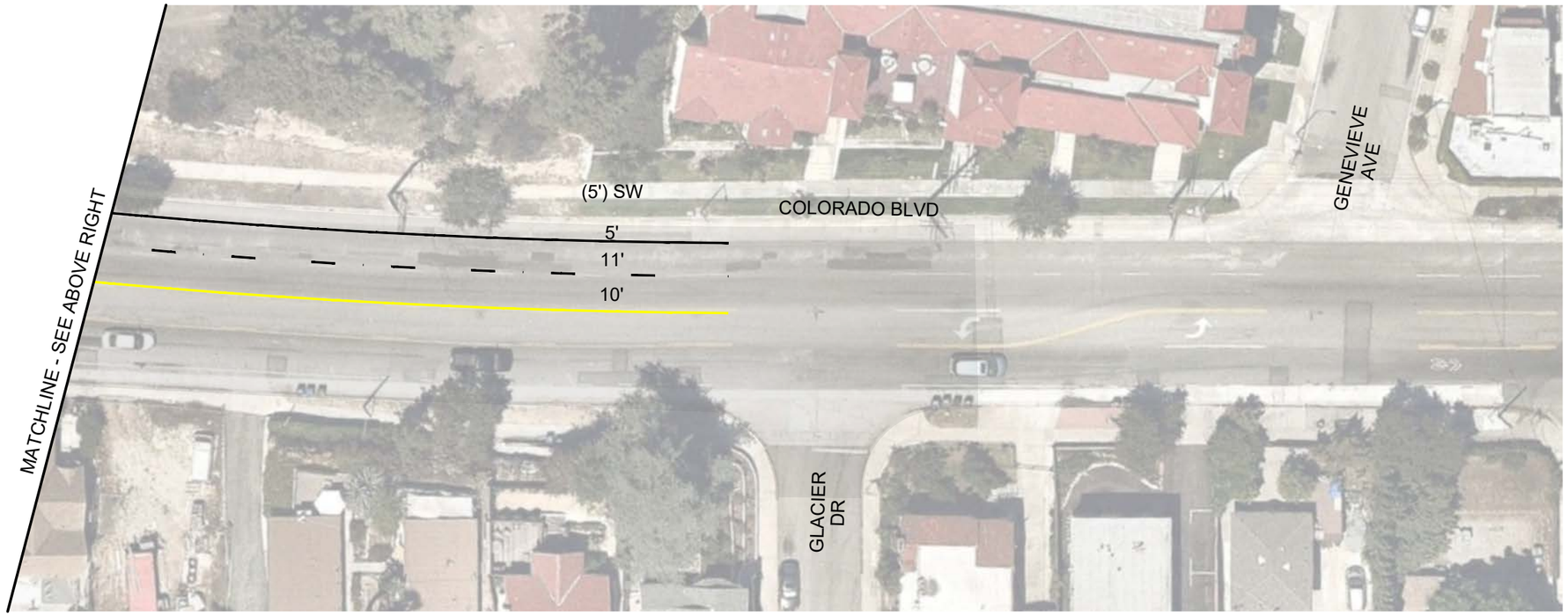
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Exhibit E

EXECUTION VERSION

COOPERATIVE AGREEMENT FOR THE DESIGN AND CONSTRUCTION OF THE NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT

BETWEEN

THE CITY OF BURBANK

AND

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

1/24/2025 ~~2024~~
FC

EFFECTIVE DATE

CONTENTS

ARTICLE		PAGE
ARTICLE 1.	SCOPE AND DURATION	1
ARTICLE 2.	GENERAL OBLIGATIONS	2
ARTICLE 3.	DESIGN	8
ARTICLE 4.	CONSTRUCTION	11
ARTICLE 5.	BETTERMENTS	12
ARTICLE 6.	OPERATION AND MAINTENANCE	13
ARTICLE 7.	REIMBURSEMENT AND CREDITS	14
ARTICLE 8.	INDEMNITY, WARRANTIES AND INSURANCE	16
ARTICLE 9.	RESOLUTION OF DISPUTES	17
ARTICLE 10.	MISCELLANEOUS	18
ARTICLE 11.	DEFINITIONS AND INTERPRETATION	21
EXHIBIT 1 – PROJECT DESCRIPTION		31
EXHIBIT 2 – PROJECT PHASES AND PROJECT SCHEDULE		32
EXHIBIT 3 – PROJECT SITE		34
EXHIBIT 4 – ROLES AND RESPONSIBILITIES		35
EXHIBIT 5 – UTILITY ADJUSTMENT PROCEDURES		39
EXHIBIT 6 – DESIGN REQUIREMENTS		43
EXHIBIT 7 – LACMTA SUBMITTAL REVIEW PROCEDURE		45
EXHIBIT 8 – CONSTRUCTION REQUIREMENTS		47
EXHIBIT 9 – INSPECTION AND ACCEPTANCE PROCEDURE		52
EXHIBIT 10 - OPERATION AND MAINTENANCE PRINCIPLES		55
EXHIBIT 11 –FORMS		56
EXHIBIT 12 – CITY-PERFORMED PROJECT WORK		63

This Agreement is entered into by and between the City of Burbank (the **"City"**), and the Los Angeles County Metropolitan Transportation Authority (**"LACMTA"**).

RECITALS

(A) LACMTA proposes to develop and open a new bus rapid transit line known as the North Hollywood to Pasadena Transit Corridor Project (as more fully defined in Article 11 (*Definitions and Interpretation*), the **"NoHo to Pasadena Project"**). The Final Environmental Impact Report was certified and the NoHo to Pasadena Project was approved, by the LACMTA Board of Directors on April 28, 2022 (https://www.dropbox.com/sh/jt5s5l784pml8cf/AAAK4TgdarNwfM1iBAmF7xWXa?dl=0).

(B) The NoHo to Pasadena Project will serve various cities and communities including the City and the City intends, by this Agreement, to facilitate the development and implementation of the NoHo to Pasadena Project and in particular the City Portion of the NoHo to Pasadena Project.

(C) This Agreement does not address, and is not intended to address any terms and conditions with respect to any first/last mile projects. Any terms and conditions with respect to any first/last mile projects will be discussed, negotiated and agreed by LACMTA and the City under a separate agreement. Further, this Agreement does not address, and is not intended to address any terms and conditions with respect to LACMTA Board's Land Bank Pilot Partnership with Los Angeles County Motion (June 2022 and any other relevant dates). Any City participation in, and the terms and conditions with respect to any City participation in, any such programs and initiatives would be discussed, negotiated and agreed to by responsible parties under a separate agreement. The City disclaims any liability arising out of or related to the Land Bank Pilot Partnership Motion (June 2022) under this Agreement.

(D) LACMTA and the City wish to enter into this Agreement in order to identify the rights and obligations between them in connection with the development and implementation of the NoHo to Pasadena Project.

In consideration of the mutual covenants of the Parties as set out below, the Parties hereby agree as follows:

ARTICLE 1. SCOPE AND DURATION

1.1 **Scope of Agreement**

(a) The City acknowledges the NoHo to Pasadena Project is a high priority public works project and will provide LACMTA with expedited review and approval procedures in connection with design, design reviews, permitting, and other authority to be exercised by the City relating to the NoHo to Pasadena Project in accordance with the terms of this Agreement.

(b) The Parties have entered into this Agreement to:

(i) acknowledge the intended scope, schedule and site for the NoHo to Pasadena Project as set out in EXHIBIT 1 (*Project Description*), EXHIBIT 2 (*Project Phases and Project Schedule*) and EXHIBIT 3 (*Project Site*) respectively; and

(ii) define the applicable procedures, manage the interfaces and regulate the roles and responsibilities and allocation of costs between LACMTA and the City, in respect of the design, construction, operation, and maintenance of the NoHo to Pasadena Project as it relates to the City Portion and any Rearrangements.

(c) LACMTA may procure the Design, Construction, operation, and maintenance of the NoHo to Pasadena Project, including the City Portion, under multiple procurements and contract packages and may self-perform parts of the design, construction, operation, and maintenance of the NoHo to Pasadena Project, including the City Portion. As at the date of this Agreement, LACMTA:

(i) has procured the development of the Design for the NoHo to Pasadena Project to approved-for-construction status by a LACMTA Contractor under one contractual package; and

(ii) is procuring the performance of Design reviews, preconstruction services, and Construction work under a construction manager/general contractor agreement.

(d) The City acknowledges and agrees that LACMTA may: (i) engage LACMTA Contractor(s) to carry out Design, Construction, operation and/or maintenance work with respect to the City Portion including the Design and/or Construction of Rearrangements; and (ii) in each LACMTA Contract, require the applicable LACMTA Contractor to comply with certain of LACMTA's obligations under this Agreement provided that nothing in this Agreement will create any contractual relationship between the City and any LACMTA Contractor and in accordance with Section 10.11 (*Limitation on Third Party Beneficiaries*), nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of the City toward, any LACMTA Contractor.

(e) The City acknowledges and agrees that LACMTA may change the contracting and procurement strategy and plan for the NoHo to Pasadena Project, including the City Portion, described in Section 1.1(c) in its sole discretion. The City further acknowledges that as at the date of this Agreement, the NoHo to Pasadena Project is in the early stages of the Design Phase and LACMTA may elect: (i) not to proceed with the NoHo to Pasadena Project; or (ii) to amend the scope of the NoHo to Pasadena Project as set out in EXHIBIT 1 (*Project Description*), each in its sole discretion subject to the FEIR and any required board approvals.

(f) LACMTA shall promptly notify the City of any changes to its contracting and procurement strategy or to the scope of the NoHo to Pasadena Project made in accordance with Section 1.1(e) that has or is reasonably likely to have an impact on the scope, schedule or roles and responsibilities for the City Portion or the provisions and procedures set out under this Agreement. The Parties shall use good faith efforts to agree any amendments or supplements to this Agreement necessary to be made as a result of any such change notified by LACMTA to the City. If agreement cannot be reached, the matter will be escalated by the Parties for resolution in accordance with the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

(g) The terms and conditions of this Agreement shall be applicable to the rights and obligations of a City-owned utility company with respect to the NoHo to Pasadena Project and LACMTA acknowledges and agrees to coordinate with any City-owned utility with regard to the NoHo to Pasadena Project.

1.2 **Duration of Agreement**

This Agreement (and all of the rights and obligations under this Agreement) will come into effect on the Effective Date and continue until the first day on which passenger service on the NoHo to Pasadena Project commences, unless terminated earlier in accordance with the provisions of this Agreement or extended in accordance with Article 6 (*Operation and Maintenance*) (the **"Term"**).

ARTICLE 2. GENERAL OBLIGATIONS

2.1 **Governance**

(a) The roles and responsibilities of the City and LACMTA are set out in EXHIBIT 4 (*Roles and Responsibilities*). The Parties agree to use good faith efforts to resolve any issues that arise under this Agreement. Issues that arise under this Agreement that cannot be resolved at the working-level will be escalated by the Parties for resolution in accordance with the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

(b) The City and LACMTA shall each designate an individual or individuals who will be authorized to make decisions and bind the Parties on matters relating to this Agreement (the **"City Representative"** and **"LACMTA Representative"**, respectively). EXHIBIT 4 (*Roles and Responsibilities*) provides initial designations. Either Party may change its designated representative by providing seven days' prior Notice to the other Party.

(c) Where a meeting of multiple cities involved in the NoHo to Pasadena Project may be helpful to discuss issues, or potential issues, and/or solutions that may impact multiple cities or to give an update on the overall status or progress on the NoHo to Pasadena Project, LACMTA may invite the City to attend meetings together with other cities impacted by the NoHo to Pasadena Project. On LACMTA's written request, the City shall endeavor to secure the attendance (in person or via videoconference or teleconference) of the City Representative (or a delegate) at any such meeting held with respect to the City Portion during normal business hours and upon reasonable notice.

(d) LACMTA may convene Project Meetings in relation to the NoHo to Pasadena Project or particular aspects of the NoHo to Pasadena Project for the purposes of providing a non-binding forum for LACMTA, the LACMTA Contractors and other attendees to monitor the progress of the NoHo to Pasadena Project, to consider issues, or potential issues, and to present, understand and discuss proposed solutions with respect to the NoHo to Pasadena Project. On LACMTA's written request, the City shall endeavor to secure the attendance (in person or via videoconference or teleconference) of the City Representative (or a delegate) at any Project Meeting held with respect to the City Portion during normal business hours and upon reasonable notice. Any Project Meeting attended by the City Representative (or a delegate) is consultative and advisory only and nothing which occurs during any such Project Meeting and no information that is presented during any such Project Meeting will:

(i) affect the rights or obligations of either Party under this Agreement;

(ii) entitle a Party to make any claim against the other;

(iii) relieve a Party from, or alter or affect, a Party's liabilities or responsibilities whether under this Agreement or otherwise according to Applicable Law;

(iv) prejudice a Party's rights against the other Party whether under this Agreement or otherwise according to Applicable Law; or

(v) be construed as a direction by a Party to do or not do anything.

2.2 **Annual Work Plan**

(a) At the beginning of each LACMTA Fiscal Year, the Parties will review the Project Schedule and the 'life of project' resourcing needs to facilitate the efficient, timely, and safe delivery of each Subject Transportation Project through its Design Phase and Construction Phase and will commence the Annual Work Plan process for the next LACMTA Fiscal Year. LACMTA and the City will cooperate to develop an agreed Annual Work Plan for each LACMTA Fiscal Year during the Term, in accordance with the following provisions:

(i) not later than July 31 (or in the case of the first partial LACMTA Fiscal Year during the Term, no later than 30 days after the date of this Agreement), LACMTA shall provide the City with information with respect to anticipated Work Orders, including a list of each item of work or scope of activities or services that LACMTA anticipates to request or require from the City during the next LACMTA Fiscal Year, and the estimated start and finish dates for the item of work or scope of activities or services that LACMTA anticipates to request or require from the City;

(ii) within 60 days after the City's receipt of the required information from LACMTA pursuant to Section 2.2(a)(i), the City shall submit a preliminary annual work plan to LACMTA for the next LACMTA Fiscal Year, which will include an estimate of the Costs under the anticipated Work Orders for which the City shall require reimbursement;

(iii) promptly and in any event within 30 days' after LACMTA receives the preliminary annual work plan from the City pursuant to Section 2.2(a)(ii), the City and LACMTA will meet to review the preliminary work plan and negotiate in good faith such issues as are necessary in order to finalize and agree the annual work plan for the next LACMTA Fiscal Year; and

(iv) not later than May 1 of the then current LACMTA Fiscal Year, LACMTA shall notify the City of the agreed annual work plan for the next LACMTA Fiscal Year (each such agreed annual work plan, an **"Annual Work Plan"**).

(b) Section 2.3(e) (*Work Orders*) shall apply notwithstanding that the Parties may agree an Annual Work Plan setting out the schedule of anticipated Work Orders.

2.3 **Work Orders**

(a) If the City is required to perform work and/or provide support and/or services under the provisions of this Agreement or LACMTA requests that the City perform work and/or provide support and/or services under the provisions of this Agreement, the City shall submit a Form 60 to LACMTA to estimate the total effort and Costs for which the City shall require reimbursement with respect to that scope of work.

(b) If LACMTA approves a Form 60 submitted to it by the City with respect to a scope of work under Section 2.3(a) without requiring any changes or additions, LACMTA will issue a Work Order to the City for such scope of work and following receipt of that Work Order, the City must promptly commence the work authorized under that Work Order.

(c) Each Work Order issued by LACMTA to the City in accordance with this Agreement shall specify the work authorized to be performed and any materials or equipment to be acquired, the amount of money that the City will be reimbursed for the authorized work as agreed under the applicable Form 60, and a schedule, including the estimated starting and finishing dates for the authorized work.

(d) If LACMTA requests changes or additions (including any additional or supplemental provisions) to a Form 60 submitted to it by the City with respect to a scope of work under Section 2.3(a) prior to issuing a Work Order, the Parties shall negotiate in good faith such changes or additions. Upon agreement of any such changes or additions (and any necessary City council approval for such changes or additions), LACMTA will issue a Work Order to the City for the applicable scope of work, with the agreed changes or additions and following receipt of that Work Order, the City must promptly and without delay (and in any case within 10 days of issuance by LACMTA) accept any agreed changes or additions to the applicable Form 60 by counter-signing the Work Order or otherwise by written acceptance by the City Representative, in each case followed by prompt commencement of the work authorized under that Work Order. Nothing in this Section 2.3(d) shall prohibit LACMTA from approving a Form 60 under Section 2.3(b) in part and authorizing the City to commence the approved part of the scope of work in accordance with that Form 60.

(e) The City shall not be authorized to do any work and shall not be paid, credited or reimbursed for costs or expenses associated with any work performed in connection with a Rearrangement or the City Portion or otherwise under the provisions of this Agreement, that is not expressly authorized by a Work Order, as may be amended pursuant to Section 2.3(f).

(f) Except in the case of a change required due to an emergency (which notification may be given orally and any emergency work commenced before being confirmed in writing to LACMTA within three days), the City may submit proposed changes to a Work Order in writing to LACMTA for approval, such approval to not be unreasonably withheld or delayed. If approved, the City may perform the work in accordance with the authorized change.

(g) LACMTA may terminate any Work Order at any time at its sole discretion, provided that the City will be entitled to reimbursement in accordance with this Agreement for Costs, if any, already incurred. To the extent the City (or City Contractor) has commenced Construction in the Public Rights-of-Way pursuant to a Work Order agreed under this Section 2.3 that is subsequently terminated by LACMTA, LACMTA shall reimburse the City for Costs properly incurred pursuant to a Work Order agreed under this Section 2.3 or otherwise under Section 8.1 (*Indemnity*) of this Agreement to perform clean-up and restoration activities to return the site to the condition prior to commencement of Construction.

The restorative activities shall be consistent with the City Standards in effect at the time the restoration work is performed.

(h) The City shall promptly notify LACMTA if at any time it anticipates:

(i) exceeding 75% of the total estimated Costs under any Work Order within the next 60 days;

(ii) that the total Costs under any Work Order will be in excess of 10% greater than previously estimated Costs; or

(iii) that the estimated finishing date will be later than the date stated in the Work Order,

and shall request an amendment to such Work Order pursuant to Section 2.3(f).

(i) LACMTA shall reimburse the City for services and activities performed in accordance with EXHIBIT 9 (*Inspection and Acceptance Procedure*). LACMTA shall not unreasonably withhold issuance of a Work Order authorizing the City to perform inspection, acceptance, and closeout activities with respect to the NoHo to Pasadena Project required in accordance with EXHIBIT 9 (*Inspection and Acceptance Procedure*).

2.4 **Project Schedule**

(a) The City agrees to cooperate and coordinate with LACMTA in accordance with the provisions of this Agreement in order for LACMTA to achieve the Project Schedule and subject to LACMTA agreeing to the reimbursement of the cost of the applicable resources in accordance with Section 2.3 (*Work Orders*) and 7.1 (*Reimbursements to the City*), to allocate sufficient staff and other resources necessary to provide the level of service required to meet the scope of work and work schedules, review periods and timelines identified in this Agreement and any Work Orders. If the City determines that, notwithstanding its compliance with its obligations under this Section 2.4(a), additional personnel or other resources (including through the use of City Contractors) are required to mitigate the risk of delay in performing the scope of work within the defined schedule, the City may submit a proposed change to a Work Order in accordance with Section 2.3(f) (*Work Orders*).

(b) To the extent the City fails to carry out any work or obligations for which it is responsible under the provisions of this Agreement and/or any Work Order in accordance with the work schedules, review periods and timelines identified in this Agreement and the applicable Work Order (in each case, as may be extended under Section 2.4(d)), and such failure is attributable to the City, then, solely to the extent such delay directly causes: (i) LACMTA to incur additional costs; or (ii) a delay to the NoHo to Pasadena Project, the City must reimburse LACMTA for all actual and documented costs and expenses incurred by LACMTA or arising out of such delay. The City shall pay such costs to LACMTA within 90 days of receiving an invoice from LACMTA. If the Parties agree, LACMTA may deduct the amount due from the City to LACMTA pursuant to this Section 2.4(b) from payment(s) due to the City.

(c) Without limiting any other rights under this Section 2.4, if the City fails to carry out any work or obligations for which it is responsible under the provisions of this Agreement in accordance with the work schedules, review periods and timelines identified in this Agreement and the applicable Work Order (in each case, as may be extended under Section 2.4(d)), LACMTA (or a LACMTA Contractor) will issue a Notice to the City referencing the relevant work or obligation (including any anticipated delay and cost impacts to the NoHo to Pasadena Project) and requesting the City's immediate attention (or, if the Project Schedule allows without causing LACMTA to incur additional costs or a delay to the NoHo to Pasadena Project, providing an extension of time) and if the delay remains unresolved, LACMTA shall escalate the delay utilizing the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*). Where the delayed obligation relates to Design or Construction work that the City has agreed to perform under the terms of this Agreement or where LACMTA reasonably determines that the City will be unable to timely complete any Design or Construction work that the City has agreed to perform under the terms of this Agreement, LACMTA may by Notice to the City suspend the affected element of the City's work and LACMTA may perform the remaining work. If

LACMTA takes over work in accordance with this Section 2.4(c), the City shall cooperate and assist LACMTA in accordance with the provisions of this Agreement.

(d) To the extent:

(i) a failure by LACMTA to perform its work and obligations in accordance with the work schedules, review periods and timelines identified in this Agreement and/or any Work Order; or

(ii) the rejection by LACMTA of a reasonable request by the City for additional resources under Section 2.4(a),

results in a delay to the performance of the City's work under a Work Order, the City will be entitled to an equivalent extension to the affected deadline and any other relief expressly contemplated under the provisions of the applicable Work Order (including, where the City is performing Design or Construction work, any costs associated with such delay).

2.5 **Permits**

(a) Under Applicable Law, LACMTA is not subject to certain local ordinances when constructing the City Portion. Notwithstanding this, LACMTA shall obtain all necessary City permits and approvals and comply with City Standards relating to the Design and Construction of the City Portion, in each case to the extent required under and in accordance with, the terms of this Agreement.

(b) Without prejudice to Section 2.5(a) or the requirements set out in EXHIBIT 8 (*Construction Requirements*):

(i) within 45 days of the Effective Date, the City and LACMTA will coordinate to: identify any permits required for the City Portion; agree on any applicable permit fees required to be paid by LACMTA with respect to the City Portion; and agree on any services that will not require reimbursement by LACMTA through a Work Order to avoid double counting;

(ii) LACMTA or LACMTA Contractor shall pay any permit fees agreed by the Parties under Section 2.5(b)(i); and

(iii) the City will cooperate with LACMTA to ensure any processing procedures or timelines for permits shall be consistent with the terms and conditions set out in this Agreement and endeavor to reasonably streamline the permit process so far as reasonably practicable to support the timely delivery of the Noho to Pasadena Project in accordance with the Project Schedule.

(c) If requested by LACMTA, the City will provide reasonable assistance to LACMTA and the LACMTA Contractors in relation to any application by LACMTA or a LACMTA Contractor for a Governmental Approval or other Governmental Entity or third-party approval relating to or arising from, the Design, Construction, operation or maintenance of the City Portion.

2.6 **Coordination of Work**

(a) Except in the case of Adjacent Work required as a result of an emergency (which notification and coordination may occur as soon as reasonably practicable after the occurrence of the emergency), the City will promptly notify LACMTA upon becoming aware of any proposed or planned Adjacent Work and will take all reasonable actions within its powers, to coordinate the design and performance of any Adjacent Work with LACMTA so that such Adjacent Work shall not pose a safety hazard or interfere with, disrupt or delay the Design and Construction, or threaten the integrity of the City Portion including by:

(i) complying with the provisions of this Section 2.6 and LACMTA's standard procedures for Adjacent Works;

(ii) to the extent requested by LACMTA following its initial screening taking into account proximity of the Adjacent Work to the City Portion, adjacency conditions, and the potential to impact the City Portion and otherwise conducted in accordance with LACMTA's standard procedures for Adjacent Works, delivering copies of designs and plans for the Adjacent Work to LACMTA and giving LACMTA the right to review and comment on the designs and plans for the Adjacent Work and to approve the final designs and plans for the Adjacent Work to determine if elements of the Adjacent Work would impact the safe Construction of the NoHo to Pasadena Project; and

(iii) to the extent LACMTA reasonably determines and notifies the City that the Adjacent Work will, in whole or in part, pose a safety hazard or interfere with, disrupt or delay the Design, Construction, operation or maintenance of, or threaten the integrity of, the City Portion, LACMTA and City agree to coordinating the Adjacent Work or suspending the Adjacent Work or the relevant part of the Adjacent Work (as applicable).

