

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

NOHO TO PASADENA TRANSIT CORRIDOR



North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor

Planning & Programming Committee Meeting

April 17, 2019

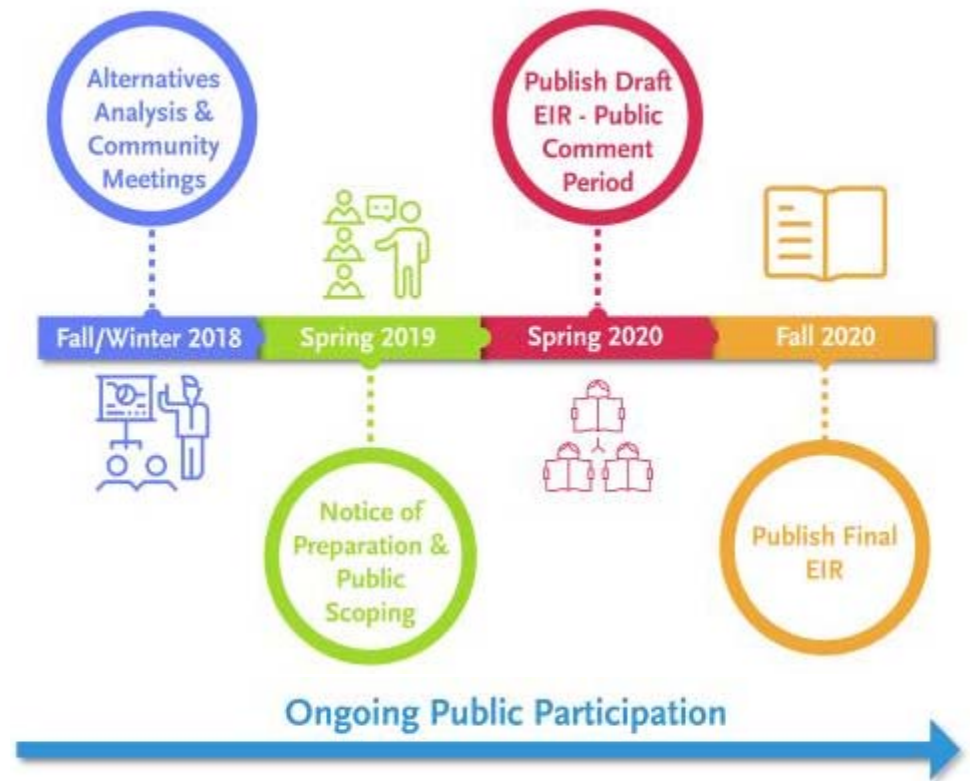


Recommended Board Action

- > Measure M project
 - \$267 million in Measure M & SB1 Funds (Transit and Intercity Rail Capital Program)
 - Projected opening by FY 2024 to meet Measure M and Twenty-Eight by '28 schedule
- > Action Requested
 - Receive and File Alternatives Analysis (AA) report
 - Authorize CEO to initiate Draft Environmental Impact Report (DEIR)

