

## 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.<sup>1</sup> The expansion of public transit and displacement of on-road light duty automobile and truck travel

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<sup>1</sup> 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.

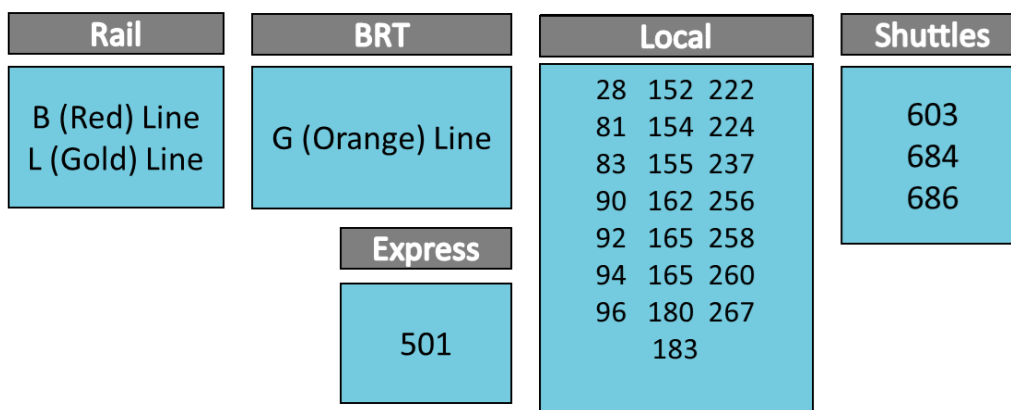
#### Los Angeles County Metropolitan Transportation Authority (Metro) Services

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 Eagle Dale 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 Angeles. 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 Eagle Dale 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.<sup>2</sup>

#### 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.

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<sup>2</sup> 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.<sup>3</sup> 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.

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<sup>3</sup> 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<sup>4</sup>) 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.

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<sup>4</sup> 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.