(b) The City will, and will take all reasonable actions within its powers to ensure that any City Contractor or third party performing any Adjacent Work, City Construction Work or City Maintenance Work is obligated under contract and/or a permit process to:

(i) fully co-operate and coordinate with LACMTA and the LACMTA Contractors including:

(A) attending interface definition and coordination meetings upon reasonable request; and

(B) providing any other interface data reasonably requested by LACMTA or the relevant LACMTA Contractor and necessary to complete interface coordination;

(ii) perform the Adjacent Work, City Construction Work or City Maintenance Work (as applicable) so as to minimize any interference with or disruption or delay to construction of the City Portion or any other part of the NoHo to Pasadena Project;

(iii) to the extent applicable, comply with LACMTA or the relevant LACMTA Contractor's worksite health and safety policies and procedures; and

(iv) promptly advise LACMTA of all matters arising out of the Adjacent Work or City Construction Work or City Maintenance Work (as applicable) that may interfere with, disrupt, delay or otherwise have an adverse effect upon the City Portion or any other part of the NoHo to Pasadena Project.

2.7 **Utility Adjustments**

(a) In accordance with Section 1.1 (*Scope of Agreement*), LACMTA and the City will cooperate and coordinate in performing the steps necessary to ensure that applicable Utility owners implement the Utility Adjustments necessary to address Utility Conflicts that will impact the City Portion of a Project in a timely manner, including LACMTA and the City each exchanging information, participating in coordination meetings, coordinating in the issuance of notices to Utility owners requesting a Utility Adjustment, and performing the other steps and activities set out in EXHIBIT 5 (*Utility Adjustment Procedures*).

(b) LACMTA and the City shall cooperate and coordinate in executing the necessary documents for each step set out in EXHIBIT 5 (*Utility Adjustment Procedures*).

(c) The services performed by the City under the provisions of this Section 2.7, are eligible for reimbursement under Sections 2.2 (*Annual Work Plan*), 2.3 (*Work Orders*) and 7.1 (*Reimbursements to the City*).

2.8 **Governmental and Lender Requirements**

If the NoHo to Pasadena Project is subject to financial assistance provided by loan agreements with the U.S. Department of Transportation, Federal Transit Administration, other federal, state and local Governmental Entities, and/or financial institutions providing grants, funding or financing, the Parties will comply with any prescribed governmental and lender requirements set out in a Work Order or otherwise under the applicable grant, funding or financing agreements notified to the City provided that LACMTA notifies the City of the requirements prior to issuing the Work Order.

2.9 **Access**

If, prior to LACMTA's scheduled date of commencement of Construction work in a part of the City Portion, any Rearrangement is necessary to eliminate a conflict, the City may grant to LACMTA and/or its designee sufficient rights, if necessary, to allow LACMTA to proceed with investigation of existing conditions and the Construction of that part (limited to Public Rights-of-Way and City-owned properties only, and not including any privately-owned properties) of the City Portion in accordance with the Project Schedule; provided, however, that such grant does not unreasonably and adversely interfere with the provision of City's services to the public, or affect public health and safety; and provided further, that the City is permitted under Applicable Law to grant such right.

2.10 **Discretions**

Except as otherwise expressly provided in this Agreement, all determinations, consents, waivers, or approvals of a Party under this Agreement must not be unreasonably withheld, conditioned, or delayed.

ARTICLE 3. DESIGN

3.1 **Design Responsibilities**

(a) Except to the extent of any Design work requested to be performed by the City under Section 3.1(b), LACMTA will (directly or through LACMTA Contractors) Design all Rearrangements and produce all Design Documentation relevant to those works in accordance with the provisions of this Agreement. LACMTA shall be responsible for any errors and omissions in the Design Documentation prepared by LACMTA or a LACMTA Contractor.

(b) LACMTA may request and authorize the City to perform:

(i) Design work and/or provide support services with respect to the Design of a Rearrangement pursuant to the procedures set out under Section 2.3 (*Work Orders*); and

(ii) additional Design work with respect to the City Portion that is not part of any Rearrangement pursuant to the procedures and subject to the requirements set out under EXHIBIT 12 (*City-Performed Project Work*).

The City shall diligently perform and shall ensure that any City Contractor diligently performs, such Design-related activities in accordance with the provisions of the applicable Work Order and this Agreement. The City shall be responsible for any errors and omissions in any Design Documentation prepared by the City or a City Contractor.

3.2 **Design Requirements**

The Designs of the Rearrangements shall comply with the requirements set out in EXHIBIT 6 (*Design Requirements*).

3.3 **Design Review Procedure**

(a) LACMTA will submit, and will require that the LACMTA Contractors submit, the Designs for any Rearrangements to the City for review in accordance with the procedures set out in EXHIBIT 7 (*LACMTA Submittal Review Procedure*) and otherwise in accordance with the provisions of this Agreement and any applicable Work Orders.

(b) The City will carry out the review and approval of the Designs for the Rearrangements in accordance with the procedures and the review periods set out in EXHIBIT 7 (*LACMTA Submittal Review Procedure*) and otherwise in accordance with the provisions of this Agreement and any applicable Work Orders.

(c) For the avoidance of doubt, LACMTA is not required to submit any Design for Construction work for the NoHo to Pasadena Project that is not part of the Rearrangements to the City for City's review and approval, including where:

(i) LACMTA, a LACMTA Contractor, or a tenant or licensee of LACMTA owns and maintains (or will own and maintain) the applicable structure or physical element; or

(ii) the work is related to utility trenching and shoring within OSHA guidelines and the relevant LACMTA Contractor is OSHA certified.

As between the City and LACMTA, LACMTA will be responsible for ensuring that the Design for the Construction work for the NoHo to Pasadena Project complies with Applicable Law and the FEIR. The City further acknowledges that as between LACMTA and the City, LACMTA has sole discretion to determine whether, and which, features or facilities are required in order for LACMTA to comply with its obligations under Applicable Law in connection with the NoHo to Pasadena Project (whether or not situated within the Public Rights-of-Way) including the ADA and in the case of its obligations under the ADA LACMTA will to determine whether matters are technically infeasible; provided, however, in making such determination, LACMTA shall utilize current rules and regulations promulgated under the ADA, and guidelines issued by federal agencies in accordance with the ADA, including but not limited to The ADA Best Practices Tool Kit for State and Local Governments published by Civil Rights Division of the U.S. Department of Justice. As described in Part C (*Physical Limits of the Project Work*) of EXHIBIT 3 (*Project Site*), LACMTA and the City will agree the physical limits of the structures and elements of the NoHo to Pasadena Project that: (a) LACMTA owns and maintains or will own or maintain; or (b) that are part of, or will become part of (under a Rearrangement), a City Facility.

3.4 **Design Development**

The Parties acknowledge and agree that:

(a) the Basis of Design will establish the scope, limits of work, specifications and requirements applicable to the Designs for any Rearrangements for the purposes of issuance of the Procurement Documents for the construction of the NoHo to Pasadena Project; and

(b) the Design Documentation for any Rearrangements will be submitted for review progressively in Packages and LACMTA and the applicable LACMTA Contractor will retain responsibility for defining the scope and timing of delivery of the Packages at each stage of Design.

3.5 **City Standards**

(a) The City agrees that it shall not adopt any new City Standards or otherwise amend or supplement any existing City Standards or its interpretation or application of any existing City Standards, for the sole or primary purpose of affecting the NoHo to Pasadena Project. For the avoidance of doubt, this Agreement and the provisions in this Section 3.5 do not restrict the City from exercising its legal authority and legislative power to adopt new City Standards.

(b) Subject to Sections 3.5(a) and 3.5(c), the Parties acknowledge that the City may adopt new City Standards not listed in EXHIBIT 6 (*Design Requirements*) or amend or supplement existing City Standards listed in EXHIBIT 6 (*Design Requirements*) during the Term, provided that the City shall promptly (and in any case within 15 days' of adoption) notify LACMTA of any changes or additions to the City Standards adopted during the Term.

(c) Any changes or additions to the City Standards applicable to a Rearrangement after the establishment of the Basis of Design for that Rearrangement or any adoption, amendment, supplement, or interpretation of City Standards for the sole purpose of effecting the NoHo to Pasadena Project in contravention of Section3.5(a) shall be considered a "Betterment" for the purposes of this Agreement (except to the extent an exclusion under that definition applies).

3.6 **Changes to Design**

(a) If LACMTA wishes to amend the Final Design for a Rearrangement for which it is responsible prior to completion of Construction of that Rearrangement, it must submit the amended Design Documentation to the City and EXHIBIT 7 (*LACMTA Submittal Review Procedure*) will apply as if the Design Documentation is for the Final Design.

(b) LACMTA may use or may allow the relevant LACMTA Contractor to use, the amended Final Design for Construction prior to approval by the City if and only if LACMTA, in consultation with the City Inspector, determines that the amendment to the Final Design is: (i) minor; (ii) does not adversely impact the relevant Rearrangement; and (iii) is necessary to overcome an issue which has arisen or become evident since the Final Design was initially approved.

3.7 **Value Engineering**

LACMTA and the City will cooperate with each other to identify efficiencies to reduce the overall cost of the NoHo to Pasadena Project in order to maximize the value of public funds. The City will exercise sound engineering judgment to cooperate and coordinate with LACMTA to identify efficient approaches to the Design of Rearrangements for the NoHo to Pasadena Project when:

(a) performing Design reviews under Section 3.3 (*Design Review Procedure*), including as part of the resolution of City comments made to Designs; and

(b) reviewing any requests for deviations to the City Standards and/or the Design and Construction requirements.

The Parties acknowledge and agree that this will include identifying, and reviewing LACMTA Contractor-identified, recommendations for potential innovations and value engineering opportunities with respect to the Rearrangements that offer value in terms of a reduced capital cost for the NoHo to Pasadena Project and/or that will offer value in terms of schedule savings, and/or quality benefits and adopting and applying those recommendations that, following evaluation by the Parties, will reduce the capital cost of the NoHo to Pasadena Project and/or that will offer value in terms of schedule savings, and/or quality benefits. Any innovation or value engineering recommendations will be evaluated on the basis that any such recommendation should satisfy the required function of the Rearrangement at the lowest total cost (capital, operating, and maintenance) consistent with the requirements of performance, reliability, maintainability, and safety and the FEIR project objectives. For the avoidance of doubt, following evaluation of potential innovations and value engineering opportunities in accordance with this Section 3.7, the City retains final decision-making authority to determine whether to approve a deviation from City Standards and/or the Design and Construction Requirements.

ARTICLE 4. CONSTRUCTION

4.1 Construction Responsibilities

(a) Except to the extent of any Construction work requested to be performed by the City under Section 4.1(b), LACMTA (directly or through the LACMTA Contractors) will be responsible for the Construction of all Rearrangements and shall diligently perform and shall ensure that any LACMTA Contractor diligently performs, all such Construction in accordance with the provisions of this Agreement.

(b) LACMTA may request and authorize the City to perform:

(i) Construction work with respect to a Rearrangement and/or provide Construction support services pursuant to the procedures set out under Section 2.3 (*Work Orders*); and

(ii) additional Construction work with respect to the City Portion that is not part of any Rearrangement pursuant to the procedures and subject to the requirements set out under EXHIBIT 12 (*City-Performed Project Work*).

The City shall diligently perform and shall ensure that any City Contractor diligently performs, all such Construction work and/or support services in accordance with the provisions of the applicable Work Order and this Agreement.

4.2 Construction Requirements

The Construction of the Rearrangements and any other Construction work performed in the Public Rights-of-Way in connection with the NoHo to Pasadena Project shall comply with the requirements set out in EXHIBIT 8 (*Construction Requirements*).

4.3 Rights-of-Way

(a) Notwithstanding any LACMTA rights to use the Public Rights-of-Way under Applicable Law, LACMTA shall obtain all necessary City permits and approvals and comply with all City Standards relating to use of the Public Rights-of-Way, in each case to the extent required under and in accordance with, the terms of this Agreement.

(b) The location and type of replacement rights-of-way for the relocation of Conflicting Facilities as part of a Rearrangement shall be mutually agreed by the Parties during the Design Phase. When reasonably possible and where the City Facilities being replaced are located in a public right-of-way, a Rearrangement of those City Facilities shall be located in existing public rights-of-way. If it is not possible for a Rearrangement of a City Facility to be located in a Public Rights-of-Way: (i) the required replacement rights-of-way for the relocation of Conflicting Facilities shall be acquired by LACMTA or the City (as mutually agreed) at LACMTA's cost in accordance with the Project Schedule; and (ii) If LACMTA acquires the replacement rights-of-way, LACMTA shall provide the City with an easement, in a form reasonably acceptable to the City, to operate, maintain, and/or remove such City Facility. Upon acceptance of the applicable Replacement Facility, the City shall convey or relinquish to LACMTA or its designee, if permitted by Applicable Law and agreement, at no cost, any City real property interests not part of the Public Rights-of-Way being taken out of service by the Rearrangement, and for which replacement real property interests are provided in accordance with this Section 4.3(b). LACMTA reserves the right to convey replacement rights-of-way in fee to the City.

(c) Subject to Section 4.3(b), in the case of any Rearrangements, the Parties acknowledge that LACMTA is responsible for the acquisition of any private rights-of-way necessary to construct and/or operate the NoHo to Pasadena Project on the Project Right-of-Way and LACMTA (or the LACMTA Contractors) shall be responsible for the acquisition of any temporary construction easements necessary for the Construction of the NoHo to Pasadena Project. Upon reasonable request by LACMTA, the City shall provide reasonable assistance as may be required for LACMTA to obtain

rights-of-way necessary to construct the City Portion including considering reasonable requests by LACMTA to convey to LACMTA, at no cost to LACMTA, any City-owned temporary construction easements that may be required for Construction of the NoHo to Pasadena Project without requiring LACMTA to go through the appraisal, negotiations, offer, closing and transfer process. Following any such reasonable request, LACMTA will prepare or cause to be prepared, the title documents and documents of conveyance and shall transmit such documents to the City Representative who shall process them through the required departments for execution and return them to LACMTA within 90 days after receipt, but in any event in accordance with the Project Schedule.

(d) The City agrees and acknowledges that this Agreement satisfies any LACMTA obligations to the City and otherwise relating to the certification of rights-of-way as may be required by the California Public Utilities Commission or any other regulatory authority, and that the City shall cooperate with LACMTA, and assist LACMTA, with any right-of-way certification processes involving other entities or agencies such as the California Public Utilities Commission or any other regulatory authority.

4.4 **Hazardous Materials**

LACMTA (or its LACMTA Contractors) will be responsible for any environmental site assessments and any remediation of hazardous materials to be performed on the Project Site for the purposes of the NoHo to Pasadena Project. LACMTA will not be responsible for any costs relating to the presence or existence of any environmental hazard on, in, under or about any City Facility, including but not limited to, any **"hazardous substance"** as that term is defined under the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. § 9601 et seq.), unless LACMTA or any LACMTA Contractor caused the environmental hazard through its actions or remediation of hazardous materials is required to be performed on the Project Site for the purposes of the NoHo to Pasadena Project in accordance with the environmental site assessments.

4.5 **Inspection and Acceptance**

The Parties agree that inspection and acceptance of the Construction of Rearrangements performed under this Agreement will be carried out in accordance with the procedure set out in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

ARTICLE 5. BETTERMENTS

5.1 **Notice of Betterments**

(a) The City shall inform LACMTA what Betterments, if any, the City requests be implemented as a Rearrangement or a part of a Rearrangement by submitting a completed City Betterment Request for LACMTA's review and approval. The City shall submit any City Betterment Request to LACMTA promptly after identifying a potential Betterment and in any event shall, unless later delivery is otherwise agreed by LACMTA or acknowledged under this Article 5, deliver all City Betterment Requests to LACMTA prior to the establishment of the Basis of Design.

(b) Any Design furnished by the City under a Work Order shall specifically identify any Betterments included in such Design and where Betterments are identified that were not previously agreed under this Article 5, any such Design shall be accompanied by a completed City Betterment Request and submitted for LACMTA's review and approval in accordance with this Article 5.

(c) If a City comment to a LACMTA Submittal or any other form of City request with respect to the NoHo to Pasadena Project constitutes a Betterment, LACMTA will deliver a LACMTA Notice of Potential Betterment to the City and within 10 days of delivery of that Notice, the City will: (i) withdraw the relevant comment; (ii) submit a request for the applicable Betterment by submitting a completed City Betterment Request for LACMTA's review and approval; or (iii) dispute the basis of the LACMTA Notice of Potential Betterment by referring the matter to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*). If the City fails to respond within 10 days of a Notice delivered by

LACMTA under this Section 5.1(c), LACMTA may refer the matter to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*).

5.2 **Approval of Betterments**

If LACMTA approves a Betterment (with or without changes negotiated and agreed by LACMTA and the City):

(a) the LACMTA Representative shall counter-sign the City Betterment Request (updated to include any changes negotiated and agreed by LACMTA and the City); and

(b) the City will be responsible for the cost of the Betterment.

5.3 **Right to Refuse a Betterment**

No Betterment shall be constructed that is not approved by LACMTA pursuant to this Article 5. LACMTA shall have the right to refuse and withhold approval for any Betterment, that:

(a) is incompatible with the NoHo to Pasadena Project;

(b) cannot be performed within the constraints of Applicable Law, any applicable Governmental Approvals, and/or the Project Schedule; or

(c) is requested after the establishment of the Basis of Design.

5.4 **Cost of Betterments**

LACMTA shall not be responsible for the cost of any Betterment (whether or not the cost exceeds any estimates provided by LACMTA and including the cost of any additional mitigation measures included as a result of the Betterment if a supplemental environmental approval is required to accommodate that Betterment). Such cost will be paid to LACMTA or credited to LACMTA in accordance with Section 7.2 (*Reimbursement and Credits to LACMTA*).

ARTICLE 6. OPERATION AND MAINTENANCE

6.1 LACMTA and the City shall commence discussions regarding the Parties respective obligations regarding the operation and maintenance of the NoHo to Pasadena Project during the 60% Design Phase and shall use good faith efforts to agree on an amendment or supplement to this Agreement or to agree a new cooperative agreement to address the Parties respective obligations during the operation and maintenance of the NoHo to Pasadena Project and the procedures and cost reimbursement principles that shall apply to the coordination and performance of their respective obligations during the operation and maintenance of the NoHo to Pasadena Project by the Final Design.

6.2 The Parties agree that any amendment or supplement to this Agreement or any new agreement entered into in accordance with Section 6.1 shall be on terms that are substantially consistent with:

(a) the provisions set out in this Agreement (to the extent applicable and subject to any necessary amendments to reflect the different phase of the NoHo to Pasadena Project); and

(b) the agreed operation and maintenance principles set out in EXHIBIT 10 (*Operation and Maintenance Principles*).

6.3 Any amendment, or supplement or new agreement agreed by the Parties in accordance with Section 6.2 shall be finalized and documented in accordance with Section 10.7 (*Amendments*).

ARTICLE 7. REIMBURSEMENT AND CREDITS

7.1 Reimbursements to the City

(a) Except with respect to Betterments, LACMTA will reimburse the City for Costs incurred for work performed by the City or the City Contractors under a Work Order in accordance with this Section 7.1 and the provisions of the applicable Work Order.

(b) If a Rearrangement performed under a Work Order is limited to the removal or elimination of a City Facility because the City has determined the City Facility does not need to be relocated, LACMTA will only be responsible for any Costs incurred in Abandoning such City Facility in accordance with the City Standards and will not be required to replace or compensate the City for the replacement of that City Facility.

(c) The City shall use the following procedures for submission of its billings to LACMTA, on a progress basis, for work performed by the City under a Work Order:

(i) the City shall commence its monthly billing within no more than 60 days, following the commencement of work under a specific Work Order and shall bill monthly thereafter following the City's standard billing procedures;

(ii) the City shall provide supporting documents to demonstrate the Costs incurred by the City with respect to a Work Order, including City Contractor invoices, the names of individuals performing the relevant tasks and the time committed to those tasks, a description of the tasks performed by reference to the tasks described in the Work Order, and any other supporting information required under the terms of the Work Order or otherwise requested by LACMTA;

(iii) each billing statement shall: (A) be noted as either "progress" or "final"; (B) be addressed to the LACMTA Representative; (C) include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the work under the Work Order and have not previously been billed or paid; and (D) reflect any applicable credits due to LACMTA under this Article 7;

(iv) the final billing under a Work Order, with a notation that all work covered by that Work Order has been performed, shall be submitted to LACMTA within 60 days after completion of the work under the applicable Work Order, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the work under the Work Order and have not previously been billed or paid; and

(v) after the expiration of the 60 day period described in Section 7.1(c)(iv), LACMTA may notify the City in writing that the 60 day closing billing period has expired, and upon the City's receipt of such Notice from LACMTA, the City shall have 60 days to submit its final invoice.

(d) On completion of the Construction of the City Portion, LACMTA will issue a Notice of closeout to the City (including Final Acceptance of all Rearrangements for that City Portion). Within 90 days of receiving such Notice, the City must issue invoices to LACMTA for all services under a Work Order for the Design and Construction of the NoHo to Pasadena Project.

7.2 Reimbursements and Credits to LACMTA

(a) LACMTA shall receive a credit, or payment for:

(i) salvage for items recovered from existing City Facilities that the City intends to re-use in the performance of Construction work performed under the provisions of this Agreement where the amount of salvage credit or payment, if any, shall equal the depreciated value of like or similar materials as determined by agreement of the Parties, plus reasonable storage and

transportation costs of such materials salvaged for the City's use. The sum of credits and/or payments due to LACMTA for salvage shall be agreed by the Parties based on applicable books, records, documents and other data, and in addition, LACMTA and the City may conduct an inspection survey of a City Facility prior to or during Design Development. LACMTA may request and authorize the City to perform support services with respect to any such inspection survey pursuant to the procedures set out under Section 2.3 (*Work Orders*);

(ii) all Costs relating to Betterments upon acceptance of physical work where:

(A) the initial amount of the Betterment payment or credit shall be based upon the estimated Cost for the Design and Construction of the Rearrangement with the Betterment *less* the estimated Cost for Design and Construction of the Rearrangement without the Betterment, in each case as set out by LACMTA in its response and approval to the applicable City Betterment Request; and

(B) upon acceptance of the physical work for the Betterment, the initial Betterment payment or credit shall be reconciled by the Parties against the actual Costs of the Betterment; and

(iii) the Expired Service Life Value of each Conflicting Facility being replaced if the Replacement Facility will have an expected period of useful service greater than the period that the existing Conflicting Facility would have had, had it remained in service and the Rearrangement not been made, where:

(A) the **"Expired Service Life Value"** shall be an amount determined by the Parties during Design Development based upon estimates provided by the City of the depreciated value of the Conflicting Facility (calculated by multiplying the cost of the Replacement Facility by a fraction, the numerator of which is the age of the Conflicting Facility and the denominator of which is the estimated overall service life of the Conflicting Facility); and

(B) the Expired Service Life Value shall be determined by the Parties in accordance with Section 7.2(a)(iii)(A) prior to the commencement of the applicable Rearrangement work and documented in the applicable Work Order,

provided that LACMTA shall not receive a credit or payment for Expired Service Life Value for street pavement, curbs, gutters, sidewalks, traffic signals, traffic control devices, streetlights, sewers and storm drain facilities, and any other City-owned Utilities completed as part of the NoHo to Pasadena Project and in accordance with City Standards. Any street pavement work performed as part of a Betterment will be subject to Article 5 (*Betterments*).

(b) LACMTA shall receive:

(i) a credit (reflected on the applicable invoice(s) submitted by the City) for salvage, Betterments, and Expired Service Life Value of the City Facilities against work performed by the City, where the City performs the work under a Work Order; and

(ii) payment from the City for salvage, costs of Betterments, and Expired Service Life Value of the City Facilities where LACMTA performs the work invoiced and paid in accordance with this Article 7.

(c) Where LACMTA is due a payment under this Article 7:

(i) LACMTA shall commence its monthly billing within no more than 60 days, following the commencement of the applicable work and shall bill monthly thereafter following LACMTA's standard billing procedures;

(ii) LACMTA shall provide supporting documents to demonstrate the costs incurred by LACMTA, including LACMTA Contractor invoices, and other data, to the City upon request;

(iii) each billing statement for a salvage, Betterment, or Expired Service Life Value with respect to a City Facility shall: (A) be noted as either "progress" or "final"; (B) be addressed to the City Representative; and (C) include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the applicable work and have not previously been billed or paid;

(iv) the final billing for a salvage, Betterment, or Expired Service Life Value with respect to a City Facility, with a notation that all applicable payments due to LACMTA for that salvage, Betterment, or Expired Service Life Value, shall be submitted to the City within 60 days after completion of the applicable work, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the costs identified in such billing were calculated in accordance with this Article 7 and have not previously been billed or paid; and

(v) after the expiration of the 60 day period described in Section 7.1(c)(iv) (*Reimbursements to the City*), the City may notify LACMTA in writing that the 60 day closing billing period has expired, and upon LACMTA's receipt of such Notice from the City, LACMTA shall have 30 days to its submit final invoice.

7.3 **Payment of Billings**

Payment of each invoice properly submitted pursuant to Section 7.1 (*Reimbursements to the City*) or 7.2 (*Reimbursements and Credits to LACMTA*) shall be due within 60 days of receipt; provided that: (a) all such payments shall be conditional, subject to post-audit adjustments; (b) final payment for a Rearrangement shall be contingent upon final inspection (and acceptance) of the work by the Party billed for such work, which inspection (and acceptance, where applicable), will not be unreasonably withheld or delayed; and (c) LACMTA may withhold payments in the amount of any credit amounts due to LACMTA if the City has not posted such credits within 60 days after submittal of requests for the same by LACMTA.