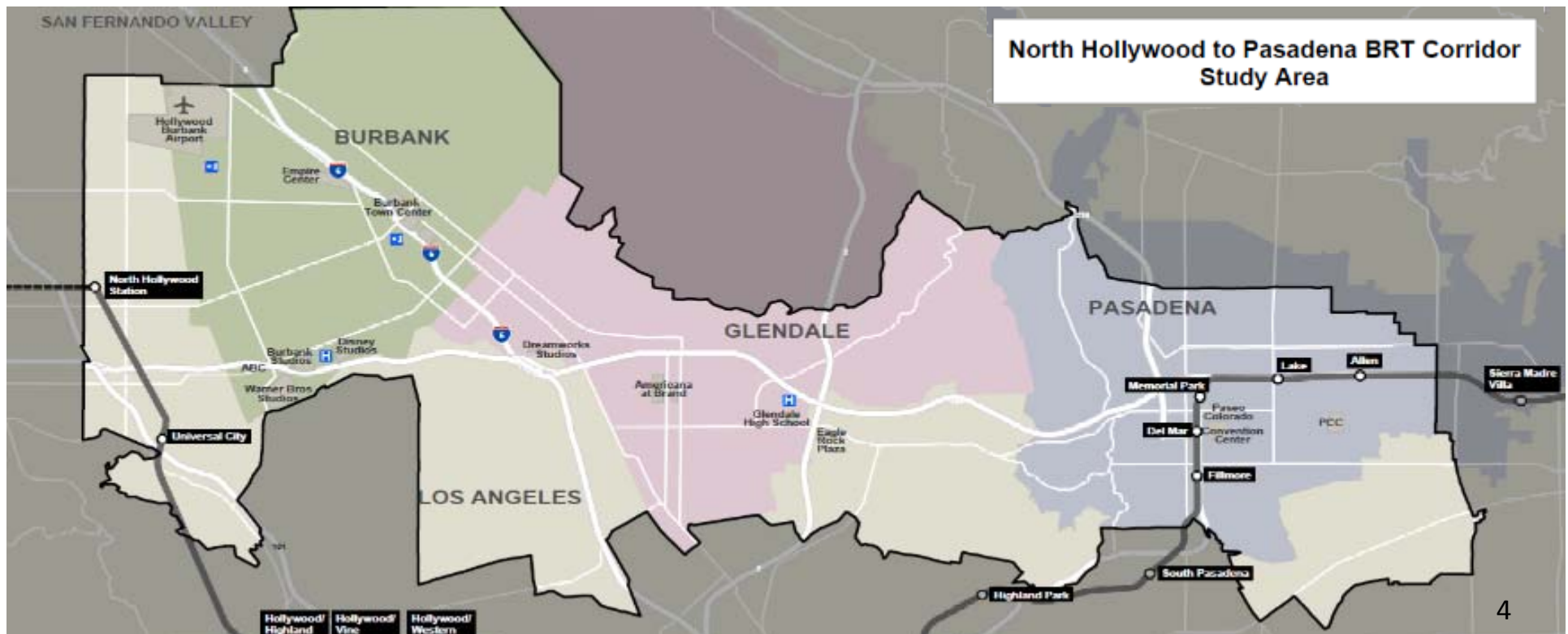
Upcoming Milestones

- > **May/June 2019** – Release Notice of Preparation and begin public scoping meetings
- > **Spring 2020** – Release Draft Environmental Impact Report (DEIR) for public comment
- > **Fall 2020** – Metro Board adopts Proposed Project and certifies Final EIR
- > **Ongoing** – Collaboration and outreach with corridor cities and communities