ARTICLE 8. INDEMNITY, WARRANTIES AND INSURANCE

8.1 **Indemnity**

(a) Each Party shall release, defend, indemnify, and hold harmless the other Party and its respective officers, agents, contractors, representatives, and employees to the maximum extent allowed by law from and against all liabilities, expenses (including legal fees and costs), claims, losses, suits, and actions of any kind, and for damages of any nature, including but not limited to, bodily injury, death, personal injury, or property damage arising from or connected with its performance, or the performance of any of its officers, agents, contractors, representatives, and employees, of any of the obligations, work, authority, presence, or jurisdiction allocated or delegated to it under this Agreement (including, in the case of LACMTA, the performance of the Design and Construction of the NoHo to Pasadena Project).

(b) In contemplation of the provisions of Section 895.2 of the California Government Code imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement as defined by Section 895 of the Government Code, the Parties, as between themselves, pursuant to Sections 895.4 and 895.6 of the Government Code, each assume the full liability imposed on them, or any of their officers, agents or employees, by law for injury caused by negligent or wrongful act or omission occurring in the performance of this Agreement to the same extent that such Party would be responsible under Section 8.1(a). The provisions of California Civil Code Section 2778 are made a part of this Agreement as if fully set out in this Agreement.

(c) Each Party agrees to notify the other promptly upon receipt of any third-party claim for which a Party is entitled to indemnity under this Agreement.

8.2 **Warranty**

(a) Solely with respect to Rearrangements performed by LACMTA or the LACMTA Contractors and any work performed by the City or the City Contractors, the City and LACMTA each warrant to the other for a period of one year from and after Substantial Completion of that Rearrangement or work (or at such earlier date on which responsibility for the maintenance, loss or damage for that Rearrangement or work passes to the other Party) that such Rearrangement or work performed by them shall be free from defect, provided that in the case of any Punch List items recorded at Substantial Completion (or such earlier date on which the Parties agree responsibility for maintenance, loss or damage passes), the warranty period shall be for one year from and after completion of that Punch List item. The limited warranty given under this Section 8.2(a) is the sole warranty given by the City and/or LACMTA, and, pursuant to this warranty, and for the warranty period only, the City or LACMTA, as the case may be, shall remedy any such discovered defect at its sole expense.

(b) In connection with Rearrangements performed by LACMTA or the LACMTA Contractors and any work performed by the City or the City Contractors, warranties supplied by the LACMTA Contractors and City Contractors to LACMTA or the City (as applicable) shall be made for the benefit of both LACMTA and the City.

8.3 **Insurance**

(a) The Parties must ensure that any contract entered into in connection with performance of the work under this Agreement contains:

(i) a provision requiring the general contractor, as part of the liability insurance requirements, to provide an endorsement to each policy of general liability insurance naming the City and LACMTA as additional insureds and explicitly waiving subrogation rights against LACMTA and the City; and

(ii) unless otherwise mutually agreed by the Parties, the requirement for: (A) construction general contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers' compensation/employer's liability; and $1,000,000 in combined single limit (CSL) in auto liability; and (B) design contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers' compensation/employer's liability; $1,000,000 (CSL) in auto liability; and $1,000,000 in professional liability.

(b) Each Party must:

(i) give the other Party 20 days' Notice prior to any reduction in scope or cancellation or expiration of any insurance procured by it under this Section 8.3;

(ii) give the other Party 20 days' Notice prior to it agreeing to a reduction in scope or the cancellation or expiration of any insurance procured by a LACMTA Contractor or City Contractor (as applicable) under this Section 8.3; and

(iii) notify the other Party within five days if it receives a Notice from a LACMTA Contractor or City Contractor (as applicable) of the expiration of any insurance procured under this Section 8.3.

ARTICLE 9. RESOLUTION OF DISPUTES

In the event of dispute or difference arising under, out of or in connection with or relating to this Agreement, including any question regarding its existence, validity or termination (**"Dispute"**), the Parties shall make good faith efforts to resolve the Dispute through negotiation and the issue resolution ladder under EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

ARTICLE 10. MISCELLANEOUS

10.1 Force Majeure

No Party may bring a claim for a breach of obligations under this Agreement by the other Party or incur any liability to the other Party for any losses or damages incurred by that other Party if a Force Majeure Event occurs and the affected Party is prevented from carrying out its obligations by that Force Majeure Event. During the continuation of any Force Majeure Event, the affected Party shall be excused from performing those of its obligations directly affected by such Force Majeure Event provided that the occurrence or continuation of any Force Majeure Event shall not excuse any Party from performing any payment obligations contemplated under this Agreement. If a Force Majeure Event occurs, the City agrees, if requested by LACMTA pursuant to Section 2.3 (*Work Orders*), and if deemed possible and feasible by the City (acting reasonably), to accelerate the performance of its obligations under this Agreement and any Work Order to mitigate any delay arising from the Force Majeure Event provided that LACMTA agrees to reimburse the City for the incremental actual costs of such acceleration.

10.2 Existing Agreements

This Agreement does not negate or otherwise modify any existing easements, licenses or other use and/or occupancy agreements between the City and LACMTA or to which LACMTA has become or does become a successor either by assignment or by operation of law.

10.3 Audit and Inspection; Maintenance of Records

(a) **Audit and Inspection**. For the period commencing on the Effective Date and ending on the date falling three years after the end of the Term, each Party will have such rights to review and audit the other Party and its books, records and documents as may be deemed necessary for the purposes of verifying compliance with this Agreement, Applicable Law and the City Standards at all times during normal business hours, without charge. Each Party represents and warrants the completeness and accuracy in all material respects of all information it or its agents provides in connection with any audit by the other Party. If an audit shows that a financial adjustment is required, the Parties will use good faith efforts to agree such adjustment. Examination of a document or record during one review and audit shall not preclude further re-examination of such document or record in a subsequent review and audit. The Parties must ensure that any contract entered into in connection with performance of the work under this Agreement contains provisions acknowledging the rights of the City or LACMTA (as applicable) under this Section 10.3(a).

(b) **Maintenance of Records**. The City shall (and shall ensure that any City Contractor will) keep and maintain its books, records, and documents related to performance of the work under this Agreement (including all Costs incurred) for three years after the end of the Term; except that, all records that relate to Disputes being processed or actions brought under this Agreement must be retained and made available until any later date that such Disputes and actions are finally resolved. The City reserves the right to assert exemptions from disclosure of information that would be exempt under Applicable Law from disclosure or introduction into evidence in legal actions.

10.4 Notices

(a) Each Notice under this Agreement must be in writing and: (i) delivered personally; (ii) sent by certified mail, return receipt requested; (iii) sent by a recognized overnight mail or courier service, with delivery receipt requested; or (iv) sent by email communication followed by a hard copy, to the following addresses (or to such other address as may from time to time be specified in writing by such person):

To the City:

City Manager (or designee)
the City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
jhess@burbankca.gov
Attn: Justin Hess

With a copy to:

City Attorney's Office
the City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
LKurihara@burbankca.gov
Attn: Lisa Kurihara, Senior Assistant City Attorney

With a copy to:

Director of Public Works (and/or the City Engineer)
the City of Burbank
275 E. Olive Avenue
Burbank, CA 91502
kberkman@burbankca.gov
Attn: Ken Berkman, Public Works Director

Community Development
the City of Burbank
Community Services Building
150 N. Third Street
Burbank, CA 91502
krisked@burbankca.gov
Attn: David Kriske, Assistant Community Development Director

To LACMTA:

Chief Program Management Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 16th Floor
Los Angeles, CA 90012
Facsimile No.: (213) 922-7382
CervantesE@metro.net
Attn: Eduardo Cervantes or Ferdinand Chan, Third Party Administration

With a copy to:

Office of Program Management
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
VanGesselM@metro.net
Attn: Mark Van Gessel, Deputy Executive Officer

With a copy to:

County Counsel
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 24th Floor
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
lowt@metro.net
Attn: Teddy Low, Senior Deputy County Counsel

With a copy to:

Metro Real Estate
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 22nd Floor – Real Estate
Los Angeles, CA 90012
Facsimile No.: (213) 922-7447
pottsj@metro.net
Attn: John Potts, Executive Officer

(b) Any Notice sent personally will be deemed delivered upon receipt, and any notice sent by mail or courier service will be deemed delivered on the date of receipt or on the date receipt at the appropriate address is refused, as shown on the records of the U.S. Postal Service, courier service or other person making the delivery, and any notice sent by email communication will be deemed delivered on the date of receipt as shown on the received email transmission (provided the hard copy is also delivered pursuant to Section 10.4(a)). All Notices (including by email communication) delivered after **5:00 p.m. PST** will be deemed delivered on the first day following delivery that is not a Saturday, a Sunday, or a federal public holiday.

10.5 **Assignment; Successors and Assigns**

A Party cannot assign, novate, or otherwise transfer any of its rights or obligations under this Agreement without the prior consent of the other Party unless this Agreement expressly provides otherwise. This Agreement is binding upon and will inure to the benefit of LACMTA and the City and their respective successors and permitted assigns.

10.6 **Waiver**

(a) No waiver of any term, covenant, or condition of this Agreement will be valid unless in writing and executed by the obligee Party.

(b) Either Party's waiver of any breach or failure to enforce any of the terms, covenants, conditions, or other provisions of this Agreement at any time will not in any way limit or waive that Party's right to subsequently enforce or compel strict compliance with every term, covenant, condition, or other provision of this Agreement, despite any course of dealing or custom of the trade (other than the waived breach or failure in accordance with the provisions of such waivers).

10.7 **Amendments**

This Agreement can only be amended or replaced by a written instrument duly executed by the Parties.

10.8 **Governing Law and Jurisdiction**

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California. The rights and remedies of LACMTA and the City for default in performance of this Agreement or any Work Order are in addition to any other rights or remedies provided by law.

10.9 **Severability**

If any provision of this Agreement is ruled invalid by a court having proper jurisdiction, such invalidity or unenforceability will not affect the validity or enforceability of the balance of this Agreement, which will be construed and enforced as if this Agreement did not contain such invalid or unenforceable clause, provision, Article, Section, subsection or part.

10.10 **Counterparts**

This Agreement may be executed in counterparts, each of which will be deemed an original, but all of which together will constitute one and the same instrument.

10.11 **Limitation on Third Party Beneficiaries**

Nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of the Parties toward, any person not a party to this Agreement.

10.12 **Survival**

The representations, warranties, indemnities, waivers and any express obligations of the Parties following termination, set out in this Agreement shall survive the expiration or termination, for any reason, of this Agreement.

10.13 **Approvals; Further Documents and Actions**

Any acceptance, approval, consent, permission, satisfaction, agreement, authorization or any other like action (collectively, **"Approval"**) required or permitted to be given by any Party pursuant to this Agreement or any Work Order:

(a) must be in writing to be effective (except if deemed granted pursuant to this Agreement);

(b) shall not be unreasonably withheld, conditioned or delayed; and if Approval is withheld, such withholding shall be in writing and shall state with specificity the reasons for withholding such Approval, and every effort shall be made to identify with as much detail as possible the changes that are required for Approval; and

(c) shall be deemed granted if no response is provided to the Party requesting an Approval within the time period prescribed by this Agreement or the applicable Work Order or if no time is prescribed by this Agreement or the applicable Work Order, within 30 days, in each case commencing upon actual receipt by the Party from which an Approval is requested or required, of a request for Approval from the requesting Party. Notwithstanding the foregoing, an approval shall not be deemed granted if the approval requires an action by City Council and the City Council has not acted.

The Parties agree to execute such further documents, agreements, instruments and notices, and to take such further actions, as may be reasonably necessary or appropriate to effectuate the transactions contemplated by this Agreement.

ARTICLE 11. DEFINITIONS AND INTERPRETATION

11.1 **Definitions**

Unless the context otherwise requires, capitalized terms and acronyms used in this Agreement have the meanings given in this Section 11.1.

"Approval" has the meaning given in Section 10.13 (*Approvals; Further Documents, and Actions*).

"Abandon" means the permanent termination of service, or the removal of an existing City Facility or portion of it.

"ADA" means the Americans with Disabilities Act, 42 U.S.C. § 12101 et seq.

"Adjacent Work" means any removal, demolition, repair, restoration, relocation or reconstruction of existing facilities and/or construction of new facilities and/or other physical works by the City or a third party: (a) that is performed or to be performed within, or within 100 feet of, the Project Site; or the performance of which is otherwise reasonably likely to conflict with the Design and Construction and (b) in the case of works performed or to be performed by a third party, of which the City is aware or ought to be aware.

"Advanced Conceptual Engineering" means the phase of the Design process that advances the project scope from a conceptual state to a level of schematic design that describes the project technical and architectural approach in order to address environmental and community impacts, significant interfaces and operational characteristics to support environmental approvals. The plan percentage complete ranges generally from the initiation of Design (0%) to 15%.

"Agreement" means this agreement and any schedules, exhibits, attachments and annexures to it.

"Annual Work Plan" means an annual work plan prepared and agreed by LACMTA and the City in accordance with Section 2.2 (*Annual Work Plan*).

"Applicable Law" means any statute, law, code, regulation, ordinance, rule, common law, judgment, judicial or administrative order, decree, directive, or other requirement having the force of law or other governmental restriction (including those resulting from the initiative or referendum process) or any similar form of decision of or determination by, or any interpretation or administration of any of the foregoing by, any Governmental Entity which is applicable to the City Portion, Rearrangements, any work performed under this Agreement or any relevant person, whether taking effect before or after the date of this Agreement. Applicable Law excludes Governmental Approvals, customs, duties and tariffs.

"Basis of Design" means, with respect to any Rearrangements, the scope, criteria, specifications and requirements (including requirements of the FEIR) for those Rearrangements agreed by LACMTA and the City as at the date of issuance by LACMTA of the procurement documents for a construction manager/general contractor for the NoHo to Pasadena Project, as described in Section 1.1(c)(ii) (Scope of Agreement).

"Betterment" means work performed in connection with any Rearrangement or as part of a Rearrangement:

(a) comprising an upgrade, change or addition to a City Facility (or a part of a City Facility) requested by the City that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that City Facility over that which was provided by the City Facility prior to the Rearrangement; or

(b) for which the City Standards applicable to that Rearrangement are changed or added to after the establishment of the Basis of Design for that Rearrangement,

provided that the term "Betterment" shall exclude:

(i) an upgrade, which the Parties agree, will be of direct and principal benefit to the construction, operation and/or maintenance of the NoHo to Pasadena Project;

(ii) an upgrade resulting from Design or Construction in accordance with the applicable City Standards as set out in EXHIBIT 6 (*Design Requirements*) and any changes or additions to those City Standards notified to LACMTA prior to the establishment of the Basis of Design for the Rearrangement and that have not been adopted by the City in breach of Section 3.5(a) (*City Standards*);

(iii) measures to mitigate environmental impacts identified in the NoHo to Pasadena Project's Final Environmental Impact Report and any supplemental environmental reports for the NoHo to Pasadena Project;

(iv) replacement of devices or materials no longer regularly manufactured with the next highest grade or size; and

(v) an upgrade that is the consequence of changes made by LACMTA or a LACMTA Contractor after the establishment of the Basis of Design.

"City" is defined in the Preamble. "City" shall also refer to any City owned or operated **"water"** and/or **"power"** departments.

"City Betterment Request" means a Notice from the City to LACMTA requesting a Betterment in accordance with Article 5 (*Betterments*) and in the form set out in Part B of EXHIBIT 11 (*Forms*).

"City Construction Work" means any Construction work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order.

"City Contractor" means any contractor, consultant, tradesperson, supplier or other person engaged or authorized by the City to perform any Adjacent Work, City Design Work, City Construction Work or any other work to be performed by the City under the provisions of this Agreement or otherwise on or about the Project Site but excluding LACMTA and the LACMTA Contractors.

"City Design Work" means any Design work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order.

"City Facility" means real or personal property located within or near the City Portion, such as structures, improvements, and other properties, which are under the ownership or operating jurisdiction of the City, and shall include, but not be limited to, public streets (any classification), highways, bridges, retaining walls, pedestrian/utility tunnels, alleys, storm drains, sanitary sewers, survey monuments, parking lots, parks, public landscaping and trees, traffic control devices, lighting and communications equipment (cameras, sensors, LTE, microwave receivers, etc.) and public buildings, police and fire department related improvements, as well as any dams or water storage tanks, systems, and appurtenances. City-owned airport and harbor facilities are not included in this definition.

"City Maintenance Work" means any maintenance work and activities performed or to be performed by the City or a City Contractor pursuant to a Work Order or under the provisions of this Agreement.

"City Municipal Code" means the Burbank Municipal Code and the Burbank City Charter.

"City Portion" means that portion of the NoHo to Pasadena Project that will pass in, on, under, over or along public streets, highways, bridges, parks and other public right-of-way within the City, as shown in Part B of EXHIBIT 3 (*Project Site*).

"City Representative" is defined in Section 2.1(b) (*Governance*).

"City Standards" means the City's design standards and ordinances and City-owned Utility rules and regulations which govern the design of all Rearrangements, as specified in EXHIBIT 6 (*Design Requirements*) or adopted by the City and notified to LACMTA in accordance with Section 3.5 (*City Standards*) of this Agreement.

"Compliance Comment" means a comment on, objection to or the withholding of approval to a LACMTA Submittal on the basis of one or more of the following:

(a) the LACMTA Submittal or Design work or Construction work that is the subject of the LACMTA Submittal fails to comply with (or is reasonably likely to fail to comply if implemented in accordance

with the LACMTA Submittal) any applicable covenant, condition, requirement, term or provision of this Agreement; or

(b) LACMTA (or the relevant LACMTA Contractor (as applicable)) has not provided all content or information required with respect to the LACMTA Submittal.

"Conflicting Facility" means an existing City Facility, which the Parties determine requires Rearrangement in order to construct, operate or maintain the NoHo to Pasadena Project.

"Construction" means all construction activities related to the City Portion that are necessary to complete and operate and maintain the NoHo to Pasadena Project including the removal, demolition, replacement, restoration, alteration or realignment of existing facilities and the procurement, installation, inspection, and testing of new facilities including temporary and permanent materials, equipment, systems, software, and any components of such permanent materials, systems and software.

"Construction Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Construction Staging Plan" has the meaning given in EXHIBIT 8 (*Construction Requirements*).

"Cost" means all eligible direct and indirect costs actually incurred for activities or work performed or materials acquired in accordance with the provisions of this Agreement, less (in respect of the City) credits to LACMTA as provided in Article 7 (*Reimbursement and Credits*) where:

(a) eligible direct costs include allowable direct labor costs, materials costs, and storage and transportation costs of materials salvaged for the City's use in performing the applicable work;

(b) eligible indirect costs shall be computed based upon the indirect cost rates approved annually for the City by its cognizant agency, and as noted on the Form 60, for allocation to federally funded or state funded contracts; and

(c) unless the Internal Revenue Service and the CPUC issue regulations or rulings to the contrary, the eligible direct and indirect costs shall not include taxes purportedly arising or resulting from LACMTA's payments to the City under this Agreement.

"days" means, unless otherwise stated and whether or not capitalized, calendar days.

"Design" means all activities related to the design, redesign, engineering or architecture of any Construction work.

"Design Development" means the phase of the Design process that occurs after Advanced Conceptual Engineering and that develops, on a progressive basis, a clear indication of the design solutions for the applicable requirements and the major features of the architectural and structural design and third-party interfaces that are intended to form the basis for the Final Design.

"Design Documentation" means all drawings (including plans, profiles, cross-sections, notes, elevations, typical sections, details and diagrams), specifications, reports, studies, working drawings, shop drawings, calculations, electronic files, records and submittals necessary for, or related to, the design of the Rearrangements.

"Design Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Dispute" is defined in Article 9 (*Resolution of Disputes*).

"Effective Date" means the date stated as such on the first page of this Agreement, which shall be the date when this Agreement has been fully executed on behalf of the City and LACMTA.

"Engineer of Record" means the individual, firm or entity that performs the Design, that imprints the engineer's/architect's seal on the drawings, and is responsible and liable for the Final Design.

"Expired Service Life Value" is defined in Section 7.2(a)(iii)(A) (*Reimbursements and Credits to LACMTA*).

"Final Acceptance" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Final Design" means the phase of the Design process which provides the detailed design for all temporary and permanent project facilities and addresses and resolves all Design review Compliance Comments and finalizes all engineering, architectural and systems designs necessary for Construction. It ends with an approved-for-construction plan status and with the Design being signed and sealed by the 'Engineer of Record'.

"Final Environmental Impact Report" or **"FEIR"** means the final environmental impact report for the NoHo to Pasadena Project completed pursuant to the California Environmental Quality Act and certified by the LACMTA Board of Directors on April 28, 2022.

"Force Majeure Event" means the occurrence of any of the following events after the date of this Agreement that directly causes either Party (the "affected Party") to be unable to comply with all or a material part of its obligations under this Agreement:

(a) war, civil war, invasion, violent act of foreign enemy or armed conflict or any act of terrorism;

(b) nuclear, chemical or biological contamination unless the source or cause of the contamination is brought to or near the Project Site by affected Party;

(c) ionizing radiation unless the source or cause of the ionizing radiation is brought to or near the Project Site by the affected Party;

(d) any fire, explosion, unusually adverse weather, flood or earthquakes;

(e) any named windstorm and ensuing storm surges, including the direct action of wind originating from a named windstorm;

(f) any riot or civil commotion;

(g) any blockade or embargo;

(h) epidemic, pandemic or quarantine; or

(i) any official or unofficial strike, lockout, go-slow or other dispute, generally affecting the construction industry or a significant sector of it,

except, in each case, to the extent attributable to any breach of this Agreement or Applicable Law by, or any negligent act or negligent omission of, the affected Party.

"Form 60" means Form 60 (Professional Services Cost/Price Summary) in the form attached as Part A of EXHIBIT 11 (*Forms*).

"Good Industry Practice" means the exercise of the degree of skill, diligence, prudence, and foresight which would reasonably and ordinarily be expected from time to time from a skilled and experienced designer or constructor (as applicable) seeking in good faith to comply with its contractual obligations, complying with all Applicable Laws and Governmental Approvals, using accepted construction standards and criteria normally used on similar projects in the State of California, and engaged in the same type of undertaking in the United States under similar circumstances and conditions.

"Governmental Approval" means any approval, authorization, certification, consent, license, permit, registration or ruling, issued by any Governmental Entity required to carry out the Rearrangements, the City Portion or any other work to be performed under the provisions of this Agreement.

"Governmental Entity" means any federal, state, or local government and any political subdivision or any governmental, quasi-governmental, judicial, public or statutory instrumentality, administrative agency, authority, body or entity (including the California Department of Transportation, CPUC and United States Army Corps of Engineers) other than LACMTA and the City.

"LACMTA" is defined in the Preamble.

"LACMTA Contract" means any contract, subcontract or other form of agreement between LACMTA and a LACMTA Contractor or between a LACMTA Contractor and its lower tier subcontractor.

"LACMTA Contractor" means any contractor, consultant, tradesperson, supplier, private developer, employee, member of staff, engineer, architect, agent, operator, or other person engaged or authorized by LACMTA to carry out works with respect to the City Portion, any Rearrangement or otherwise contemplated under the provisions of this Agreement and any other person with whom any LACMTA Contractor has further subcontracted part of such works.

"LACMTA Fiscal Year" means each one-year period commencing on July 1 of a calendar year and terminating on June 30 of the following calendar year.

"LACMTA Notice of Potential Betterment" means a Notice from LACMTA to the City notifying the City of a potential Betterment in accordance with Article 5 (*Betterments*) and in the form set out in Part C of EXHIBIT 11 (*Forms*).

"LACMTA Representative" is defined in Section 2.1(b) (*Governance*).

"LACMTA Submittal Review Period" means, for each LACMTA Submittal, a period of 30 days from the date of delivery of the LACMTA Submittal to the City under the provisions of this Agreement or such other period as the Parties may agree under the applicable Work Order.

"LACMTA Submittals" means:

(a) Design Documentation for a Rearrangement (other than any Design Documentation for which the City is responsible under a Work Order);

(b) Construction Management Plans for Construction work performed by LACMTA or a LACMTA Contractor within the Public Rights-of-Way; and

(c) any other documents which LACMTA (or the LACMTA Contractors) must submit to the City in accordance with this Agreement.

"NoHo to Pasadena Project" means the design and construction of a new bus rapid transit line known as the North Hollywood to Pasadena Transit Corridor Project, as more fully described in EXHIBIT 1 (*Project Description*) and the FEIR.

"Notice" means any communication under this Agreement including any notice, consent, approval, request, and demand.

"Operation and Maintenance Phase" means the phase of the NoHo to Pasadena Project identified as such in EXHIBIT 2 (*Project Phases and Project Schedule*).

"Package" means each package of Design Documentation submitted by LACMTA or a LACMTA Contractor to the City in accordance with this Agreement.

"Parties" means collectively the City and LACMTA, and each a **"Party"**.

"Project Meeting" means any Project Meeting, meeting, working session, over the shoulder review meeting, or other workshop or meeting convened by LACMTA as described in Section 2.1(d) (*Governance*).

"Project Right-of-Way" means the physical limits for the Design and Construction of the NoHo to Pasadena Project, as identified in Part A of EXHIBIT 3 (*Project Site*), or as notified by LACMTA to the City and compliant with the FEIR and any supplemental environmental reports for the NoHo to Pasadena Project, during the Design and Construction Phases.

"Project Schedule" means the schedule for the NoHo to Pasadena Project including the City Portion set out in Part B of EXHIBIT 2 (*Project Phases and Project Schedule*), as may be amended by a notice from LACMTA to the City or otherwise by an amendment to this Agreement.

"Project Site" means, collectively, the Project Right-of-Way and each temporary construction easement for the NoHo to Pasadena Project, as identified in Part A of EXHIBIT 3 (*Project Site*).

"Public Rights-of-Way" means the public streets, highways, bridges, parks and other public rights-of-way within the City.

"Punch List" means, with respect to a Rearrangement (or the applicable part of a Rearrangement), the list of work items which remain to be completed after Substantial Completion as agreed by the Parties and listed in the applicable Statement of Substantial Completion, which shall be limited to minor incidental items of work necessary to correct imperfections which would not prevent the safe use or operation of the Rearrangement (or applicable part of the Rearrangement) in accordance with the requirements under this Agreement.

"Rearrangement" means the work of:

(a) removal, replacement, restoration, alteration, reconstruction, support, or relocation of all or a portion of a Conflicting Facility, whether permanent or temporary, which LACMTA determines in its sole discretion is necessary in order for the NoHo to Pasadena Project to comply with Applicable Law or otherwise which LACMTA and the City mutually agree is necessary in order to construct, operate or maintain the NoHo to Pasadena Project; or

(b) the installation of new and required City Facilities which LACMTA determines in its sole discretion is necessary in order for the NoHo to Pasadena Project to comply with Applicable Law or otherwise which LACMTA and the City mutually agree is necessary as a result of the impact of the construction of the NoHo to Pasadena Project.

"Replacement Facility" means a facility, which may be constructed or provided under this Agreement as a consequence of the Rearrangement of a Conflicting Facility or a part of it.

"Statement of Final Acceptance" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Statement of Substantial Completion" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Substantial Completion" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Substantial Completion Correction List" has the meaning given in EXHIBIT 9 (*Inspection and Acceptance Procedure*).

"Temporary Facilities" means a facility constructed for the purpose of ensuring continued service while a City Facility is taken out of full or partial service for permanent Rearrangement and/or any work on a City Facility, which will be removed or restored to its original condition after such Construction activities are completed.

"Term" is defined in Section 1.2 (*Duration of Agreement*).

"Traffic Control and Lighting Work" has the meaning given in EXHIBIT 6 (*Design Requirements*).

"Traffic Management Plan" means a plan that addresses traffic control requirements in construction areas through a worksite traffic control plan and along detour routes through a traffic circulation plan.

"Utility" means a privately, publicly, or cooperatively owned line, facility, or system (including municipal or government lines, facilities, and systems) for transmitting or distributing communications, cable television, power, electricity, gas, oil, crude products, water, steam, waste, or any other similar item, including any fire or police signal system as well as streetlights associated with any publicly-owned roadways.

"Utility Adjustment" means a relocation (temporary or permanent), abandonment, protection-in-place, removal (of previously abandoned Utilities as well as of newly abandoned Utilities), replacement, reinstallation, rearrangements, or modification of existing Utilities necessary to affect a condition equal to the existing Utility facilities and excluding any Betterments.

"Utility Conflict" means an existing Utility, which LACMTA determines requires a Utility Adjustment in order to construct, operate or maintain the NoHo to Pasadena Project in compliance with the FEIR and subject to Section 2.5(a) (*Permits*), Applicable Law.

"Work Order" means a work request submitted by LACMTA to the City authorizing the performance of any work associated with the NoHo to Pasadena Project and the associated purchase of required materials.

11.2 **Interpretation**

(a) In this Agreement unless otherwise expressly stated:

(i) headings are for convenience only and do not affect interpretation;

(ii) a reference to this Agreement or any other agreement, instrument, or document is to this Agreement or such other agreement, instrument, or document as amended or supplemented from time to time;

(iii) a reference to this Agreement or any other agreement includes all exhibits, schedules, forms, appendices, addenda, attachments, or other documents attached to or otherwise expressly incorporated in this Agreement or any such other agreement (as applicable);

(iv) subject to Section 11.2(a)(v) (*Interpretation*), a reference to an Article, Section, subsection, clause, Exhibit, schedule, form or appendix is to the Article, Section, subsection, clause, Exhibit, schedule, form, or appendix in or attached to this Agreement;

(v) a reference in the main body of this Agreement, or in an Exhibit, to an Article, Section, subsection, or clause is to the Article, Section, subsection, or clause of the main body of this Agreement, or of that Exhibit (as applicable);

(vi) a reference to a person includes such person's permitted successors and assigns;

(vii) a reference to a singular word includes the plural and vice versa (as the context may require);

(viii) the words "including", "includes" and "include" mean "including, without limitation", "includes, without limitation" and "include, without limitation", respectively and the word "or" is not exclusive;

(ix) an obligation to do something "promptly" means an obligation to do so as soon as the circumstances permit, avoiding any delay and "shall" when stated is to be considered mandatory; and

(x) in the computation of periods of time from a specified date to a later specified date, the word "from" means "from and including" and the words "to" and "until" mean "to and including".

(b) This Agreement is not to be interpreted or construed against the interests of a Party merely because that Party proposed this Agreement or some provision of it, or because that Party relies on a provision of this Agreement to protect itself.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed as of the Effective Date.

APPROVED AS TO FORM

DAWYN R HARRISON,
County Counsel

By: Teddy Low
Teddy Low
Senior Deputy County Counsel

"LACMTA"

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a California county transportation authority existing under the Authority of §§ 130050.2 *et seq.* of the California Public Utilities Code

By:
Name: Stephanie Wiggins
Its: Chief Executive Officer

APPROVED AS TO FORM

Joseph McDougall
City Attorney

By:
Name: Lisa Kurihara
Sr. Assistant City Attorney

ATTEST
By: Kimberley Clark
Name: KIMBERLEY CLARK
City Clerk

"CITY"

CITY OF BURBANK,
a California municipal corporation

By:
Name:
Its: City Manager (or designee)

EXHIBIT 1 – PROJECT DESCRIPTION

The NoHo to Pasadena Project is a new bus rapid transit (BRT) system that will provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. The NoHo to Pasadena Project will operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location.

The 19-mile BRT corridor serves as a key regional connection between the San Fernando and San Gabriel Valleys. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena to be served by 22 stations included in the Project. The Project will offer a premium transit service connecting to these destinations with an estimated end-to-end travel time of approximately 70 minutes. This compares with an existing travel time of approximately 2 hours using a combination of existing bus lines such as 180, 92, 155, and 224. Additionally, the Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestion, resulting in more consistent run times. The Project will also maintain its faster travel times and reliability even as traffic congestion continues to worsen over time. Further, the BRT will also include additional features that will enhance the customer experience. The NoHo to Pasadena Project will provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. As a result, the Project is anticipated to attract approximately 30,000 daily riders when it opens.

In addition, to advancing the goals of LACMTA's Vision 2028 Strategic Plan, objectives of the NoHo to Pasadena Project include:

1. Advance a premium transit service that is more competitive with auto travel.
2. Improve accessibility for disadvantaged communities.
3. Improve transit access to major activity and employment centers.
4. Enhance connectivity to LACMTA and other regional transit services.
5. Provide improved passenger comfort and convenience.
6. Support community plans and transit-oriented community goal.

EXHIBIT 2 – PROJECT PHASES AND PROJECT SCHEDULE

Part A: Phases

As at the date of this Agreement, the phasing and time periods for the NoHo to Pasadena Project is anticipated to be as set out in this Part A. The phases described in this Part A may overlap and the time periods are subject to change.

PHASE	KEY ACTIVITIES
Planning & Advanced Conceptual Engineering Phase To Q3 2023	Key activities include: • Preparation of the draft environmental impact report and the FEIR (complete). • Certification of the FEIR (achieved on April 28, 2022). • Preparation of Advanced Conceptual Engineering.
Design Phase Q2 2023 to Q1 2025	Key activities include: • Agreement by the Parties of any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement. • Procurement of the LACMTA Contractor to perform the Design work. • Engineering and Design Development by LACMTA and the applicable LACMTA Contractor through to Final Design. • Design review and support services provided by the City in accordance with this Agreement. • Procurement of the LACMTA Contractor to perform Design review, preconstruction services, and the Construction work.
Construction Phase Q4 2024/ Q1 2025 to Q1 2027	Key activities include: • Construction of the NoHo to Pasadena Project (including any Rearrangements). • Inspection, Substantial Completion, and Final Acceptance.
Operation and Maintenance Phase From Q1 2027	Key activities include: • Operation of passenger service. • Maintenance of the NoHo to Pasadena Project.

Part B: Project Schedule

As at the date of this Agreement, the schedule for the NoHo to Pasadena Project is anticipated to be as set out in this Part B. However, this schedule is subject to change, with any changes as notified by LACMTA to the City or otherwise incorporated in an amendment of this Agreement.

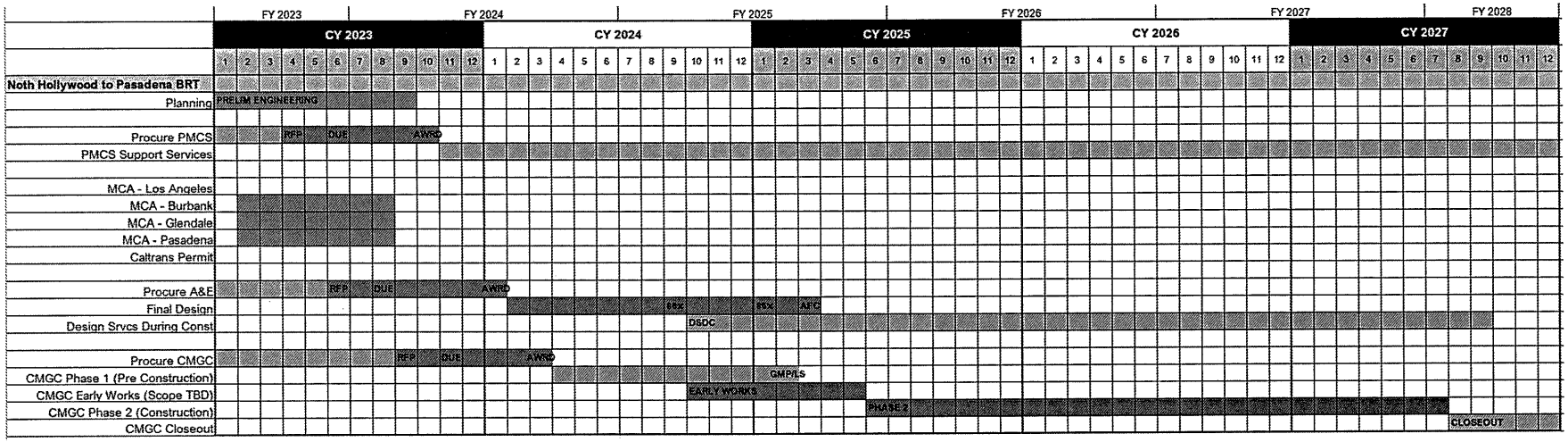
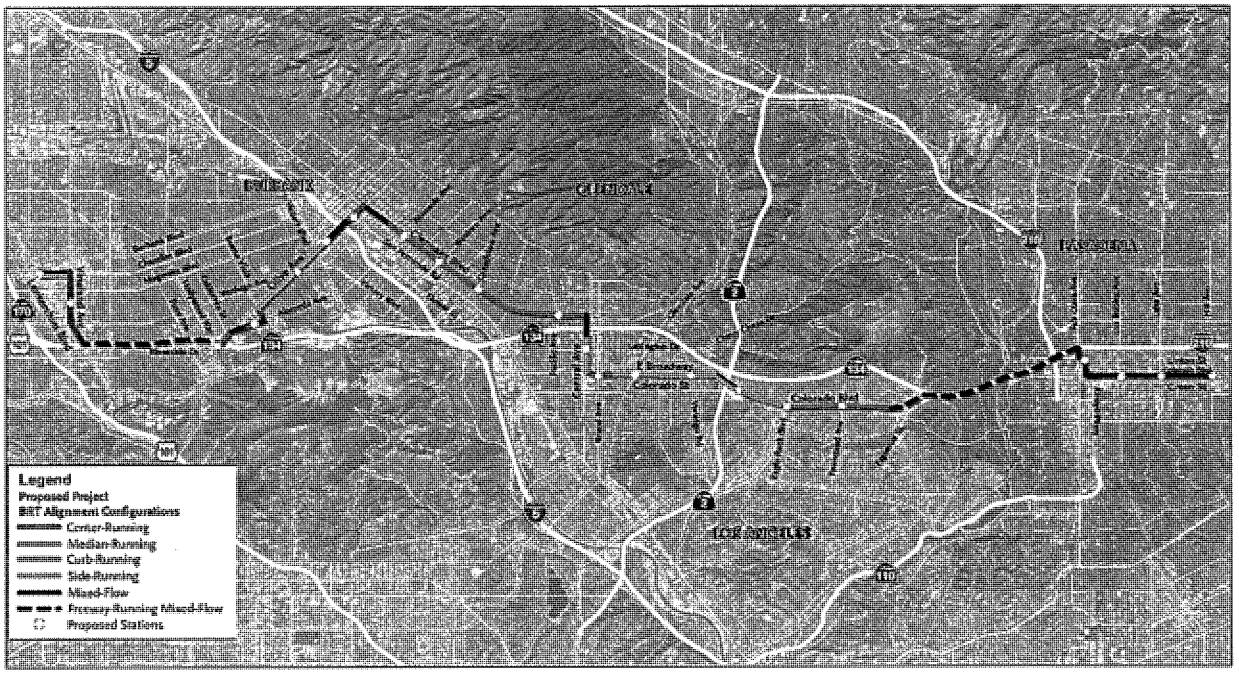


EXHIBIT 3– PROJECT SITE

Part A: NoHo to Pasadena Project Site



Part B: City Portion

The drawing depicting the City Portion will be as notified by LACMTA to the City or otherwise incorporated in an amendment of this Agreement.

Part C: Physical Limits of the Project Work

Prior to the establishment of the Basis of Design, LACMTA and the City will meet in good faith to define and agree the physical limits of the structures and elements of the NoHo to Pasadena Project Work (including with respect to bus charger masts and bus stops and canopies/shelters) that LACMTA owns and maintains, or will own or maintain.

In agreeing to such physical limits, LACMTA and the City will take into consideration the intended operation and maintenance roles and responsibilities, as described under EXHIBIT 10 (*Operation and Maintenance Principles*).

EXHIBIT 4 – ROLES AND RESPONSIBILITIES

Part A: LACMTA Representative and City Representative

The initial designations of the LACMTA Representative and City Representative are as follows:

LACMTA Representative	LACMTA Program Management or such other person, or the holder of a specified office or position, specified, from time to time, by LACMTA's Chief Executive Officer, or his/her designee
City Representative	City Manager or his/her designee

Part B: Summary of Key Roles and Responsibilities

Phase	LACMTA / LACMTA Contractors	City
General	Performing all of LACMTA's obligations under this Agreement and ensuring that the LACMTA Contractors comply with the provisions of this Agreement.	Performing all of City's obligations under this Agreement and ensuring that the City Contractors comply with the provisions of this Agreement.
Planning and Advanced Conceptual Engineering Phase	Managing the planning process and preparing all environmental documents including the FEIR. Preparing Advanced Conceptual Engineering for the NoHo to Pasadena Project.	Providing support and assistance to LACMTA in obtaining Governmental Approvals and in dealing with other third parties with respect to the City Portion.
Design Phase	Discussing and identifying any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement. Preparing the procurement documents and managing the procurement of the LACMTA Contractors for the Design work and the Construction work. In the case of the LACMTA Contractor responsible for the Design work: • defining its design management plan; and • preparing and submitting the Design for the NoHo to Pasadena Project to the City to the extent required by this Agreement, up to and including Final Design stage.	Discussing and identifying any Design work and/or Construction work to be performed by the City (including any City-Performed Project Work) in accordance with Sections 3.1(b) (*Design Responsibilities*) and 4.1(b) (*Construction Responsibilities*) of this Agreement. Continuing to provide support and assistance to LACMTA in obtaining Governmental Approvals and in dealing with other third parties with respect to the City Portion. Reviewing and approving Designs submitted to it in accordance with agreed procedures. Performing any other Design-related obligations under any Work Orders. Providing assistance to LACMTA in procuring any right-of-way necessary for the City Portion to the extent set out in this Agreement.

Phase	LACMTA / LACMTA Contractors	City
	Monitoring the performance of the LACMTA Contractors.	
Construction Phase	In the case of the LACMTA Contractor responsible for the Construction work, performing the Construction work in accordance with the Final Designs, the provisions of its LACMTA Contract and the provisions of this Agreement. Monitoring the performance of the LACMTA Contractors.	Performing its Construction-related obligations under any Work Orders. Coordinating Adjacent Work, City Construction Work and City Maintenance Work.
Operation and Maintenance Phase	Operating and maintaining the NoHo to Pasadena Project, including performing any operation and maintenance work allocated to LACMTA under the provisions of this Agreement (including any amendment or supplement or new agreement entered into under Article 6 (*Operation and Maintenance*)).	Performing any operation and maintenance work allocated to the City under the provisions of this Agreement (including any amendment or supplement or new agreement entered into under Article 6 (*Operation and Maintenance*)) and coordinating maintenance work and Adjacent Work with LACMTA and any LACMTA Contractor(s).

Part C: Issue Resolution and Decision-Making

The following City staff or its designees shall be responsible for coordinating among the applicable City departments and divisions as necessary to make the designated decision or approval.

City Team	Partial List of Key Functions for Decision or Approval	LACMTA Team
City Manager, Director of Public Works, Director of Community Development	Spearhead council approvals. **Level 2** decision makers for the purposes of the issue resolution ladder described below.	LACMTA Deputy Chief Program Management.
Director of Public Works, City Engineer, Director of Community Development, Assistant CD Director, Transportation	Approve all final Construction plans and related documents as required by this Agreement. Provide overall leadership in timely resolution of Design, Construction, plan review, and related administrative matters. CA Professional Engineer Registration **Level 1** decision makers for the purposes of the issue resolution ladder described below.	LACMTA Senior Executive Officer or designated LACMTA Project Manager.
City Engineer or City designated Project Manager or equivalent designated representative(s)	Provide Construction support as specified in this Agreement. Manage assigned resources and coordinate interactions between the City and LACMTA and the LACMTA Contractors as it relates to Construction support. Provide independent quality assurance (IQA) functions.	LACMTA designated Project Manager (Executive Officer or Deputy Executive Officer) or designated Construction Manager (Deputy Executive

City Team	Partial List of Key Functions for Decision or Approval	LACMTA Team
		Officer or Senior Director).
City Public Works Permit Division Head or equivalent designated representative(s)	Oversee and coordinate all plan reviews as specified in this Agreement. Manage and coordinate interaction of the City with LACMTA and the LACMTA Contractors as it relates to Design review and comment resolution. Provide the necessary coordination in planning, engineering, technical, analytical and administrative support services with respect to design approval including fire/life safety, police/public security, access, transportation engineering, civil and structural engineering, street lighting engineering, drainage, sanitation, landscaping, and related maintenance requirements. Skilled in change management and expedited approvals.	LACMTA Designated Project Engineer (Deputy Executive Officer or Senior Director levels), consultant construction manager, and LACMTA Third Party Admin Dept Project Lead (Civil).
City Traffic Engineer or equivalent designated representative(s)	Approve all worksite traffic control plans and any final design documents pertaining to both permanent and temporary traffic controls (signals, striping, WATCH lane closures, MUTCD restrictions, etc.).	LACMTA designated Project Engineer (Deputy Executive Officer or Senior Director levels), consultant construction manager, LACMTA Third Party Admin Dept Project Lead (Civil) and traffic engineering consultants.

Issues between the Parties that arise with respect to the NoHo to Pasadena Project under this Agreement that cannot be resolved at the working level will be escalated by the Parties for resolution as follows:

1. If the issue is unresolved at the working level for 20 days (or such other period as is expressly set out in this Agreement with respect to the relevant issue) commencing on the date when LACMTA or the City first identifies the issue to the other in a meeting (as documented in meeting minutes) or in an email notification to the other marked "Issue for Resolution" and describing the issue or difference and the background to it (together with any supporting information), then on the 21st day (or the first day after the applicable period as is expressly set out in this Agreement with respect to the relevant issue):

    a. the applicable LACMTA team member described in the table above will escalate the issue to the LACMTA level 1 decision maker identified in the table above; and

    b. the applicable City team member described in the table above will escalate the issue to the City level 1 decision maker identified in the table above,

    in each case describing the issue and the background to the issue in a position paper (together with any supporting materials). The level 1 decision maker from LACMTA and the City will then meet within ten days of being notified of the issue to attempt in good faith to resolve the issue.

2. If the level 1 decision makers are unable to resolve the issue within ten days of being notified of the issue:

    a. the LACMTA level 1 decision maker will escalate the issue to LACMTA's level 2 decision maker identified in the table above; and

b. the City level 1 decision maker will escalate the issue to the City's level 2 decision maker identified in the table above,

in each case describing the issue and the background to the issue in a position paper (together with any supporting materials). The level 2 decision makers from LACMTA and the City will then meet within ten days of being notified of the issue to attempt in good faith to resolve the issue.

3. If the level 2 decision makers are unable to resolve the issue within 20 days of being notified of the issue, then either Party may refer the issue to the dispute resolution procedures under Article 9 (*Resolution of Disputes*).

Any meetings of the level 1 or level 2 decision makers may be held in person or via videoconference or teleconference. Any resolution of an issue agreed by the Parties will be documented by the Parties in writing and any amendments to this Agreement agreed by the Parties as part of the resolution will be documented in accordance with Section 10.7 (*Amendments*) of this Agreement. To the extent that the LACMTA Representative or City Representative is not also a level 1 or level 2 decision maker, each Party is responsible for ensuring that its representative is notified of any issue escalation and of any resolution reached.

EXHIBIT 5 – UTILITY ADJUSTMENT PROCEDURES

LACMTA and the City will perform the following actions and activities with Utilities that conflict with the City Portion:

1. **Identification of Utility Conflicts**

1.1 The City will coordinate and cooperate with LACMTA in providing any locational data or other information already in its possession regarding the location of Utilities within the City Portion.

1.2 LACMTA will identify Utility Conflicts within the City Portion and deliver a list of the identified Utility Conflicts to the City, including:

(a) City-owned Utilities; and

(b) private Utilities.

The list of identified Utility Conflicts will include the anticipated Utility Adjustment to address each Utility Conflict and a schedule defining when such Utility Adjustments should be completed. The City acknowledges and agrees that identification of Utility Conflicts within the City Portion will be an iterative process and that LACMTA may deliver more than one list of identified Utility Conflicts for each Project and may update the list of identified Utility Conflicts, during all phases of the NoHo to Pasadena Project.

2. **Interface with City-owned Utility Owner**

2.1 The Parties agree to cooperate and coordinate on the Rearrangement of City-owned Utilities within the Public Rights-of-Way. Except to the extent of any Utility Design or Construction work requested to be performed by LACMTA, the City-owned power Utility shall be responsible for the Design and Construction of power Utility Adjustments for City-owned Utilities.

2.2 Unless otherwise agreed, LACMTA will be responsible for the Design and Construction of water Utility Adjustments for the City-owned water Utility.

2.3 Within 20 days of delivery of a Utility Conflict identification list under Section 1.2(a) (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed to by the Parties), the Parties will meet to:

(a) verify that all City-owned Utility conflicts have been identified;

(b) discuss any additional locational data and other information required regarding the Utility;

(c) identify the LACMTA and City points-of-contact for each conflicting Utility;

(d) agree on timing for the Utility Adjustments, the applicable City Standards and coordination of the schedule for Construction with LACMTA's Project Schedule; and

(e) discuss the Design Documentation that the City-owned Utility shall prepare for the 65%, 85% and 100% Designs (including horizontal design, profiles, shoring, and worksite traffic control plans) for the Utility Adjustments to ensure the Design for the Utility Adjustment does not interfere with, disrupt or delay the Design, Construction, operation or maintenance of the NoHo to Pasadena Project.