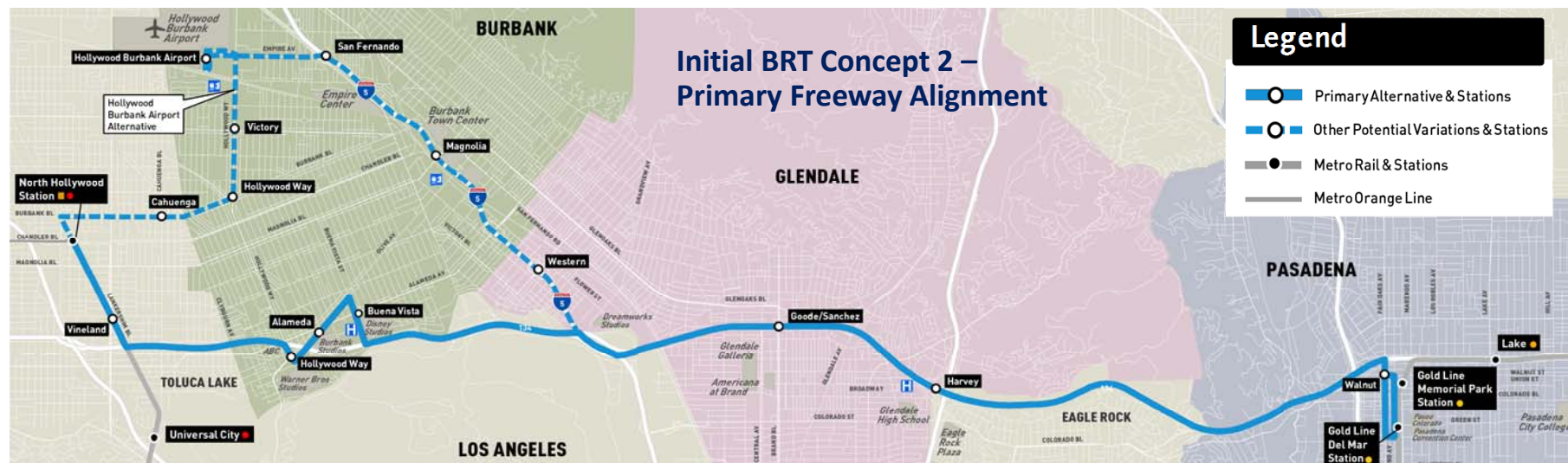
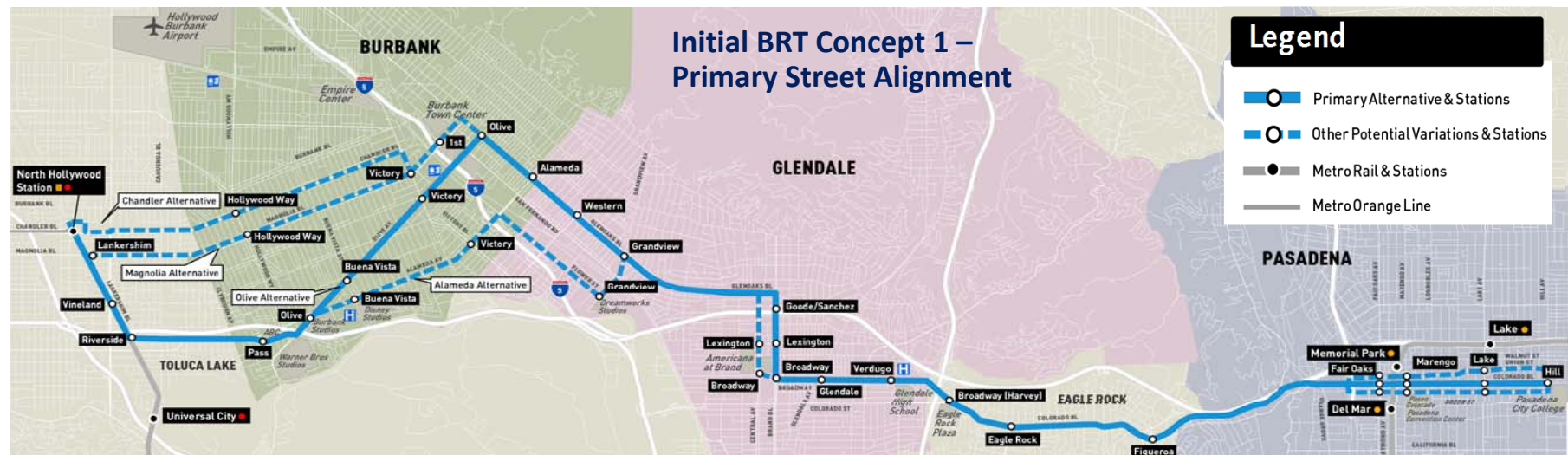


NoHo to Pasadena Study Area

- > Spans 18 miles, 4 cities, includes several key activity centers
- > 700,000 daily trips enter the study area
 - Most trips go to destinations within the corridor; only about one-third of the trips are end-to-end



Initial BRT Route Options



AA Process

- > Conducted outreach to share project information and receive initial feedback
- > Narrowed down initial alternatives/route concepts to three refined alternatives that were evaluated



Alternatives Analyzed in AA

1. Street-Running

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

2. Freeway-Running

- Fastest end-to-end travel time but least connectivity
- End-to-end travel time: approx. 43 minutes
- Projected ridership up to 23,000 daily riders

3. Hybrid Street/Freeway-Running

- More connectivity than Freeway-Running but bypasses Downtown Burbank and majority of Glendale
- End-to-end travel time: approx. 56 minutes
- Projected ridership up to 26,000 daily riders



What We Heard During AA Process

- > Broad community support for project including need for:
 - Frequent and reliable service
 - First/last mile connections
 - Convenient station locations
- > Preference for street-running BRT
 - Serves most key destinations within corridor
 - Better station access, more pleasant stations
- > Concerns over impacts of dedicated bus lanes to parking/traffic

Refined Street-Running Alternative with Route Options

- > Alternative provides:
 - Highest ridership potential
 - Best regional connectivity
 - Better opportunities for Transit Oriented Communities
- > Will be studied further in the Draft EIR
 - Identify potential environmental impacts (e.g. traffic, parking, air quality, visual, etc.)
 - Develop mitigation measures to reduce/eliminate impacts
 - Refine cost, ridership, travel time estimates

Refined Street-Running Alternative with Route Options