2.4 LACMTA shall reimburse the City-owned Utility for agreed upon Costs to perform any Utility Adjustments, Design, Design support, other Design-related activities and/or Construction work in accordance with the terms of this Agreement. A Form 60 submitted by the City-owned Utility for the Utility Adjustments or any work related to the Utility Adjustments shall estimate the total effort required for the City-owned Utility to perform the Design, Design support, other Design-related activities and/or Construction work and shall attach the schedule prepared in accordance with this Agreement and agreed by the Parties for the performance of the

Design, Design support, other Design-related activities and/or Construction work under a Work Order in accordance with the terms of that Work Order and this Agreement.

3. **Interface with Private Utility Owner**

3.1 Promptly following delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (and in the case of Section 3.2(a) below, within 10 days of delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed by the Parties)), for each Utility Conflict that has been identified, the City will:

(a) review any applicable franchise agreement and identify in a Notice to LACMTA (attaching any applicable franchise agreements and any other supporting documentation) the following terms under any applicable franchise agreement:

(i) the process to have the Utility owner perform the required Utility Adjustment (including any notices to be delivered);

(ii) procedures to obtain further locational data or other information regarding the Utilities;

(iii) responsibility for costs for the required Utility Adjustment;

(iv) timeframes for the required Utility Adjustment; and

(v) constraints or limitations on the City's ability to exercise its franchise rights for the purposes of Utility Adjustments to address a Utility Conflict within the City Portion; and

(b) exercise any rights under any applicable franchise agreement or Applicable Law to obtain locational data and other information regarding the Utilities within the City Portion and shall provide any and all such information received from the Utility owner to LACMTA.

3.2 Within 20 days of delivery of a Utility Conflict identification list under Section 1.2 (*Identification of Utility Conflicts*) of this EXHIBIT 5 (or such longer time period as may be agreed to by the Parties), LACMTA and the City will meet to:

(a) review the information provided by the City under Section 3.1 (*Interface with Private Utility Owner*) of this EXHIBIT 5 and any comments or questions from LACMTA regarding the terms of each applicable franchise agreement;

(b) consider any real property rights held by LACMTA in the City Portion to be raised and addressed with the Utility owner;

(c) identify the LACMTA and City points-of-contact for each other and the applicable Utility owners with conflicting Utilities; and

(d) where a Utility Conflict has been identified, discuss and agree timing and approach and roles and responsibilities under this Exhibit including identifying:

(i) whether the City will be requested to exercise franchise rights; and

(ii) if the City will not be requested to exercise its franchise rights, any other cooperation and coordination activities to be performed by the City in accordance with this Agreement.

3.3 Following each such meeting, LACMTA and the City will document the agreed timing, approach and roles and responsibilities to be taken in accordance with this EXHIBIT 5 in minutes signed by each Party. Following identification of Utility Conflicts within the City Portion under Section 1 (*Identification of Utility Conflicts*) of this EXHIBIT 5 and agreement of the activities, roles and responsibilities under Section 3.2 (*Interface with Private Utility Owner*) of this EXHIBIT 5:

(a) for any Utility Conflicts where the Parties have agreed that the City will exercise its rights under the applicable franchise agreement:

(i) within 10 days of receipt of a written request from LACMTA (or such longer time period as may be agreed to by the Parties) the City will exercise its franchise rights under the franchise agreement with the applicable Utility owner by sending written notice to the applicable Utility owner instructing it to relocate or remove the conflicting Utility or perform any other Utility Adjustment at that Utility owner's expense;

(ii) LACMTA with the support of the City as necessary, will request a meeting with each applicable Utility owner, to be attended by LACMTA and the City and at each such meeting with an applicable Utility owner, the City point-of-contact will lead the Utility Conflict and Utility Adjustment discussions (including schedule expectations in accordance with the Project Schedule for the City Portion and cost reimbursement expectations), with the assistance of LACMTA;

(iii) within the time periods required under the applicable franchise agreement or Applicable Law, the City will coordinate with LACMTA to send any other written notices to the applicable Utility owner, as required under the applicable franchise agreement or Applicable Law in order for the City to exercise its franchise rights or other rights under Applicable Law with respect to the Utility Conflict(s) and required Utility Adjustment(s);

(iv) within the time periods required under the applicable local, state and/or federal government codes, the City will send all such notices as are required to be submitted for each of the processing steps required by local, state, and federal government codes in order for the City to exercise its franchise rights or other rights under Applicable Law with respect to the Utility Conflict(s) and required Utility Adjustment(s) (including any utility claim letters, record of investigations, draft utility agreements and/or utility certifications);

(v) LACMTA, with the support of the City as necessary, will submit any required project plans, Designs, and other relevant documents for the City Portion prepared by LACMTA to each applicable Utility owner, for that Utility owner's review;

(vi) all responses to reviews, comments and other correspondence relating to a Utility Conflict or the exercise of franchise or other City rights in accordance with this Exhibit from Utility owners shall be delivered to the City in accordance with the time periods required under the applicable franchise agreement or under Applicable Law or any more stringent schedule agreed with the Utility owner for the NoHo to Pasadena Project, with a copy to LACMTA. If a Utility owner fails to provide a copy to LACMTA, the City agrees to forward a copy of such responses, comments or other correspondence to LACMTA promptly (and in any case within 5 days of receipt);

(vii) LACMTA will address any comments received from Utility owners and will submit responses to the Utility owner, with a copy to the City. If LACMTA is not permitted to submit responses directly to the Utility owner under the terms of the franchise agreement or otherwise under Applicable Law, the City agrees to transmit LACMTA's response to the Utility owner;

(viii) LACMTA with the support of the City as necessary, shall request that each applicable Utility owner prepare 65%, 85% and 100% Designs (including horizontal design, profiles, shoring, and worksite traffic control plans) for the Utility Adjustments to be performed by that Utility owner;

(ix) the City shall exercise its rights under the terms of the franchise agreement or otherwise under Applicable Law to coordinate the Design of the Utility Adjustment with the Design for the City Portion and ensure that the Design for the Utility Adjustment does not interfere with, disrupt or delay the Design, Construction, operation or maintenance of the City Portion, including ensuring that the Utility owner delivers or the City shall otherwise deliver promptly

upon receipt from the Utility owner, copies of all Designs and plans for the Utility Adjustment work to LACMTA and shall give LACMTA the right to review and comment on the Designs (including the final Designs) and plans for the Utility Adjustment work. Any LACMTA comments to or acceptance or approval of a Utility owner's Design under this EXHIBIT 5 will not relieve the relevant Utility owner or its contractors from professional liability (errors and omissions) as the Design Engineer of Record for any Utility Adjustment performed by the Utility owner or its contractors and

(x) with respect to Design and Construction work for Utility Adjustments that are to be performed by a Utility owner, LACMTA with the support of the City as necessary (including exercising its rights under the terms of the franchise agreement or otherwise under Applicable Law shall) shall:

(A) enforce the Utility owner's schedule for Design and Construction in accordance with any timelines set out under the terms of the City franchise agreement, Applicable Law or any more stringent schedule agreed with the Utility owner for the NoHo to Pasadena Project;

(B) assist in coordinating the Utility owner's schedule for Construction with LACMTA's Project Schedule and shall otherwise require that the Utility owner comply with Section 2.6 (*Coordination of Work*) of this Agreement with respect to the coordination of the Utility Adjustment work;

(C) ensure all costs for that Design and Construction work are incurred solely in conformance with the terms of any applicable franchise agreement or Applicable Law;

(D) undertake inspections (including surveys) to ensure that all such Utility Adjustments are constructed in accordance with the approved Designs;

(E) invite LACMTA to inspect all such Utility Adjustments together with the City; and

(F) if requested by LACMTA, the City will undertake subsequent enforcement actions to enforce its franchise rights with respect to a required Utility Adjustment in the event no action is taken by the applicable Utility owner in response to a notice issued by the City under this EXHIBIT 5 provided that Section 2.7 (*Utility Adjustments*) of this Agreement will apply with respect to the City's Costs incurred in taking such enforcement actions; and further provided that to the extent that the applicable Utility owner disputes the City's right to exercise its franchise rights or other rights under Applicable Law with respect to a Utility Adjustment for the City Portion and/or commences any actions or legal proceedings with regard to the same, LACMTA's indemnity in favor of the City under Section 8.1 (*Indemnity*) of this Agreement will apply. If requested by LACMTA, the City will suspend or withdraw any enforcement or defense of its franchise rights or rights under Applicable Law to require a Utility Adjustment in the City Portion; or

(b) for any other Utility Conflict, the City will cooperate with and assist LACMTA in performing the necessary steps to ensure that applicable Utility owners implement the Utility Adjustments necessary to address conflicting Utilities that will impact the City Portion in a timely manner including:

(i) If requested by LACMTA, attending meetings with the Utility owners;

(ii) notifying LACMTA of any other Utility works requested by the City for City projects unrelated to the City Portion and coordinating any such other Utility adjustments with LACMTA; and

(iii) providing LACMTA with all information available to the City regarding Utility Conflicts or potential Utility Conflicts.

EXHIBIT 6– DESIGN REQUIREMENTS

1. GENERAL DESIGN CRITERIA

Any Design work for any Rearrangements shall be performed in accordance with:

(a) the Design requirements set out in this EXHIBIT 6 or otherwise under the provisions of this Agreement and the relevant Work Order (if applicable); and

(b) all Governmental Approvals, Applicable Law and, subject to Section 3.5 (*City Standards*) of this Agreement, the City Standards.

2. CITY STANDARDS

The Parties agree that for the purposes of this Agreement, the **"City Standards"** will be those City design standards and ordinances, City-owned Utility rules and regulations, notified by the City to LACMTA, or otherwise incorporated in an amendment of this Agreement in accordance with Section 3.5 (*City Standards*) of this Agreement. The City Standards include, in each case subject to and in accordance with Section 3.5 (*City Standards*) of this Agreement:

(a) Complete Streets Objective Design Standards;

(b) Burbank Water and Power Rules and Regulations;

(c) City of Burbank Public Works Standard Plans;

(d) Objective standards codified in the City Municipal Code;

(e) Standard Specifications for Public Works Construction 2012 Edition (Greenbook), 2012 Edition (unless otherwise specified by the City) and related Standard Plans;

(f) California Manual on Uniform Traffic Control Devices – latest edition (unless otherwise specified by the City); and

(g) Caltrans Standard Plans and Specifications (for traffic signal design only) - latest edition (unless otherwise specified by the City).

3. SPECIFIC DESIGN REQUIREMENTS FOR REARRANGEMENTS

3.1 **Surface Openings.** To the extent operationally and fiscally practical, LACMTA shall locate surface openings, if any to mitigate: (a) the effect on existing features of landscape and improvements; and (b) public disruption; in each case after taking account of health and safety concerns. Placement of gratings in sidewalks will be avoided to the extent reasonably practicable; however, all other openings, such as mechanical access openings, shall be regularly permitted in sidewalks, provided such openings are enclosed.

3.2 **Landscaping.** Trees and landscaped areas under ownership or daily control of the City shall be preserved whenever practical. Trees in the Project Site, which are not being removed by LACMTA, shall be adequately protected. Trees that must be removed due to Rearrangements shall be replaced by LACMTA, if the City elects and right-of-way is available. All landscaping changes shall be coordinated with the City's Urban Forestry Section. Replacement work shall be in accordance with applicable City Standards and shall be coordinated with the City. Landscaped areas removed due to Rearrangements shall be restored to the original condition to the extent practical as agreed to by the City and LACMTA. LACMTA shall prepare the Landscape Replacement Study in accordance with the FEIR Mitigation Monitoring and Reporting Program. Recycled water shall be used for landscaping to the furthest extent reasonably practicable.

3.3 **Traffic Control Devices and Lighting Systems**. If a Rearrangement requires the removal and reinstallation, or modification of existing or installation of new traffic control devices or lighting systems (**"Traffic Control and Lighting Work"**), then LACMTA must obtain the City's approval of LACMTA's Design for the Traffic Control and Lighting Work (which consent may not be unreasonably delayed or withheld).

3.4 **Private Projections in Public Ways**. If LACMTA determines that a private projection in, over or under any City Facilities or the Public Rights-of-Way must be removed to accommodate the NoHo to Pasadena Project, LACMTA will issue a Work Order to the City and the City shall take all reasonable actions within its powers to require the elimination of such projections by the time specified in the Work Order. If the City is not empowered to affect the removal of such projections, or if LACMTA otherwise elects, LACMTA will make its own arrangements for removal of such projections. The City will cooperate with LACMTA to minimize the cost to eliminate, move, remove or otherwise terminate projections.

3.5 **City Communications Facilities**. The relocation of any conflicting underground City communications facilities shall be done by employing intercept-style manholes at both ends of every conflicting communications conduit segment in question, directly on the alignment of existing conduit segment(s), and beyond the area of the conflicting communications facilities.

4. **PREPARATION AND SUBMISSION OF DESIGN DOCUMENTATION**

For those Rearrangements where LACMTA is responsible for the Design work under the provisions of this Agreement, LACMTA will, and will ensure that the LACMTA Contractors will:

(a) prepare and submit all Design Documentation to the City:

(i) in Packages in accordance with the schedule under the applicable design management plan defined by LACMTA and/or the applicable LACMTA Contractor and notified to the City (as may be updated and notified to the City from time to time); and

(ii) in a manner and at a rate which, having regard to the quantum of Design Documentation submitted, will give the City a reasonable opportunity to review the submitted Design Documentation;

(b) ensure that the Design Documentation submitted for the Final Design is of a level of detail which is sufficient to permit the City to determine whether the Design Documentation complies with this Agreement and the Construction work which will be performed in accordance with the Design Documentation will comply with this Agreement and highlights any material amendments made since any earlier submittal of that Design Documentation;

(c) invite the City to attend any pre-submittal workshops held where Design Documentation for a Rearrangement is to be presented; and

(d) if reasonably requested by the City, make available the appropriate design personnel to participate in design review meetings after submittal of any Design Documentation for a Rearrangement to explain the Design Documentation or a particular element of it and provide such information regarding the Design Documentation as the City may reasonably request.

EXHIBIT 7 – LACMTA SUBMITTAL REVIEW PROCEDURE

1. GENERAL

1.1 The Parties agree that individuals undertaking Design review on behalf of the City under this Agreement shall, where reasonably possible, be consistent throughout the Design Phase. The City will ensure that any individual undertaking Design review on behalf of the City under this agreement has the appropriate qualifications, capability and experience to perform the review.

1.2 The procedures set out in this EXHIBIT 7 will govern all LACMTA Submittals to the City pursuant to this Agreement.

2. REVIEW PROCEDURE

2.1 The City shall notify LACMTA and the relevant LACMTA Contractor (if applicable) within 10 days of receipt of a LACMTA Submittal from LACMTA or a LACMTA Contractor if it considers (acting reasonably based on the preliminary review) that the LACMTA Submittal submitted is incomplete or deficient for the City's review purposes and requires re-submission, together with a detailed description of the information that it deems to be missing or deficient. If no such Notice is delivered by the City within such ten-day period, the LACMTA Submittal shall be deemed complete and acceptable for review purposes.

2.2 The City shall (or must require that the relevant City Contractor) within the LACMTA Submittal Review Period:

(a) review the LACMTA Submittal; and

(b) notify LACMTA and the relevant LACMTA Contractor (if applicable) that it:

(i) approves the LACMTA Submittal; or

(ii) rejects the LACMTA Submittal with detailed reasons including all Compliance Comments.

2.3 All Compliance Comments shall be transmitted in the form of a comment matrix, through the LACMTA 'Quality Management Oversight' database or through another equivalent format (in each case, as notified and provided by LACMTA) and shall be accompanied by an annotated LACMTA Submittal (if applicable). Where a database is used for transmission of comments, LACMTA will provide the City (and the relevant City Contractors) with user accounts and training for this purpose.

2.4 If no comments are received within the LACMTA Submittal Review Period (or such longer time period as may be agreed to by the Parties), the LACMTA Submittal shall be deemed complete and approved by the City.

2.5 The Parties acknowledge that the LACMTA Submittal review process set out in this EXHIBIT 7 is intended to facilitate the LACMTA Submittal review process and be consistent (with necessary changes) with the LACMTA Guidelines on Enhanced Partnered Coordination and shall supersede the submittal / shop drawing review schedules specified in any standards referenced in this Agreement.

3. GROUNDS FOR OBJECTION OR COMMENT

3.1 The City will only be entitled to reject a LACMTA Submittal under Article 2 (*Review Procedure*) of this EXHIBIT 7 if such LACMTA Submittal fails to comply with the requirements set out in this Agreement, as specified in the City's Compliance Comments.

3.2 If the City rejects a LACMTA Submittal in accordance with Article 2 (*Review Procedure*) of this EXHIBIT 7, LACMTA must (or must require that the relevant LACMTA Contractor):

(a) address the Compliance Comments and re-submit the LACMTA Submittal for review; or

(b) notify the City that it does not agree with the grounds for rejection. If LACMTA does not agree with the grounds for rejection on the basis that such grounds would constitute a Betterment, Article 5 (*Betterments*) of this Agreement shall apply.

3.3 The City agrees that during the Final Design stage, it shall not raise any new issues, or make any comments, which are inconsistent with its comments on earlier submittals, or with any changes already agreed to by the City.

3.4 The City's approval of the Final Design for any Rearrangement will not be withheld if the submittal is consistent with the most recent earlier submittal for such Rearrangement, modified as appropriate to respond to the City's Compliance Comments on such earlier submittal (to the extent such comments were made in accordance with the provisions of this Agreement) and to reflect any subsequent changes agreed to by the City and LACMTA.

4. NO COMMENCEMENT OF CONSTRUCTION WORK

LACMTA and the City must not commence or permit the commencement of any Construction work that is the subject of, governed by or dependent upon a LACMTA Submittal until LACMTA (or a LACMTA Contractor) has submitted the relevant LACMTA Submittal to the City in accordance with this EXHIBIT 7 and:

(a) within ten days of receiving a Notice from LACMTA (or the relevant LACMTA Contractor (as applicable)) that the City failed to respond to a LACMTA Submittal within the relevant LACMTA Submittal Review Period (or any such longer time period agreed to by the Parties), the City fails to respond to such LACMTA Submittal; or

(b) the City has notified LACMTA (and the relevant LACMTA Contractor (as applicable)) that it approves such LACMTA Submittal.

EXHIBIT 8 – CONSTRUCTION REQUIREMENTS

1. GENERAL REQUIREMENTS

(a) Any Construction work for any Rearrangements or the City Portion to be performed within the Public Rights-of-Way shall be performed in accordance with:

(i) in the case of any Rearrangements, the approved Final Design (including any changes agreed under Section 3.6 (*Changes to Design*) of this Agreement);

(ii) all Governmental Approvals, Applicable Law and, subject to Section 3.5 (*City Standards*) of this Agreement, the City Standards;

(iii) the schedule for such Construction work agreed under the relevant Work Order (if applicable) or otherwise under the Project Schedule; and

(iv) all other Construction requirements set out in this EXHIBIT 8 or otherwise under the provisions of this Agreement and any relevant Work Order (if applicable).

(b) In conjunction with its contractors, LACMTA will be responsible for conducting public outreach to provide proper notifications to the affected communities prior to and during Construction complying with the FEIR. LACMTA will coordinate its outreach with the City's Public Information Office, as needed.

(c) LACMTA is responsible for ensuring that any LACMTA Contractors performing Construction work for the Rearrangements, in the Public Rights-of-Way, or on City-owned property have obtained all performance and payment bonds required under Applicable Law.

2. WORKING HOURS

Construction hours shall comply with the City Municipal Code and the holiday moratorium shall be observed in accordance with the City Municipal Code. Notwithstanding, the Parties acknowledge that extended working hours may be necessary to facilitate Construction of the City Portion. If a change is required to the working hours, the Parties will discuss in good faith extended working hours following joint review of the schedule and activities to be carried out by LACMTA and the LACMTA Contractors and agree to such change as appropriate.

3. HAUL ROUTES

The Parties will agree haul routes reasonably necessary to facilitate Construction, operation and maintenance of the City Portion. If a change is required to an agreed haul route, the Parties will negotiate in good faith to agree such change. The City Permits issued to LACMTA or LACMTA Contractor will include provisions for maintenance and cleaning of the haul routes.

4. INTERRUPTIONS

(a) The Parties acknowledge that certain components of the work in the City Portion will require interruption of the City services. The Parties will agree a plan for any such interruptions and, subject to City approval of the plan, the City consents to scheduled interruption of services deemed necessary by LACMTA. LACMTA must provide the City prior Notice before the City services are interrupted.

(b) LACMTA will notify affected parties, including residents, businesses, Council office, and other elected officials in advance of scheduled interruptions and will cooperate with the City to minimize interruption of the City services and resulting disruptions, provided that notification may be delayed where LACMTA is required to interrupt services in the event of emergency. Where the City determines that Temporary Facilities are necessary and appropriate, LACMTA shall accommodate this request.

5. CONSTRUCTION STAGING PLANS

5.1 General Requirements

(a) LACMTA or the LACMTA Contractors shall develop a construction staging plan (**"Construction Staging Plan"**) for any Construction work to be performed within the Public Rights-of-Way. The Staging Plan shall be reviewed and approved by the City.

(b) The City acknowledges that the Construction work to be performed by LACMTA or the LACMTA Contractors within the Public Rights-of-Way is intended to be performed progressively under multiple contractual packages and the Construction Staging Plans described in this EXHIBIT 8 may, therefore, be prepared for each contractual package or for a portion of such Construction work.

(c) A Construction Staging Plan shall provide, among other things, for:

(i) the handling of vehicular, bicycle, pedestrian and transit traffic on streets adjacent to the Construction with the Construction phasing showing street closures, detours, warning devices and other pertinent information specified on the plan (worksite traffic control plans);

(ii) actions to maintain access to businesses adjacent to the Construction areas, as possible, and actions to ensure safe access and circulation for pedestrians, bicyclists and vehicular and transit traffic as described in the worksite traffic control plans; and

(iii) elements of public awareness as well as mechanisms to assist affected parties in complaint resolutions.

(d) The City understands that LACMTA requires flexibility in the execution of Construction phasing and traffic management planning during Construction, and agrees to impose only the minimum requirements for traffic management planning and Construction sequencing that are necessary in order to provide for public health and safety (including pedestrian, vehicular, transit, and bicycle safety), and functionality (including public and business access and circulation).

5.2 Specific Requirements – Street Lighting Systems

LACMTA or the LACMTA Contractors shall develop street lighting Construction Staging Plans, which shall provide, among other things, for:

(a) the safety and security at nighttime of vehicular, pedestrian, transit, and bicycle traffic on streets adjacent to Construction, with the street lighting Construction Staging Plans showing street closures, detours, lighting devices, circuit and power service connections, and other pertinent information; and

(b) lighting levels to maintain safe access to businesses adjacent to the Construction areas, and to ensure safe circulation for pedestrian and vehicular traffic.

5.3 Specific Requirements – Traffic Management Plan

(a) LACMTA and the City may agree that a street, highway, bridge or the other Public Rights-of-Way shall be temporarily closed for the necessity and convenience of the Construction of the NoHo to Pasadena Project. If agreed to, a Traffic Management Plan must be developed and submitted by LACMTA or the LACMTA Contractors, which shall provide, among other things, for worksite traffic control plans, traffic circulation plans, and temporary traffic signal plans.

(b) A traffic control plan developed using the California Manual on Uniform Traffic Control Devices shall be provided for all traffic control plans and submittal.

(c) The City's Publics Works Traffic Division staff involved in the review and approval process shall facilitate the City's internal approvals regarding peak hour exemptions, holiday moratoriums, changes to existing parking restrictions in the work zone, night work, and noise variances.

(d) Any Traffic Management Plan must include a requirement that LACMTA or LACMTA Contractor shall be responsible for notifying all transit providers of any street closure that affects transit routes or Construction that affects transit stops.

5.4 **Review and Implementation of Construction Staging Plans**

(a) LACMTA (or the relevant LACMTA Contractor (as applicable)) must submit each Construction Staging Plan to the City for review in accordance with EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

(b) LACMTA (or the relevant LACMTA Contractor (as applicable)) may update a Construction Staging Plan after it has been approved by the City and must promptly submit each updated Construction Staging Plan to the City for review in accordance with EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

(c) LACMTA must, and must ensure that the LACMTA Contractors, implement and comply with each Construction Staging Plan which has been submitted to the City and which has been either approved (or deemed approved) under EXHIBIT 7 (*LACMTA Submittal Review Procedure*).

6. WORK IN STREETS

6.1 General Requirements

(a) The Parties acknowledge that the City has the duties of supervising, maintaining and controlling streets, highways, and the other Public Rights-of-Way. Accordingly, LACMTA shall give the City 14 days' advance written Notice where Construction work is to be performed in the Public Rights-of-Way. All full or directional street closures shall require a minimum 14-day notification.

(b) LACMTA and the LACMTA Contractors shall take all appropriate actions to ensure safe performance of the Construction work within the Public Rights-of-Way. The City reserves the right to stop work if public health and safety is or will be comprised by such work.

(c) If LACMTA or a LACMTA Contractor fails to perform any Construction work within the Public Rights-of-Way in accordance with the Final Design and/or Construction Staging Plans approved (or deemed approved) by the City under this Agreement then upon written Notice of the non-compliance from the City, LACMTA must cure or must ensure that the LACMTA Contractor cures, the non-compliance.

6.2 Traffic Control and Lighting

LACMTA must provide the City prior Notice before conducting the Traffic Control and Lighting Work that will result in an interruption to service of traffic control devices or lighting systems and LACMTA shall cooperate with the City to minimize such interruption.

6.3 City Communication Facilities

Construction of replacement conduit segments, inner ducts, and manholes that bypass the conflicting conduit segments shall be done prior to relocation of the communications cables. In addition, relocation/installation work of communications cables that carry live production traffic shall be scheduled during a maintenance window, in order to minimize system downtime and minimize the City network traffic disruption.

7. TEMPORARY STREET CLOSURES

Upon notification of a proposed temporary street closure, the City, as requested by LACMTA, shall initiate the appropriate proceedings and shall establish the necessary conditions for the closures. LACMTA shall be responsible for any reasonable Costs associated with a requested street closure.

8. TEMPORARY FACILITIES

8.1 LACMTA Facilities

Temporary Facilities may be necessary to facilitate Construction of the NoHo to Pasadena Project (including Rearrangements). In accordance with Section4.3(c) (*Rights-of-Way*) of this Agreement, the City shall provide reasonable assistance as may be required for LACMTA to obtain rights-of-way necessary to construct the City Portion. This shall include considering reasonable requests by LACMTA for LACMTA or its designee to use lands owned or controlled by the City for, the erection and use of Temporary Facilities thereon; provided that, the City shall first approve in writing the availability, location and duration of the Temporary Facilities, with the City's approval not to be unreasonably withheld. Upon completion of the related Construction and LACMTA's determination that the Temporary Facilities no longer are needed, LACMTA shall remove all Temporary Facilities and restore the area as nearly as practicable to its original condition unless LACMTA and the City agree to some other arrangement.

8.2 City Facilities

In the event that Temporary Facilities are necessary to effect a Rearrangement being constructed by the City, the City or its designee may use, without cost, lands owned or controlled by LACMTA for the purpose of using or erecting Temporary Facilities thereon; provided that, LACMTA shall first approve in writing the availability, location and duration of the Temporary Facilities. Upon completion of the Rearrangement in its permanent location, the City shall remove all Temporary Facilities and restore the area as nearly as practicable to its original condition unless the City and LACMTA agree to some other arrangement.

9. UNDERGROUND SERVICE ALERT

Prior to any commencement of underground work by either Party, an "Underground Service Alert" shall be notified in accordance with California law by such Party or its contractor.

10. ENVIRONMENTAL CONTROLS

All Construction work performed by the City or City Contractors pursuant to this Agreement shall comply with the environmental controls established by LACMTA in the LACMTA Contracts, including construction noise and vibration control, pollution controls, archaeological coordination and paleontological coordination and use of 'Best Management Practices'.

11. SALVAGED MATERIALS

The Parties may agree to salvage certain materials belonging to the City during the course of Rearrangement. If materials belonging to the City are to be reused, LACMTA's contractor shall exercise reasonable care in removal and storage of such materials. Materials shall be inspected and stored until such time as the progress of work allows the reinstallation of such materials. Materials that are not to be reused in a Rearrangement, but which the City desires to reclaim, may be recovered by the City staff within an agreed time frame or shall be delivered by LACMTA to a location proximate to the salvage site and suitable to the City. Subject to acceptance by LACMTA, if materials removed by LACMTA are not reused and are not desired by the City, such materials shall become the property of LACMTA.

12. AS-BUILT DRAWINGS

12.1 LACMTA and the City shall each maintain a set of "as-built" plans of Rearrangements performed by LACMTA and the City, respectively, during Construction. Red line mark-ups for temporary lighting systems, traffic signal systems, and other the City Facilities shall be submitted to the City and LACMTA within 15 days after completion of Construction. All Design changes shall be documented on RFI/RFC forms. Upon completion of the Rearrangement work, the Party that performed the work shall furnish the other Party with reproducible "as-built" drawings showing all Replacement Facilities installed by the performing Party, within 75 days after completion of such work for each set of plans.

12.2 LACMTA and the City agree to provide the other with electronic files and full-size paper hard copies of those final contract documents that they have prepared, or caused to be prepared, to govern the Construction of a given Rearrangement by their respective contractor so that each Party may compile a complete set of contract documents. Each Party shall prepare or cause to be prepared the contract documents for which it is responsible.

EXHIBIT 9 – INSPECTION AND ACCEPTANCE PROCEDURE

1. **Substantial Completion**

1.1 The following requirements must be satisfied to achieve substantial completion of a Rearrangement (or a part of a Rearrangement that is capable of being accepted in advance of completion of the whole) ("**Substantial Completion**"):

(a) LACMTA (or the applicable LACMTA Contractor) has completed the work for the Rearrangement (or applicable part of the Rearrangement) except for Punch List items or outstanding work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance;

(b) all known defects or omissions in the work for the Rearrangement (or applicable part of the Rearrangement) have been remedied (other than Punch List items); and

(c) the Rearrangement (or applicable part of the Rearrangement) is ready for handover to the City in accordance with the requirements set out under this Agreement.

1.2 If LACMTA considers that the requirements for Substantial Completion of a Rearrangement (or the applicable part of the Rearrangement) have been satisfied in accordance with Section 1.1 (*Substantial Completion*) of this EXHIBIT 9, LACMTA shall submit a Notice to the City requesting a Statement of Substantial Completion in the form set out as Attachment 1 to this EXHIBIT 9. LACMTA may issue a Notice under this Section 1.2 notwithstanding that there are known Punch List items or outstanding work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance, provided that LACMTA's Notice shall include the list of proposed Punch List items.

1.3 Within ten days (or such longer time period as may be agreed to by the Parties) of delivery of a Notice by LACMTA requesting a Statement of Substantial Completion, the City's designated final inspector ("City Inspector") and LACMTA will together inspect the Rearrangement (or the applicable part of the Rearrangement) to determine its status of completion and to agree the list of Punch List items.

1.4 Within 2 days (or such longer time period as may be agreed to by the Parties) of completion of the inspection of the applicable part of the Rearrangement, the City will either:

(a) if the City accepts the Rearrangement (or applicable part of the Rearrangement) as Substantially Complete in accordance with the terms of this Agreement subject to any agreed Punch List items and the work that is otherwise only required to be performed under this Agreement for the purposes of achieving Final Acceptance, issue a Statement of Substantial Completion, together with the Punch List items agreed by LACMTA and the City following inspection of the Rearrangement (or applicable part of the Rearrangement); or

(b) if the City determines that the Rearrangement (or applicable part of the Rearrangement) has not yet achieved Substantial Completion in accordance with the terms of this Agreement, reject by Notice LACMTA's request, together with a list of the corrections required to complete the Rearrangement (or applicable part of the Rearrangement) in accordance with the terms of this Agreement ("**Substantial Completion Correction List**"). Punch List items or outstanding work that is otherwise only required to be performed under this agreement for the purposes of achieving Final Acceptance, will not be a sufficient basis for rejecting a request for a Statement of Substantial Completion. Any such rejection must be on the basis that the work that is outstanding is sufficiently material in nature to prevent the safe use or operation of the Rearrangement (or applicable part of the Rearrangement).

1.5 If the City rejects a request for a Statement of Substantial Completion for a Rearrangement (or any part of a Rearrangement), LACMTA shall perform the corrections set out under the Substantial Completion Correction List, following which LACMTA will again deliver a Notice requesting a Statement of Substantial Completion.

1.6 Promptly after issuance of a Statement of Substantial Completion, LACMTA (or the LACMTA Contractors) will complete all work items on the Punch List attached to the Statement of Substantial Completion and satisfy all of its other obligations under this Agreement required to be completed before final acceptance for that Rearrangement, including submittal of applicable "as-built" drawings for that Rearrangement.

1.7 If LACMTA does not agree with the City Inspector's rejection of a request for a Statement of Substantial Completion or the corrections listed by the City Inspector under a Substantial Completion Correction List or if the Parties are unable to agree on the Punch List items, the matter will be referred to the issue resolution ladder under EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

2. **Statement of Final Acceptance**

2.1 The following requirements must be satisfied to achieve Final Acceptance of a Rearrangement (**"Final Acceptance"**):

(a) the entire work for that Rearrangement is fully completed;

(b) all Punch List items for that Rearrangement (or for all parts of that Rearrangement where Substantial Completion of a part was permitted) are completed; and

(c) LACMTA (or the applicable LACMTA Contractor) has delivered all "as-built" drawings for the Rearrangement.

2.2 If LACMTA considers that the requirements for Final Acceptance of a Rearrangement have been satisfied in accordance with Section 2.1 of this EXHIBIT 9, LACMTA shall submit a Notice to the City requesting a Statement of Final Acceptance.

2.3 Within ten days (or such longer time period as may be agreed to by the Parties) of delivery of a Notice by LACMTA requesting a Statement of Final Acceptance, the City Inspector and LACMTA will together inspect the Rearrangement to determine its status of completion.

2.4 Within two days (or such longer time period as may be agreed to by the Parties) of completion of the inspection of the applicable part of the Rearrangement, the City will either:

(a) if the City accepts that the requirements for Final Acceptance of the Rearrangement have been achieved, issue a Statement of Final Acceptance; or

(b) if the City determines that the requirements for Final Acceptance of the Rearrangement have not been achieved, reject by Notice LACMTA's request, together with a list of the corrections required to satisfy the requirements for Final Acceptance of the Rearrangement in accordance with the terms of this Agreement (**"Final Acceptance Correction List"**).

2.5 If the City rejects a request for a Statement of Final Acceptance for a Rearrangement, LACMTA shall perform the corrections set out under the Final Acceptance Correction List, following which LACMTA will again deliver a Notice requesting a Statement of Final Acceptance.

2.6 If LACMTA does not agree with the corrections listed by the City Inspector under a Final Acceptance Correction List, the matter will be referred to the issue resolution ladder set out in EXHIBIT 4 (*Roles and Responsibilities*) of this Agreement.

3. **Responsibility to Complete the Work**

3.1 Where a Statement of Substantial Completion is issued with respect to a part (and not the whole) of a Rearrangement, LACMTA shall retain full responsibility for completion of the whole of the Rearrangement.

3.2 The issuance of a Statement of Substantial Completion for a Rearrangement (or a part of a Rearrangement) shall not relieve LACMTA of its obligation to complete the work for the Punch List items and to promptly

remedy any omissions and latent or unnoticed defects in the Rearrangement covered by the Statement of Substantial Completion in accordance with the warranties under Section 8.2 (*Warranty*) of this Agreement.

3.3 Until a Statement of Substantial Completion is issued for a Rearrangement (or the applicable part of it), all responsibility for care and maintenance of the Rearrangement (or the applicable part of it) shall be borne by LACMTA. The City will be responsible for the maintenance, loss, or damage to a Rearrangement (or the applicable part of a Rearrangement) under a Statement of Substantial Completion upon issuance of that Statement of Substantial Completion except that:

(a) in accordance with Sections 3.1 and 3.2 above, it shall be LACMTA's continuing responsibility to complete and deliver every part, and the integrated whole, of the Rearrangement and to satisfy the conditions to Final Acceptance of that Rearrangement; and

(b) responsibility and liability will remain with LACMTA to the extent of the warranties under Section 8.2 (*Warranty*) of this Agreement.

3.4 To the extent that LACMTA (or a LACMTA Contractor) fails to leave the Public Rights-of-Way in a clean, neat, and orderly condition upon completion of the Rearrangements and with all Temporary Facilities removed and the area restored in accordance with Section 8 (*Temporary Facilities*) of EXHIBIT 8 (*Construction Requirements*), the City may by Notice to LACMTA suspend LACMTA's obligation to perform such clean-up and restoration activities and perform the clean-up and restoration activities utilizing City personnel or City Contractor. To the extent the City takes over such clean-up and restoration activities, LACMTA shall reimburse the City for Costs properly incurred in performing such clean-up activities pursuant to a Work Order agreed under Section 2.3 (*Work Orders*) of this Agreement or otherwise under Section 8.1 (*Indemnity*) of this Agreement.

EXHIBIT 10 - OPERATION AND MAINTENANCE PRINCIPLES

1. PRIMARY RESPONSIBILITIES

1.1 LACMTA (directly or through the LACMTA Contractors) will be responsible for the operation and maintenance of the NoHo to Pasadena Project.

1.2 The City (directly or through the City Contractors) will be responsible for:

(a) the maintenance of all City Facilities within the Public Rights-of-Way including trees, gutters, sidewalks, ramps, streets, roadways, utilities, vaults, pull boxes, lights, signals, City loops, striping, signage, irrigation, bio swales and landscape; and

(b) operation of the traffic signal system within the jurisdiction and control of the City.

1.3 As described in Article 6 (*Operation and Maintenance*) of the Agreement, the City and LACMTA will discuss in good faith and agree the detailed operation and maintenance responsibilities of each of the Parties, including with respect to the following:

(a) dedicated bus lane policy particulars and enforcement;

(b) bus positions and route info on stations shared with City local buses;

(c) TSP equipment maintenance and adjustments;

(d) pavement maintenance; and

(e) striping maintenance.

With respect to its responsibility for the operation of the traffic signal system within the jurisdiction and control of the City, the City shall work cooperatively with LACMTA to facilitate the safe and efficient operation of the City Portion. The City shall not modify the traffic signal model controller software on the City Portion without notification to and coordination with LACMTA.

2. MAINTENANCE OF THE CITY PORTION

LACMTA shall obtain appropriate permits from the City when performing maintenance work on or near the Public Rights-of-Way and conform to all of the City's permitting requirements for the submittal, review, and approval of temporary traffic control plans, use of Public Rights-of-Way, or any other activity requiring a permit or license in accordance with the City use of public property permit process and application and requirements for traffic control plans. All traffic control devices shall conform to accepted City practices and shall be installed and maintained in accordance with the California Manual on Uniform Traffic Control Devices. All City staff costs incurred for permitting such work shall be reimbursed by LACMTA through the Work Order process set forth in this Agreement.

3. UTILITY CONTRACTS

The City will provide electric and water service and service restoration in accordance with the City-owned Utility rules and regulations.

EXHIBIT 11–FORMS

Part A: Form 60

Name of Offeror/Contractor/Utility Company (Name of Preparer):			Scope of Work/Deliverable (provide expanded description on Form 60 page 2)		
Home office address					
Division(s) and Locations where Work is to be performed			LACMTA Solicitation/Proposal/Contract Number/Work Order/Change Notice and/or Change Order Reference Number(s):		
NOTE: For proper calculations of cost elements link additional sheets to this summary page.					
1.	**Direct Labor**	**Est. Hours**	**Rate Per Hour**	**Est. Cost**	**TOTAL**
2.		0.00	$0.00	$0.00	
3.		0.00	$0.00	$0.00	
4.		0.00	$0.00	$0.00	
5.	**TOTAL DIRECT LABOR HOURS**	**0.00**		**TOTAL DIRECT LABOR**	**$0.00**
6.	**Labor Overhead (O/H)**	**O/H Rate**	**x Base**	**Est. Cost**	
7.		0%		$0.00	
8.				**TOTAL LABOR OVERHEAD**	**$0.00**
9.	**Direct Material**			**Est. Cost**	
10.	**a. Purchase Parts**			$0.00	
11.	**b. Subcontracted items**			$0.00	
12.	**c. Other**			$0.00	
13.				**TOTAL DIRECT MATERIAL**	**$0.00**
14.	**Equipment**		**Unit Cost**	**Est. Cost**	
15.			$0.00	$0.00	
16.			$0.00	$0.00	
17.				**TOTAL EQUIPMENT**	**$0.00**
18.	**Subcontractors***			**Est. Cost**	
19.				$0.00	
20.				$0.00	
21.				$0.00	
22.				**TOTAL SUBCONTRACTORS**	**$0.00**
23.				**TOTAL BURDENED COST (add lines 5, 8, 13, 17 and 22)**	**$0.00**
24.	**Other Direct Costs**			**Est. Cost**	
25.				$0.00	
26.				$0.00	
27.				$0.00	
28.				**TOTAL OTHER DIRECT COSTS**	**$0.00**
29.	**Travel**			**Est. Cost**	
30.	**a. Transportation**			$0.00	
31.	**b. Per Diem or Subsistence**			$0.00	
32.				**TOTAL TRAVEL**	**$0.00**
33.	**General and Administrative Expense**	**Rate %**	**% x Line 23**		
34.		0%		$0.00	
35.				**TOTAL GENERAL AND ADMINISTRATIVE EXPENSE**	**$0.00**
36.				**TOTAL ESTIMATED COSTS (Total Lines 23, 28, 32 and 35)**	**$0.00**
37.	**Profit/Fee**	**Total Labor and Overhead (line 5 + line 8)**	**Rate %**	**% x Total Labor and Overhead**	
38.			0%	$0.00	
39.				**TOTAL FEE**	**$0.00**
40.				**TOTAL ESTIMATED PRICE (Total of Lines 36 and 39)**	**$0.00**

41.	Milestone /Task Number	Milestones/Tasks	Hours	Completion Date	Payment Amount	
42.					$0.00	
43.					$0.00	
44.					$0.00	
45.		**TOTAL MILESTONES/TASKS (Must equal line 40)**				**$0.00**
	* Attach Form 60 for all proposed subcontractors performing work under Form 60 Prime Contractor where applicable. Transfer Est. Cost to this Section.					
46.	Fill in applicable sections only					

47. Has any Agency of the United States Government, State government, local public agency or the Los Angeles County Metropolitan Transportation Authority (LACMTA) performed any review of your account or records, overhead rates and general and administrative rates in connection with any public prime contract or subcontract within the past twelve months? Yes No If yes, when? Reference Contract No.

48.a. Agency Name/Address	48.b. Individual to contact/Telephone Number

49. As required by LACMTA, firms not audited, as described above, shall submit financial data and calculations in sufficient detail to support all proposed direct costs and subcontractor costs.

50. The proposal reflects our estimates and/or actual costs as of the date and by submitting this proposal, Proposer/Consultant grants to LACMTA Contracting Officer and authorized representative(s) the right to examine, at any time before award, those records, which include books, documents, accounting procedures and practices, and other supporting data, regardless of type and form or whether such supporting information is specifically referenced or included in the proposal as the basis for pricing, that will permit an adequate evaluation of such cost or pricing data, along with the computations and projections used therein, for the purpose of verifying the cost or pricing data submitted. This right may also be exercised in connection with any negotiations/discussions prior to contract award or execution of contract modification.

51. CERTIFICATE

The labor rates and overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Proposer/Consultant represents: (a) that it has , has not , employed or retained any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) to solicit or secure a contract, and (b) that it has , has not , paid or agreed to pay to any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to information relating to (a) and (b) above, as requested by the Contracting Officer.

52. CERTIFICATE OF CURRENT COST OR PRICING DATA

This is to certify that, to the best of my knowledge and belief, the cost or pricing data (as defined in Section 2.101 of the Federal Acquisition Regulations (FAR) and required under subsection 15.403-4) submitted, either actually or by specific identification in writing, to LACMTA's Contracting Officer or to LACMTA's Contracting Officer's representative in support of _____* are accurate, complete and current as of _____**. This certification includes the cost or pricing data supporting any advance agreements and forward pricing rate agreements between the Proposer/Consultant/Contractor and LACMTA that are a part of the proposal.

53. This proposal as submitted represents our best estimates and/or actual costs as of this date.

54. Type Name and Title of Authorized Representative	Signature	Date***

55.		* Identify the proposal, quotation, request for price adjustment, or other submission involved, giving appropriate identifying number (e.g. Information For Bid No., Work Order No., Request for Proposal No., Change Order No., Modification No., etc.)
56.		** Insert the day, month and year when price negotiations were concluded and price agreement was reached.
57.		*** Insert the day, month and year of signing (i.e., When price negotiations were concluded and mutual agreement was reached on contract price).

Form 60 Attachments (Applicable if Box is checked)

	Scope of Work Expanded Description for which Cost Estimate is based on:
1	
2	
3	

4	
	Schedule in which Scope of Work is based on:
1	
2	
3	
4	
	The Non-Disclosure Agreement (NDA) provisions (as set out in the NDA between City and LACMTA) are applicable to the following Form 60-specific items:
1	
2	
3	
4	
	Track Allocation Request for Metro active bus rapid right-of-way encroachment is anticipated per stated Scope of Work. The following information is provided in advance to facilitate final Metro TAR approval:
1	
2	
3	
4	
FORM 60 IS SIGNED AND EXECUTED WITH THE FOLLOWING ADDITIONAL ASSUMPTIONS:	
1 CITY AS-BUILT RESEARCH BY CITY FOR METRO PROJECTS IN THE PLANNING PHASE SHALL BE TREATED AS PART OF LABOR OVERHEAD PORTION OF COST	

Part B - City Betterment Request Form[1]

CITY BETTERMENT REQUEST

Date: _____

To: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

From: City of Burbank (City)

Subject Scope/ Scope Element: _____

Project: NoHo to Pasadena Project (Project)

Pursuant to the cooperative agreement (CA) between the City and LACMTA with respect to the Project, this shall serve as a formal Notice that the following design and/or construction scope is requested to be delivered as a Betterment as defined within the CA.

Scope of requested Betterment:

_____

_____

The determination of the Betterment is based on the CA and the following justification:

_____

_____

The City requests LACMTA's response to this City Betterment Request as set out below.

CITY OF BURBANK

By:_____

Name: _____

Title: _____

Date:_____

_____

LACMTA has reviewed the above City Betterment Request and:

1. rejects the requested Betterment in accordance with the CA on the basis that the Betterment is:

   - ☐ incompatible with the Project;
   - ☐ cannot be performed within the constraints of Applicable Law, any applicable Governmental Approvals, and/or the Project Schedule; or
   - ☐ requested after establishment of the Basis of Design for the Subject Transportation Project.

---

[1] Please refer to Article 6. This is the form that would be used for the City to identify/request the design and construction of Betterments at its cost. You will see that the form also incorporates responses from LACMTA, approving or rejecting the Betterment and providing an estimated cost. The reasons for rejecting a Betterment listed here are aligned with the provisions of Article 6.

2. approves the Betterment in accordance with the CA subject to the following changes or terms as negotiated with the City (if none, enter "none"): An estimated cost is listed below:

   Design Costs: $_____ Construction Costs: $_____

LACMTA requests that the City counter-sign below to confirm its agreement to any changes or additional terms described above and the estimated cost.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

The City accepts the amendments or additional terms agreed and listed above and the design and construction cost estimates for the Betterment. The City acknowledges and agrees that in accordance with the terms of the CA, the City shall be solely responsible for all costs related to the Betterment (whether or not such costs exceed the estimates for the Betterment provided by LACMTA).

CITY OF BURBANK

By:_____

Name: _____

Title: _____

Date: _____

Part C – LACMTA Notice of Potential Betterment[2]

Date: _____

To: City of Burbank (City)

From: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject Scope/ Scope Element: _____

Project: NoHo to Pasadena Project (Project)

Pursuant to the cooperative agreement (CA) between the City and LACMTA, this shall serve as a formal Notice the following City comment or request with respect to the Design Documentation and/or Construction plans or work for the Project has been identified as a potential Betterment as defined within the CA.

Scope of City comment or request identified as a potential Betterment (including reference number or other identification of the relevant City comment or request):

_____

_____

The City comment or request has been identified as a potential Betterment based on the Agreement and the following justification:

- ❑ if implemented, the City comment or request would comprise an upgrade, change or addition to a City Facility (or a part of a City Facility) that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that City Facility over that which was provided by the City Facility prior to the Project and none of the exclusions listed in the CA apply; or

- ❑ If implemented, the City comment or request would comprise a change in or supplement to, the City Standards applicable to that work after the establishment of the Basis of Design and none of the exclusions listed in the CA apply.

Details:_____

_____

LACMTA requests the City's response to this LACMTA Notice of Potential Betterment as set out below. In accordance with Article 5 (*Betterments*) of the CA, if the City fails to respond within 10 days of this LACMTA Notice of Potential Betterment, the relevant City comment or request will be deemed to be withdrawn provided that such deemed withdrawal shall be without prejudice to the City's right to submit the Betterment under a subsequent City Betterment Request under Article 5 (*Betterments*) of the CA.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

---

[2] Please refer to Article 6. This is the form that would be used by LACMTA if it identifies a City request or comment as a potential Betterment. The reasons for identifying a City request or comment as a potential Betterment listed in the form are intended to align with the definition of Betterment. It also includes a response form from the City, withdrawing the comment or enclosing a City Betterment Request.

The City has reviewed the above LACMTA Notice of Potential Betterment and:

- ☐ withdraws the relevant City comment or request referenced in the above LACMTA Notice of Potential Betterment; or

- ☐ submits the City comment or request referenced in the above LACMTA Notice of Potential Betterment as a City request for a Betterment in accordance with Article 5 (*Betterments*) of the CA and for this purpose encloses a completed City Betterment Request.

CITY OF BURBANK

By:_____

Name: _____

Title: _____

Date: _____

EXHIBIT 12 – CITY-PERFORMED PROJECT WORK

1. **Request for the City to Perform Design and/or Construction work**

1.1 In accordance with Sections 3.1(b)(ii) (*Design Responsibilities*) and 4.1(b)(ii) (*Construction Responsibilities*) of this Agreement, LACMTA may request by Notice that the City prepare a cost estimate and proposal for the City to perform Design work and/or Construction work with respect to the City Portion of the NoHo to Pasadena (rather than a Rearrangement) (**"City-Performed Project Work"**). The request submitted by LACMTA shall set out:

(a) the proposed scope, criteria, specifications, and requirements for the proposed City-Performed Project Work including with respect to Utility Conflicts (taking account of the information identified and agreements reached under EXHIBIT 5 (*Utility Adjustment Procedures*));

(b) any prescribed governmental and lender requirements applicable to the proposed City-Performed Project Work under applicable grant, funding or financing agreements; and

(c) the then current Project Schedule and proposed schedule for the City-Performed Project Work, including the proposed dates for providing the City and the City Contractors with access to the Project Right-of-Way.

1.2 Promptly (and in any event within 15 days or any other time period agreed by the Parties) after submission of a Notice by LACMTA under Section 1.1 above, the Parties will meet to discuss the request and following such meeting the City will, within 15 days of that meeting, Notify LACMTA if it is not able to perform or procure the City-Performed Project Work or will otherwise, within 30 days of that meeting, provide LACMTA with:

(a) the City's estimate for the Cost of procuring and performing the City-Performed Project Work; and

(b) any City comments to the proposed scope, criteria, specifications, requirements, and schedule for the City-Performed Project Work.

1.3 The Parties will discuss in good faith the cost estimate and comments submitted by the City and mutually agree the scope, criteria, specifications, requirements, cost estimates, and schedule for the proposed City-Performed Project Work.

1.4 If the Parties agree that the City will proceed with a procurement for the City-Performed Project Work, the City will submit a Form 60 in accordance with Section 2.3 (*Work Orders*) of this Agreement, and following agreement of the Parties, LACMTA will issue a Work Order authorizing the procurement of the City-Performed Project Work.

2. **Schedule for the City-Performed Project Work**

2.1 The schedule agreed by the Parties for the procurement and performance of any City-Performed Project Work will be aligned with, and allow for, the timely delivery of the City Portion in accordance with the Project Schedule.

2.2 If at any time the City becomes aware of any delay to the procurement or performance of any City-Performed Project Work, the City shall promptly give Notice to LACMTA to that effect specifying the reason for the delay and the estimated impact to the agreed schedule.

3. **Constructability Reviews of Designs for the City-Performed Project Work**

Where the City-Performed Project Work for a Project includes only Construction work (and not the preparation of the Designs for that Construction work) then, if requested by LACMTA, agreed by the Parties and authorized under a Work Order, the City or a City Contractor (if included as part of a procurement under Article 4 (*Procurement of City-Performed Project Work*) of this EXHIBIT 12) will perform Design support services prior to commencing the City-Performed Project Work, including performing constructability reviews.

4. **Procurement of City-Performed Project Work**

4.1 Any procurement for City-Performed Project Work that will not be performed by City forces shall be performed:

(a) on the basis of full and open competition;

(b) utilizing the agreed scope, criteria, specifications, and requirements applicable to the scope of the City-Performed Project Work that is being procured;

(c) in accordance with the requirements set out in this EXHIBIT 12 or otherwise under the provisions of this Agreement;

(d) in accordance with the applicable Annual Work Plan and Work Order(s), including the agreed schedule set out under that Annual Work Plan and those Work Order(s); and

(e) in accordance with all Governmental Approvals, Applicable Law, and any additional prescribed governmental and lender requirements under the applicable grant, funding or financing agreements notified to the City in accordance with Section 2.8 (*Governmental and Lender Requirements*) of this Agreement.

4.2 Prior to advertising a procurement for the performance (in whole or in part) of City-Performed Project Work, the City shall provide LACMTA with the draft procurement documents, including the draft contractual terms and conditions, intended to be issued by the City for that work. LACMTA will review the draft procurement documents and provide comments to the City. The Parties will discuss in good faith and resolve comments submitted by LACMTA and mutually agree the form of procurement documents to be issued by the City. If the Parties are unable to agree the form of procurement documents, LACMTA may withdraw the request for City-Performed Project Work in accordance with Section 4.4 below.

4.3 LACMTA shall have the right to require a minimum number of bids or proposals, to review the bids or proposals received, and to approve the recommendation for contract award prior to presentation to the City Council for award. The City agrees that it shall not present a contract for any part of City-Performed Project Work for to the City Council for award until the bidder or proposer proposed for award has been approved by LACMTA.

4.4 LACMTA reserves the right (in its sole discretion) to withdraw the request for City-Performed Project Work at any time during procurement and to require that the City cancel the procurement and reject all bids or proposals, if received at the time of withdrawal, provided that LACMTA shall be required to reimburse the City for the costs of services in coordinating and managing the procurement in accordance with the terms of the applicable Work Order.

5. **Performance of City-Performed Project Work**

5.1 After review and approval of any contract award under Article 4 (*Procurement of City-Performed Project Work*) of this EXHIBIT 12 and the City's submission of a Form 60 in accordance with Section 2.3 (*Work Orders*) of this Agreement, LACMTA will issue a Work Order authorizing the performance of the City-Performed Project Work (or a part of it, as applicable). The payment terms for the City-Performed Project Work will be mutually agreed by the Parties under that Work Order.

5.2 Any City-Performed Project Work shall be performed in accordance with:

(a) in the case of any Construction work, the Final Design for the City-Performed Project Work that is approved-for-construction;

(b) the requirements set out in this EXHIBIT 12 or otherwise under the provisions of this Agreement, and the agreed scope, criteria, specifications, requirements, and contractual terms and conditions;

(c) the environmental controls established in the LACMTA Contracts for the NoHo to Pasadena Project, including construction noise and vibration control, pollution controls, and archaeological and paleontological coordination;

(d) the applicable Annual Work Plan and Work Order(s), including the agreed schedule set out under that Annual Work Plan and those Work Order(s);

(e) Good Industry Practice;

(f) the Project Right-of-Way constraints and other physical limits affecting the City Portion; and

(g) the FEIR and all other applicable Governmental Approvals, Applicable Law, and any additional prescribed governmental and lender requirements under the applicable grant, funding or financing agreements notified to the City in accordance with Section 2.8 (*Governmental and Lender Requirements*) of this Agreement.

5.3 In performing any City-Performed Project Work, the City and any City Contractors, must comply with all quality assurance, quality control, and quality management requirements set out in the agreed scope, criteria, specifications, and requirements, and in accordance with Applicable Law and Good Industry Practice.

5.4 In performing any City-Performed Project Work, the City and any City Contractors shall coordinate their work with the work of LACMTA and the LACMTA Contractors, including as defined under any interface requirements set out in the agreed scope, criteria, specifications, requirements, and contractual terms and conditions.

5.5 The City will obtain LACMTA's approval for any modifications to any City Contract for City-Performed Project Work and in any event shall inform LACMTA promptly when the City has reason to believe that the agreed Cost estimate for the City-Performed Project Work is likely to be exceeded, and shall obtain LACMTA authorization of such a Cost increase under Section 2.3 (*Work Orders*) of this Agreement.

6. Inspection

All City-Performed Project Work will be subject to inspection in accordance with the agreed scope, criteria, specifications, requirements, and contractual terms and conditions.

7. Debarred Contractors

In accordance with California Public Contract Code Section 6109(a), the City shall not perform City-Performed Project Work with any contractor who is ineligible to perform work on a public works project pursuant to California Labor Code Section 1777.1 or Section 1777.7. In accordance with California Public Contract Code Section 6109(b), any contract on a public works project entered into between the City and a debarred contractor is void as a matter of law. A debarred contractor may not receive any public money for performing work as a contractor on a public works contract, and any public money that may have been paid to a debarred contractor by the City for City-Performed Project Work shall be returned to LACMTA. The City shall be responsible for the payment of wages to workers of a debarred contractor who has been allowed by the City to perform any City-Performed Project Work. The Parties agree to strictly comply with the Applicable Law and will act on information related to any debarred contractor in accordance with Applicable Law.

Exhibit F

COMMUNITY
DEVELOPMENT

February 17, 2026

SENT VIA ELECTRONIC MAIL

Mr. Anthony DeFrenza, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: City of Burbank Review of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) 100 Percent Plans

Dear Mr. DeFrenza:

The City of Burbank has completed reviewing 100 percent plans for the Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor (BRT) Project and has delivered comments to Metro on Tuesday, February 17, 2026 as agreed under the terms set by the Cooperative Agreement. The City's comments are being made for project plans that include bus lanes on a portion of the alignment within the City.

As discussed in the City's letter to Metro on January 30, 2026, the City believes that Senate Bill 79's (SB 79) mandatory upzoning constitutes new information that changes the circumstances under which the BRT project was proposed and renders its Final Environmental Impact Report (EIR) legally inadequate. SB 79 and its imposition of higher residential densities around BRT stations presents substantial new information that could not have been known, which is of substantial importance to the project, and will have significant and unavoidable impacts to Burbank's infrastructure that have not been analyzed.

As a Responsible Agency for the Project under the California Environmental Quality Act (CEQA), Burbank cannot issue a construction permit for the BRT Project until Metro conducts subsequent environmental review to analyze, publicly disclose and mitigate potential significant environmental impacts of any BRT stations that qualify for SB 79 density increases as a "transit-oriented development stop."

Public Resources Code Section 65912.156(p) defines a transit-oriented development stop as a "major transit stop, as defined by Section 21064.3 of the Public Resources Code, and also including stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program, that is served by…bus service within an urban transit county meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code." Under this definition, the City believes the BRT Project constructed with no bus lanes will not trigger SB 79 and thus, would not require subsequent environmental review. If the state definitions change or new information becomes available, suggesting SB 79 will apply to bus stops served by mixed-flow bus lanes, the City's position will likewise be that subsequent CEQA review is required for the BRT Project with mixed-flow lanes.

In addition, in 2022 as part of its review of the EIR, the City Council adopted a position that the BRT Project shall be implemented with mixed-flow operations on Olive Avenue between Buena Vista Street and Lake Street. Metro's 100 percent plans show dedicated bus lanes on this segment. Aside from City's inability to issue a permit due to SB 79, the City also cannot issue a construction permit for the project because bus lanes are still shown on this segment. The City's request for mixed-flow on this segment of Olive Avenue has been previously communicated to Metro at the 60 and 85 percent plan level, as well as through various coordination meetings between the two agencies.

In conclusion, the City has delivered comments on Metro's 100 percent plans as required by the Cooperative Agreement but cannot issue a construction permit for the BRT Project based on the approval of SB 79. In order for the City to consider issuing a permit, Metro must either conduct subsequent environmental review or remove all bus lanes from the BRT Project plans.

Sincerely,



David Kriske
Assistant Community Development Director, Transportation

Cc: Patrick Prescott, Community Development Director
Damian Skinner, Public Works Director
Lifan Xu, Chief Assistant Public Works Director- City Engineer
Fred Ramirez, Assistant Community Development Director

Exhibit G

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
150 North Third Street, P.O. Box 6459, Burbank, California 91510-6459
www.burbankca.gov

January 30, 2026

Mr. Ray Sosa, Chief Planning Officer
Mr. Timothy Lindholm, Chief Program Management Officer
Metropolitan Transportation Authority
Attn: North Hollywood to Pasadena Bus Rapid Transit Corridor Project
One Gateway Plaza
Los Angeles, CA 90012

RE: Senate Bill 79 Subsequent Environmental Review for the Metro North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Dear Mr. Sosa and Mr. Lindholm:

The City of Burbank (Burbank) is reviewing 100% plans for the Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) and believes that Senate Bill 79's (SB 79) mandatory upzoning constitutes new information that changes the circumstances under which the BRT was proposed and renders its Final Environmental Impact Report (EIR) legally inadequate. Burbank respectfully requests Metro conduct subsequent environmental review under the California Environmental Quality Act (CEQA) to analyze, publicly disclose and mitigate potential significant environmental impacts of any BRT stations that qualify for SB 79 density increases.

Metro's Draft and Final EIR's for BRT were considered by Burbank on December 8, 2020, and April 12, 2022, respectively. On March 26, 2024, Burbank's City Council approved a Cooperative Agreement with Metro for Design and Construction of the BRT. The BRT EIR determined the Project would have a less-than-significant Land Use and Planning Impact because it was limited to operating entirely within existing transportation corridors and would not impact land uses.[1] In other words, the EIR assumed the BRT would not implicate or require increases in building height, density, and floor area ratios for future development that could conflict with a land use plan, policy or regulation of any agency with jurisdiction over the Project. SB 79 changed that fundamental assumption.

SB 79 was signed on October 10, 2025, and is generally effective July 1, 2026. The law requires housing development projects proposed within one-half mile of qualifying transit-oriented development stops

[1] Metropolitan Transportation Authority, Draft Environmental Impact Report: North Hollywood to Pasadena Bus Rapid Transit Corridor Project (SCH# 2019060110), October 2020, Ch. 4, p. 4-14

be allowed at substantially higher densities than permitted under Burbank's General Plan (including the 2021-2029 Housing Element), zoning code and proposed specific plans, including in single-family residential zones. Burbank's permitted multifamily residential housing densities range from 0 to 43 units per acre in residential zones and between 20 and 87 units per acre in commercial and other non-residential zones. SB 79 would permit approximately 140 units per acre adjacent to qualifying transit stations and 80 to 100 units per acre in zones within one-half mile from those stations, which include single-family residential.

As Burbank evaluated Metro's BRT Draft and Final EIRs, it approved its 6th Cycle Housing Element, which demonstrated zoning capacity for more than 10,000 additional housing units, and commenced several specific plans to, among other things, identify appropriate zoning and development incentives to accommodate up to 26,836 additional housing units in the next 10 years. The CEQA analysis for the Housing Element and several specific plans conclude significant and unavoidable impacts to Burbank's sewage conveyance and treatment system and find electricity demand from future housing growth will similarly require a substantial increase in Burbank's power system interconnection capacity. Adding substantially more residential density around SB 79-qualifying transit-oriented development stops, not previously studied under CEQA, will exacerbate these impacts.

The BRT project description in the Draft and Final EIRs circulated and approved by the Metro Board of Directors on April 28, 2022, was limited to operating a bus rapid transit service and stations in existing transportation corridors and did not include any residential transit-oriented development. SB 79 and its imposition of higher residential densities around BRT stations presents substantial new information that could not have been known, which is of substantial importance to the project, and will have significant and unavoidable impacts to Burbank's infrastructure that have not been analyzed or considered.

Therefore, Burbank formally requests Metro, the lead agency for BRT, commence subsequent environmental review to determine potentially significant environmental impacts around any SB 79 "transit-oriented development stops" located within the City.

Sincerely,

Patrick Prescott
Community Development Director

Cc: Justin Hess, City Manager
Joseph McDougall, City Attorney
Burbank City Council

Exhibit H

COMMUNITY DEVELOPMENT

March 3, 2026

Mr. Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Re: SB 79 Transit-Oriented Development Stop Designations and CEQA Obligations

Dear Mr. Ajise:

The City of Burbank is providing input regarding SCAG's responsibilities under Senate Bill 79 (SB 79) to identify Transit-Oriented Development (TOD) stops around which increased residential development capacity must be permitted.

SB 79 vests SCAG with the responsibility to identify qualifying transit stops and to prepare corresponding TOD maps that will trigger mandatory increases in residential development capacity within specified radii. Given the significant land use, infrastructure, and environmental implications of these designations, the City requests SCAG identify TOD stops for the unbuilt Bus Rapid Transit (BRT) projects in a manner that is consistent with both SB 79 and the California Environmental Quality Act, prior to publishing the TOD maps required under SB 79.

Inability for SCAG to Apply SB 79 TOD Stop Criteria to Unbuilt BRT Transit Projects

The application of the criteria identified in SB 79 for designating TOD stops around unconstructed BRT projects is unclear. This is because the level of project detail needed to apply SB 79 TOD stop criteria for BRT projects is not included in the Regional Transportation Plan's project descriptions and is often not even included in the project description adopted by its lead agency.

In the case of the Metro North Hollywood to Pasadena BRT Project, neither the SCAG Connect SoCal 2020, SCAG Connect SoCal 2024, Metro Long Range Transportation Plan, nor Metro Short Range Transportation Improvement Program, provide the granular, project-level characteristics necessary to confirm whether stops along the project alignment are TOD stops under SB 79. Specifically, SB 79 requires detailed description and limits of a BRT project's full-time dedicated lanes, or locations where BRT projects operate in exclusive right-of-way. The law also requires knowledge of peak service frequencies. None of these project characteristics are known at a project's conceptual or design phase. Furthermore, in the case of the Metro North Hollywood to Pasadena BRT Project, as of the date of this letter these important details are still being determined as

part of the design process, and may further change between now and the July 1, 2026 deadline for SCAG to identify TOD stops for the project. The City does not believe that SCAG can identify TOD stops along the Metro North Hollywood to Pasadena BRT Corridor project in accordance with the criteria established in SB 79.

Identifying SB 79 TOD Stops is a Project Subject to CEQA Review

The City of Burbank's adopted Housing Element and associated specific plan environmental reviews already identify and evaluate the impacts of projected housing growth consistent with our Regional Housing Needs Allocation (RHNA). Those analyses disclose significant and unavoidable impacts in certain resource areas, even under locally planned growth scenarios.

If SB 79 TOD designations require additional residential density beyond what was assumed and evaluated in those CEQA documents, the resulting development intensity will exacerbate identified impacts, including but not limited to land use, transportation, infrastructure capacity, public services, and utilities.

Creating SB 79 TOD stop maps would function as a regulatory trigger requiring increased residential development capacity, therefore SCAG's designation of these TOD stops constitutes a discretionary action with reasonably foreseeable environmental consequences. Accordingly, SCAG must conduct appropriate CEQA review of the land use intensification resulting from SB 79 designations prior to adoption of any TOD stop maps. Because the Connect SoCal 2024 Plan includes similar transit maps that have development implications under other state laws, the City recommends that creation of the SB 79 maps be conducted as part of a formal amendment to the Connect SoCal Plan, which would be subject to CEQA review and include opportunities for public comment.

City of Burbank Request

Given the above, the City of Burbank respectfully requests that SCAG:

1. Not designate SB 79 TOD stops for the Metro North Hollywood to Pasadena BRT Corridor Project until the project has been permitted for construction, because project design elements necessary to apply SB 79 criteria are not known until that time.
2. Conduct comprehensive CEQA review that evaluates the environmental impacts associated with the increased residential densities required by SB 79 TOD stop designation prior to map adoption, potentially via an amendment to Connect SoCal 2024 that would be reviewed under CEQA and approved by the SCAG Regional Council.
3. Provide affected jurisdictions an opportunity to review and comment on both the eligibility determinations and the associated environmental analysis.

The City of Burbank remains committed to meeting its housing obligations and advancing sustainable, transit-supportive growth. However, implementation of SB 79 must occur in a manner that is legally sound, environmentally responsible, and transparent to local jurisdictions that will bear the primary responsibility for infrastructure, public safety, and community impacts.

We look forward to continued coordination with SCAG staff on this matter and appreciate your attention to these important concerns.

Sincerely,

Patrick Prescott
Community Development Director
City of Burbank

Cc: Justin Hess, City Manager
Joseph McDougall, City Attorney
Burbank City Council

Sara Jepson, Chief Planning Officer, SCAG

Exhibit I

(/)

SCAG'S SB 79 DRAFT MAP NOW AVAILABLE

NEWS | JUNE 01, 2026

SCAG published its preliminary draft SB 79 map (https://rdp.scag.ca.gov/portal/apps/experiencebuilder/experience/?id=6a2891fa768646f8a410b1e7d249d8e2) on June 1, 2026. This map is based on SCAG's approach and methodology (https://scag.ca.gov/sites/default/files/2026-05/26-417-MMI-0395-SB79-Mapping-Approach-Methodology.pdf) to the transit-oriented development map required by Senate Bill (SB) 79 (Wiener, 2025) published in late May. The map is specific to Los Angeles County at this time. Report any errors to SCAG staff with documentation by emailing sb79@scag.ca.gov (mailto:sb79@scag.ca.gov) by June 12.

SCAG's Community, Economic, and Human Development Committee will consider this approach and methodology at its June 4 meeting before the approach and methodology goes to the SCAG Regional Council at its regular meeting on July 2. SCAG will address corrections to the map by the statutory deadline of July 1 and publish the final methodology upon Regional Council action on July 2.

SB 79 directs each metropolitan planning organization (MPO) in California to develop and maintain an official SB 79 "Stops, Zones, and Tiers Map" for its region. The map will provide a consistent, transparent regional dataset to help local jurisdictions, transit agencies, state partners, and other stakeholders understand where SB 79 applies.

This map will identify qualifying transit stops, transit-oriented development zones, and tier classifications based on service characteristics in qualifying urban transit counties. According to state guidance and the language of SB 79, Los Angeles County is currently the only urban transit county in the SCAG region. Orange County will become an urban transit county when the OC Streetcar opens for revenue service. SCAG will update the SB 79 map annually and when a county becomes an urban transit county

SB 79 aims to accelerate transit-oriented housing production by making qualifying projects an allowed use on sites zoned for residential, mixed-use, or commercial development if the project meets applicable requirements. The California Department of Housing and Community Development (HCD) provided guidance, the "SB 79 Advisory Clarifications on Definitions for Metropolitan Planning Organizations (https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/sb-79-mpo-advisory.pdf)," in March 2026, which SCAG used to inform its approach and methodology for the region's SB 79 map. SCAG also worked closely with HCD and state MPOs to support early SB 79 implementation planning and to inform HCD guidance on mapping directions, eligibility criteria, and statutory definitions. HCD will also be responsible for enforcing SB 79.

VIEW THE MAP (HTTPS://RDP.SCAG.CA.GOV/PORTAL/APPS/EXPERIENCEBUILDER/EXPERIENCE/?ID=6A2891FA768646F8A410B1E7D249D8E2)

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- Leadership (/meetings-leadership)
- Committees (/meetings-committees)
- Subcommittees (/meetings-subcommittees)
- Our Team (/about-us-our-team)
- Careers (/careers)
- Civil Rights Compliance (https://scag.ca.gov/get-involved-civil-rights-compliance)

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Exhibit J

COMMUNITY
DEVELOPMENT

June 12, 2026

Mr. Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Re: Comments on SB 79 Transit-Oriented Development Stop Map and Approach and Methodology

Dear Mr. Ajise:

The City of Burbank (City) provides the following input regarding the Southern California Association of Governments (SCAG) Draft Senate Bill 79 (SB 79) Transit-Oriented Development (TOD) Map and Approach and Methodology released on June 1, 2026:

1. **SCAG's Designation of SB 79 TOD Stops is a Project Subject to CEQA Review**

   SCAG's adoption of the SB 79 map, which imposes unstudied land use impacts around TOD stops, is subject to CEQA and requires environmental review. Specifically, SCAG's mandate to create a SB 79 map for TOD stops for development purposes is an action that necessitates environmental review under CEQA prior to adoption of the map by the SCAG Regional Council. As currently written, SB 79 does not exempt agencies from conducting environmental review considering the additional changes in the physical environment, growth-inducing impacts, and cumulative impacts that SB 79 developments will have. The City requests SCAG not approve an SB 79 map that includes TOD stop designations around stops for the Metro North Hollywood to Pasadena BRT Project in Burbank until further environmental review is completed. The City's May 22, 2026 letter to SCAG demonstrating the need for further environmental review is attached to and incorporated into this letter.

2. **Clarification of Map Update Timeline and Process**

   SCAG's Approach and Methodology section titled "Map Updates" states that SCAG will update the SB 79 map on an "annual basis." SCAG should specify a specific annual period for when updates will occur, such as on July 1 of every year, and should commit to a specific process for receiving project updates that may result in changes to SB 79 TOD stop designations. This will allow cities and transit operators to rely on a regular, ongoing process to administer and implement SB 79 and ensure that SCAG's SB 79 map accurately reflects the configuration, implementation, and operation of transit projects that affect TOD stop eligibility.

3. **Need for SCAG to Maintain Precise and Accurate Data and Respond to Potential Map Challenges**

   SB 79 requires SCAG, as the local MPO, to produce and publish maps identifying qualifying TOD stops within its jurisdiction that carry a rebuttable presumption of validity. The SCAG draft map includes a disclaimer stating that the map has a rebuttable presumption of validity for use by project applicants and local governments, but that it does not replace parcel-specific or project-level determinations made by the applicable local land use authority, CEQA lead agency, or other permitting authorities, and does not determine or guarantee eligibility for any specific development project.

   In practice, this disclaimer creates a regulatory gray area by shifting the ultimate administrative and analytical burden onto local jurisdictions whenever the map lacks sufficient detail. Local jurisdictions lack the statutory authority to alter SCAG's maps yet will be forced to interpret eligibility and make project determinations based on potentially flawed or outdated data published by a third-party agency.

   Because the onus to produce mapping with sufficient detail rests solely on the MPO, SCAG must ensure its mapping data can provide authoritative determinations down to the specific parcel level and must establish a public intake process that allows members of the public, not just local governments, to formally challenge mapping inaccuracies. SCAG must review and respond directly to these inquiries, collaborating with and supporting local jurisdictions when necessary, to ensure the maps reflect accurate, real-world conditions.

Thank you for considering the City's comments on the Draft SB 79 Map and Approach and Methodology document. We look forward to continued coordination with SCAG staff on this matter and appreciate your attention to the City's ongoing concerns over implementation of SB 79.

Sincerely,



David Kriske
Assistant Community Development Director, Transportation

Cc: Sara Jepson, Chief Planning Officer, SCAG
Elizabeth Carvajal, Deputy Director, SCAG

Attachment

Aleshire & Wynder

Pam K. Lee | plee@awattorneys.com
p (949) 223-1170 | d (949) 250-5415 | awattorneys.com

May 22, 2026

SENT VIA ELECTRONIC MAIL (ajise@scag.ca.gov)

Mr. Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Re: Comment Letter Re: Mapping for SB 79 Transit-Oriented Development Stops, Zones, and Tiers

Dear Mr. Ajise:

The City of Burbank (the "City" or "Burbank") respectfully submits this comment letter on proposed SB 79 maps for transit-oriented development stops, zones, and tiers, particularly for any mapping that includes Los Angeles County Metropolitan Transportation Authority's (Metro) North Hollywood to Pasadena bus rapid transit project (BRT Project). Burbank respectfully requests that SCAG wait to finalize any SB 79 map containing the BRT Project until additional environmental review of SB 79's impacts on Burbank communities within a one-half mile radius of major transit stops, zones, and tiers (TOD Stops) for the BRT Project is completed, as required under the California Environmental Quality Act (CEQA).

The environmental analysis in Metro's 2022 Final Environmental Impact Report for the BRT Project (FEIR) is legally deficient because increasing the height limits and densities to at least 80 to 120 dwelling units per acre in neighborhoods surrounding TOD Stops constitute a distinct and substantial physical change to the environment. The substantial environmental impacts will include consideration of additional traffic (both auto and pedestrian), additional sewer and utility impacts, additional water supply impacts and need for more and upgraded facilities, and other concerns. None of these additional impacts was considered at all in the FEIR, nor could they have been considered at that time, some three years before the passage of SB 79.

Additionally, Metro's growth-inducing and cumulative impacts discussion in its FEIR is now legally flawed in light of SB 79. That statute has transformed development standards for properties within one-half mile of TOD Stops. In addition, the California District Court of Appeal decided recently in October 2025, the California Appellate Court, in *Save Our Access v. City of San Diego*, (2025) 115 Cal.App.5th 388, held that CEQA requires an agency to analyze the "physical

conditions" that will foreseeably result from a project's approval, particularly when a change in development standards creates a reasonable likelihood of denser or taller structures.[1]

The enactment of SB 79 eliminates any plausible claim that significant changes in transit-adjacent development patterns are speculative. Qualifying SB 79 projects will now proceed through state-mandated non-discretionary approvals, with no environmental review. There will be no meaningful opportunity for subsequent project-level environmental review and/or requirement that SB 79 TOD developments conform with local zoning regulations. Further environmental review is therefore necessary to analyze the BRT Project's growth-inducing effects and cumulative impacts now, as potentially significant impacts from future ministerially approved development projects will not be environmentally assessed and will have significant unavoidable impacts on City infrastructure.

A. Metro's FEIR's analysis of growth-inducing impacts and cumulative impacts is now legally deficient due to the foreseeable significant environmental impacts of SB 79 transit-oriented development.

1. Requirement to Analyze Growth-Inducing Impacts from Foreseeable Development

An EIR must discuss the ways in which a project could directly or indirectly foster economic or population growth or the construction of new housing in the surrounding environment.[2] SB 79 requires a streamlined, by-right approval process for housing developments of five or more units within a half-mile radius of a TOD Stop, and mandates the following development standards:

Feature	Radius of TOD Stop	Tier 1 TOD Stop[3]	Tier 2 TOD Stop[4]
Maximum Density	adjacent	at least 160 du/ac	at least 140 du/ac
	less than ¼ mile	at least 120 du/ac	at least 100 du/ac
	between ¼–½ mile	at least 100 du/ac	at least 80 du/ac

[1] *Save our Access,* 14 Cal.5th 311,338–39 (the removal of a height limit was held to be a distinct physical change requiring analysis of how taller buildings might alter air dispersion and community character).
[2] 14 Cal. Code Regs. § 15126.2(e).
[3] Tier 1 TOD Stops include heavy rail or very high-frequency commuter rail (≥ 72 trains per day, both directions) as defined by Gov. Code § 65912.156.
[4] Tier 2 TOD Stops include light rail, high-frequency commuter rail or bus rapid transit meeting Pub. Res. Code § 21060.2 criteria.

Maximum Height	adjacent	at least 95 ft limit	at least 85 ft limit
	less than ¼ mile	at least 75 ft limit	at least 65 ft limit
	between ¼–½ mile	at least 65 ft limit	at least 55 ft limit
Maximum Floor Area Ratio (FAR)	Adjacent	at least 4.5 FAR	at least 4.0 FAR
	less than ¼ mile	at least 3.5 FAR	at least 3.0 FAR
	between ¼–½ mile	at least 3.0 FAR	at least 2.5 FAR

SB 79 effectively transforms all TOD Stops, including all BRT Project stops within Burbank, into opportunities for by-right, high-density development that need not be consistent with the City's general plan or zoning. This new law thus dramatically alters the regulatory framework as it relates to the City's obligation to analyze cumulative environmental impacts of foreseeable development and growth-inducing impacts.

When infrastructure serves as "a catalyst for further development," agencies must comprehensively analyze all reasonably foreseeable growth-inducing impacts.[5] Also, projects providing capacity beyond immediate needs trigger heightened scrutiny under CEQA.[6] Metro's FEIR omits any substantial evidence of "reasonably foreseeable" and directly induced development from SB 79. The FEIR's cursory treatment of growth-inducing impacts is legally insufficient.

In *Save our Access* the Court of Appeal held that if a lead agency knows that development restrictions will be lifted and significant environmental impacts will result, CEQA requires present analysis of those reasonably foreseeable impacts and does not permit deferral to hypothetical future project-level review. Metro's assertion that the BRT Project was already approved in 2022 and does not propose a major infrastructure system extension that could serve as a vector for growth fundamentally misapprehends both the legal requirements of CEQA to analyze growth-inducing impacts, and the practical reality that new TOD Stops along the BRT Project route will directly trigger streamlined and by-right approvals of high-density, high-rise development under SB 79, in Burbank.

[5] *City of Antioch v. City Council* (1986) 187 Cal. App. 3d 1325.
[6] *Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal. App. 4th 342.

2. Cumulative Impacts Analysis is Flawed

In *Save Our Access*, the Court of Appeal invalidated an environmental review that failed to analyze the foreseeable consequences of removing height limits, holding that when an agency knows development restrictions will be lifted, it ***must*** analyze the resulting physical impacts ***immediately*** rather than deferring to future project-level review.[7] This principle applies to the BRT Project, whose TOD Stops will trigger large-scale development under SB 79.

The prior environmental analysis fails to account for the cumulative impacts of the BRT Project when considered with the high-density development that SB 79 will induce in the surrounding areas. An EIR must include an analysis of future expansion or other action if: "(1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects."[8] "If an EIR... fails to evaluate the cumulative impacts of a project, the agency has not proceeded in a manner required by law."[9]

With SB 79's enactment, developments up to 85 feet in height and 140 units/acre will be permitted within the City's jurisdiction, representing significant increases in adjacent density. The failure to analyze the cumulative impacts of this densification violates CEQA's mandate to evaluate the whole of an action.[10] Furthermore, an agency cannot simply ignore cumulative impacts by claiming future projects are speculative when the regulatory framework makes them probable.[11] Under CEQA Guidelines Section 15130(b), the discussion of cumulative impacts must reflect "the severity of the impacts and their likelihood of occurrence."

Under SB 79, high-density housing projects will be approved proximately to TOD Stops without further CEQA review if they meet the statute's more limited criteria. Without future opportunities for the public and decision-makers to evaluate or mitigate the environmental impacts of these developments, it is critical that additional environmental review fully account for these impacts at the present stage.

[7] *Save Our Access,* supra, 115 Cal. App. 5th at pp. 414–415.
[8] *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 396.
[9] *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 720.
[10] CEQA Guidelines § 15378(a).
[11] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal. App. 4th 1184, 1216 [holding that cumulative impact analysis requires consideration of "reasonably foreseeable probable future projects."].

B. <u>The enactment of SB 79 constitutes "significant new information" that fundamentally alters the BRT Project's environmental context and growth-inducing potential, requiring further environmental review.</u>

Once an EIR is approved, the lead agency is required to conduct subsequent environmental review when one of three limited conditions exists: (i) substantial changes are proposed in the project that require major revisions to the EIR, (ii) substantial changes occur regarding the project's circumstances that require major revisions to the EIR, or (iii) new information becomes available that was not known and could not have been known at the time the EIR was certified.[12]

A proposed change in the project or its circumstances will require a subsequent EIR only if: (i) the change is substantial, (ii) involving new or more severe significant environmental impacts, (iii) which were not considered in the previously certified EIR, and (iv) will require major revisions to the EIR.[13] If some changes or additions are necessary, but none of the three conditions calling for a subsequent EIR has occurred, then the lead agency must prepare an addendum instead.[14] An addendum does not need to be circulated for public review, but may be included or attached to the final EIR.[15] The recent approval of SB 79 is a substantial change in the BRT project's circumstances, requiring subsequent environmental review.

SB 79 triggers both prongs of this standard. The FEIR's original analysis of possible additional development by individual cities was speculative and expressly subject to discretionary local review. Both of those assumptions are now legally and factually incorrect. SB 79 has stripped local agencies of discretionary control, granting ministerial, "by-right" approval for high-density development within one-half mile of the new stations. The new law thus creates a substantial increase in the severity of the BRT Project's growth-inducing and cumulative impacts that were never analyzed in the DEIR. The public has been deprived of any opportunity to comment on the cumulative burden of the BRT Project's now-guaranteed, unmitigated densification that will otherwise occur immediately adjacent to new TOD Stops without further environmental review.

C. <u>2020-2045 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) is also legally Insufficient.</u>

SB 79 will fundamentally transform the development landscape around transit stations. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) forecasted population and housing growth without SB 79's high density housing projects within

[12] Pub. Resources Code § 21166; 14 CCR § 15162(a).
[13] *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788; *Fund for Envt'l Defense v. Cty. Of Orange* (1988) 204 Cal.App.3d 1538.
[14] *Mani Brothers Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 1398; 14 CCR § 15164(a).
[15] 14 CCR § 15164(c).

a one-half mile radius of a TOD Stop. With SB 79's constrained approval process, the addition of new TOD Stops becomes the direct catalyst for high-density housing developments that would not otherwise occur at these locations.

While arguments can be made that growth projections were already "anticipated" in regional planning documents, SB 79 accelerates and practically guarantees much denser development that would have previously been subject to local control and environmental review. The statute's limited approval pathway means individual housing projects will bypass project-level CEQA review entirely if they meet SB 79's criteria precluding future opportunities to analyze or mitigate the cumulative environmental impacts of transit-induced development, placing the entire burden on current EIRs to comprehensively evaluate these impacts along the BRT Project route.

Therefore, SCAG's adoption of SB 79 maps which impose unstudied land use impacts around the BRT project stations is itself subject to CEQA and requires environmental review, as stated in detail in section B above. Again, while the State Legislature's enactment of SB 79 is not subject to environmental review, SCAG's mandate to create SB 79 maps for TOD Stops for development purposes is an action that necessitates environmental review under CEQA prior to adoption of those maps. As currently written, SB 79 does not exempt agencies from conducting such additional environmental review in light of the additional changes in the physical environment, growth-inducing impacts, and cumulative impacts that SB 79 developments will have.

Courts have established that prejudicial abuse of discretion occurs under CEQA when an agency's failure to include relevant information in an EIR "precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process."[16] This standard recognizes that CEQA's information disclosure requirements are fundamental to its statutory scheme. When an agency omits material information necessary for the public and decision-makers to understand a project's true environmental impacts, the resulting deficiency undermines CEQA's legislative objectives of fostering informed agency decisions and meaningful public participation, regardless of whether a different outcome would have resulted had the information been disclosed.[17]

Based on the foregoing deficiencies, we respectfully urge SCAG to hold off on finalizing any SB 79 map with respect to the BRT Project until further environmental review is completed. Metro's FEIR and the RTP/SCS fail to meet CEQA's fundamental mandate to foster informed decision-making and public participation. By relying on a baseline that ignores the transformative reality

[16] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 712.
[17] *Fall River Wild Trout Foundation v. County of Shasta* (1999) 70 Cal. App. 4th 482, 492; *Del Mar Terrace Conservancy, Inc. v. City Council* (1992) 10 Cal. App. 4th 712, 730.

of SB 79, Metro's FEIR and RTP/SCS present a materially misleading picture of the BRT Project's cumulative environmental burden on the City of Burbank.

Sincerely,

ALESHIRE & WYNDER, LLP



Pam K. Lee

PKL:PKL

Cc: Justin Hess, Burbank City Manager
Joseph McDougall, Burbank City Attorney
Burbank City Council

Sara Jepson, Chief Planning Officer, SCAG (jepson@scag.ca.gov)

Exhibit K

Aleshire & Wynder

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May 22, 2026

SENT VIA ELECTRONIC MAIL (ajise@scag.ca.gov)

Mr. Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Re: Comment Letter Re: Mapping for SB 79 Transit-Oriented Development Stops, Zones, and Tiers

Dear Mr. Ajise:

The City of Burbank (the "City" or "Burbank") respectfully submits this comment letter on proposed SB 79 maps for transit-oriented development stops, zones, and tiers, particularly for any mapping that includes Los Angeles County Metropolitan Transportation Authority's (Metro) North Hollywood to Pasadena bus rapid transit project (BRT Project). Burbank respectfully requests that SCAG wait to finalize any SB 79 map containing the BRT Project until additional environmental review of SB 79's impacts on Burbank communities within a one-half mile radius of major transit stops, zones, and tiers (TOD Stops) for the BRT Project is completed, as required under the California Environmental Quality Act (CEQA).

The environmental analysis in Metro's 2022 Final Environmental Impact Report for the BRT Project (FEIR) is legally deficient because increasing the height limits and densities to at least 80 to 120 dwelling units per acre in neighborhoods surrounding TOD Stops constitute a distinct and substantial physical change to the environment. The substantial environmental impacts will include consideration of additional traffic (both auto and pedestrian), additional sewer and utility impacts, additional water supply impacts and need for more and upgraded facilities, and other concerns. None of these additional impacts was considered at all in the FEIR, nor could they have been considered at that time, some three years before the passage of SB 79.

Additionally, Metro's growth-inducing and cumulative impacts discussion in its FEIR is now legally flawed in light of SB 79. That statute has transformed development standards for properties within one-half mile of TOD Stops. In addition, the California District Court of Appeal decided recently in October 2025, the California Appellate Court, in *Save Our Access v. City of San Diego*, (2025) 115 Cal.App.5th 388, held that CEQA requires an agency to analyze the "physical

conditions" that will foreseeably result from a project's approval, particularly when a change in development standards creates a reasonable likelihood of denser or taller structures.[1]

The enactment of SB 79 eliminates any plausible claim that significant changes in transit-adjacent development patterns are speculative. Qualifying SB 79 projects will now proceed through state-mandated non-discretionary approvals, with no environmental review. There will be no meaningful opportunity for subsequent project-level environmental review and/or requirement that SB 79 TOD developments conform with local zoning regulations. Further environmental review is therefore necessary to analyze the BRT Project's growth-inducing effects and cumulative impacts now, as potentially significant impacts from future ministerially approved development projects will not be environmentally assessed and will have significant unavoidable impacts on City infrastructure.

A. Metro's FEIR's analysis of growth-inducing impacts and cumulative impacts is now legally deficient due to the foreseeable significant environmental impacts of SB 79 transit-oriented development.

1. Requirement to Analyze Growth-Inducing Impacts from Foreseeable Development

An EIR must discuss the ways in which a project could directly or indirectly foster economic or population growth or the construction of new housing in the surrounding environment.[2] SB 79 requires a streamlined, by-right approval process for housing developments of five or more units within a half-mile radius of a TOD Stop, and mandates the following development standards:

Feature	Radius of TOD Stop	Tier 1 TOD Stop[3]	Tier 2 TOD Stop[4]
Maximum Density	adjacent	at least 160 du/ac	at least 140 du/ac
	less than ¼ mile	at least 120 du/ac	at least 100 du/ac
	between ¼–½ mile	at least 100 du/ac	at least 80 du/ac

[1] *Save our Access,* 14 Cal.5th 311,338–39 (the removal of a height limit was held to be a distinct physical change requiring analysis of how taller buildings might alter air dispersion and community character).
[2] 14 Cal. Code Regs. § 15126.2(e).
[3] Tier 1 TOD Stops include heavy rail or very high-frequency commuter rail (≥ 72 trains per day, both directions) as defined by Gov. Code § 65912.156.
[4] Tier 2 TOD Stops include light rail, high-frequency commuter rail or bus rapid transit meeting Pub. Res. Code § 21060.2 criteria.

Maximum Height	adjacent	at least 95 ft limit	at least 85 ft limit
	less than ¼ mile	at least 75 ft limit	at least 65 ft limit
	between ¼–½ mile	at least 65 ft limit	at least 55 ft limit
Maximum Floor Area Ratio (FAR)	Adjacent	at least 4.5 FAR	at least 4.0 FAR
	less than ¼ mile	at least 3.5 FAR	at least 3.0 FAR
	between ¼–½ mile	at least 3.0 FAR	at least 2.5 FAR

SB 79 effectively transforms all TOD Stops, including all BRT Project stops within Burbank, into opportunities for by-right, high-density development that need not be consistent with the City's general plan or zoning. This new law thus dramatically alters the regulatory framework as it relates to the City's obligation to analyze cumulative environmental impacts of foreseeable development and growth-inducing impacts.

When infrastructure serves as "a catalyst for further development," agencies must comprehensively analyze all reasonably foreseeable growth-inducing impacts.[5] Also, projects providing capacity beyond immediate needs trigger heightened scrutiny under CEQA.[6] Metro's FEIR omits any substantial evidence of "reasonably foreseeable" and directly induced development from SB 79. The FEIR's cursory treatment of growth-inducing impacts is legally insufficient.

In *Save our Access* the Court of Appeal held that if a lead agency knows that development restrictions will be lifted and significant environmental impacts will result, CEQA requires present analysis of those reasonably foreseeable impacts and does not permit deferral to hypothetical future project-level review. Metro's assertion that the BRT Project was already approved in 2022 and does not propose a major infrastructure system extension that could serve as a vector for growth fundamentally misapprehends both the legal requirements of CEQA to analyze growth-inducing impacts, and the practical reality that new TOD Stops along the BRT Project route will directly trigger streamlined and by-right approvals of high-density, high-rise development under SB 79, in Burbank.

[5] *City of Antioch v. City Council* (1986) 187 Cal. App. 3d 1325.
[6] *Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal. App. 4th 342.

2. Cumulative Impacts Analysis is Flawed

In *Save Our Access*, the Court of Appeal invalidated an environmental review that failed to analyze the foreseeable consequences of removing height limits, holding that when an agency knows development restrictions will be lifted, it ***must*** analyze the resulting physical impacts ***immediately*** rather than deferring to future project-level review.[7] This principle applies to the BRT Project, whose TOD Stops will trigger large-scale development under SB 79.

The prior environmental analysis fails to account for the cumulative impacts of the BRT Project when considered with the high-density development that SB 79 will induce in the surrounding areas. An EIR must include an analysis of future expansion or other action if: "(1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects."[8] "If an EIR... fails to evaluate the cumulative impacts of a project, the agency has not proceeded in a manner required by law."[9]

With SB 79's enactment, developments up to 85 feet in height and 140 units/acre will be permitted within the City's jurisdiction, representing significant increases in adjacent density. The failure to analyze the cumulative impacts of this densification violates CEQA's mandate to evaluate the whole of an action.[10] Furthermore, an agency cannot simply ignore cumulative impacts by claiming future projects are speculative when the regulatory framework makes them probable.[11] Under CEQA Guidelines Section 15130(b), the discussion of cumulative impacts must reflect "the severity of the impacts and their likelihood of occurrence."

Under SB 79, high-density housing projects will be approved proximately to TOD Stops without further CEQA review if they meet the statute's more limited criteria. Without future opportunities for the public and decision-makers to evaluate or mitigate the environmental impacts of these developments, it is critical that additional environmental review fully account for these impacts at the present stage.

[7] *Save Our Access,* supra, 115 Cal. App. 5th at pp. 414–415.
[8] *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 396.
[9] *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 720.
[10] CEQA Guidelines § 15378(a).
[11] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal. App. 4th 1184, 1216 [holding that cumulative impact analysis requires consideration of "reasonably foreseeable probable future projects."].

B. <u>The enactment of SB 79 constitutes "significant new information" that fundamentally alters the BRT Project's environmental context and growth-inducing potential, requiring further environmental review.</u>

Once an EIR is approved, the lead agency is required to conduct subsequent environmental review when one of three limited conditions exists: (i) substantial changes are proposed in the project that require major revisions to the EIR, (ii) substantial changes occur regarding the project's circumstances that require major revisions to the EIR, or (iii) new information becomes available that was not known and could not have been known at the time the EIR was certified.[12]

A proposed change in the project or its circumstances will require a subsequent EIR only if: (i) the change is substantial, (ii) involving new or more severe significant environmental impacts, (iii) which were not considered in the previously certified EIR, and (iv) will require major revisions to the EIR.[13] If some changes or additions are necessary, but none of the three conditions calling for a subsequent EIR has occurred, then the lead agency must prepare an addendum instead.[14] An addendum does not need to be circulated for public review, but may be included or attached to the final EIR.[15] The recent approval of SB 79 is a substantial change in the BRT project's circumstances, requiring subsequent environmental review.

SB 79 triggers both prongs of this standard. The FEIR's original analysis of possible additional development by individual cities was speculative and expressly subject to discretionary local review. Both of those assumptions are now legally and factually incorrect. SB 79 has stripped local agencies of discretionary control, granting ministerial, "by-right" approval for high-density development within one-half mile of the new stations. The new law thus creates a substantial increase in the severity of the BRT Project's growth-inducing and cumulative impacts that were never analyzed in the DEIR. The public has been deprived of any opportunity to comment on the cumulative burden of the BRT Project's now-guaranteed, unmitigated densification that will otherwise occur immediately adjacent to new TOD Stops without further environmental review.

C. <u>2020-2045 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) is also legally Insufficient.</u>

SB 79 will fundamentally transform the development landscape around transit stations. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) forecasted population and housing growth without SB 79's high density housing projects within

[12] Pub. Resources Code § 21166; 14 CCR § 15162(a).
[13] *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788; *Fund for Envt'l Defense v. Cty. Of Orange* (1988) 204 Cal.App.3d 1538.
[14] *Mani Brothers Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 1398; 14 CCR § 15164(a).
[15] 14 CCR § 15164(c).

a one-half mile radius of a TOD Stop. With SB 79's constrained approval process, the addition of new TOD Stops becomes the direct catalyst for high-density housing developments that would not otherwise occur at these locations.

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of SB 79, Metro's FEIR and RTP/SCS present a materially misleading picture of the BRT Project's cumulative environmental burden on the City of Burbank.

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PROOF OF SERVICE

(*Los Angeles County Metropolitan Transportation Authority v. City of Burbank*)
LASC Case No. 26STCP01904

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES

At the time of service, I was over 18 years of age and not a party to this action. I am employed in the County of Orange, State of California. My business address is 1 Park Plaza, Suite 1000, Irvine, CA 92614.

On June 22, 2026, I served true copies of the following document(s) described as **CITY OF BURBANK'S CROSS-COMPLAINT/ PETITION FOR WRIT OF MANDATE TO COMPEL MANDATORY DUTY UNDER CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) *AND* CROSS-COMPLAINT FOR: 1)INVERSE CONDEMNATION (2)DECLARATORY RELIEF.** on the interested parties in this action as follows:

SEE ATTACHED SERVICE LIST

BY E-MAIL OR ELECTRONIC TRANSMISSION: I caused a copy of the document(s) to be sent from e-mail address dvaillancourt@awattorneys.com to the persons at the e-mail addresses listed in the Service List. I did not receive, within a reasonable time after the transmission, any electronic message or other indication that the transmission was unsuccessful.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on June 22, 2026, at Los Angeles, California.



Debra Vaillancourt

SERVICE LIST
(*Los Angeles County Metropolitan Transportation Authority v. City of Burbank*)
LASC Case No. 26STCP01904

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