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

Thank you for joining us.
Today's meeting will begin momentarily.

Metro

Eagle Rock Community Meeting
September 23, 2021

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

Metro

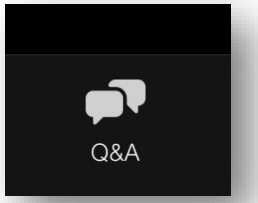
Eagle Rock Community Meeting
September 23, 2021

Housekeeping

Today's meeting is being recorded

Attendee videos are off and mics are on mute

Questions and comments can be submitted using the Q&A function. Written questions will be responded to following the presentation.



For technical support, text 818.650.0619

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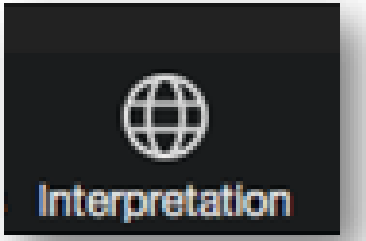
Access Spanish Interpretation

Spanish Interpretation



> Via Zoom
  - Click on the “Interpretation” icon
  - Pick the language you would like to listen to (Spanish)
  - Spanish translated presentations have been posted in the chat

Interpretación en español

> Vía Zoom
  - Haga clic en el icono – “Interpretación”
  - Escoja la opción para escuchar en español
  - El enlace a la presentación en español está disponible en el “chat”

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Project Background

- Measure M Project - $267 million in Measure M & SB1 Transit and Intercity Rail Capital Program funds
  - Projected opening year 2024
- Draft EIR released for public review and comment in Fall 2020
- Proposed Project with refinements approved by Metro Board in May 2021
  - Includes side-running BRT on Colorado between Broadway and El Rio, retains all travel lanes
  - Includes two center-running BRT design options east of El Rio: one maintaining two travel lanes each direction and another with one travel lane each direction

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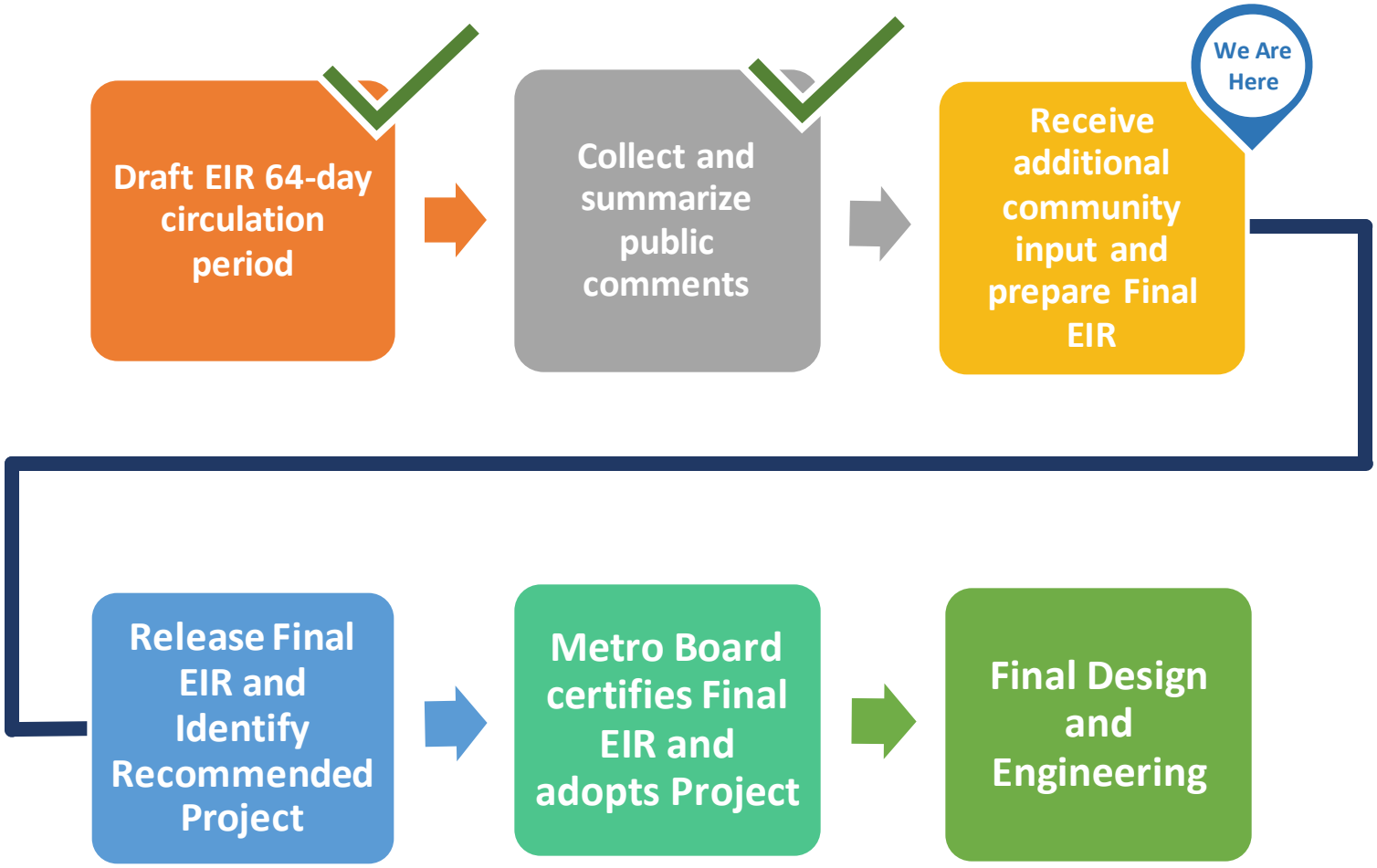
Status Update on Environmental Clearance Process



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Project Objectives

- Provide a new, **premium transit** option to retain existing riders and attract new riders
- Provide quick and convenient **access** to major local and regional activity/employment centers
- Enhance **connectivity** to the regional transit network
- Provide improved passenger **comfort** and **convenience**
- Support **healthy communities** and **community planning initiatives** by providing transit near activity centers

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Benefits of Bus Lanes

- Dedicated bus lanes are one of the most critical components of BRT
  - Improves bus speeds, travel time and service reliability
  - Promotes ridership and creates a more rail-like experience
  - Improves safety by removing conflicts between cars and buses

Examples of Successful BRTs

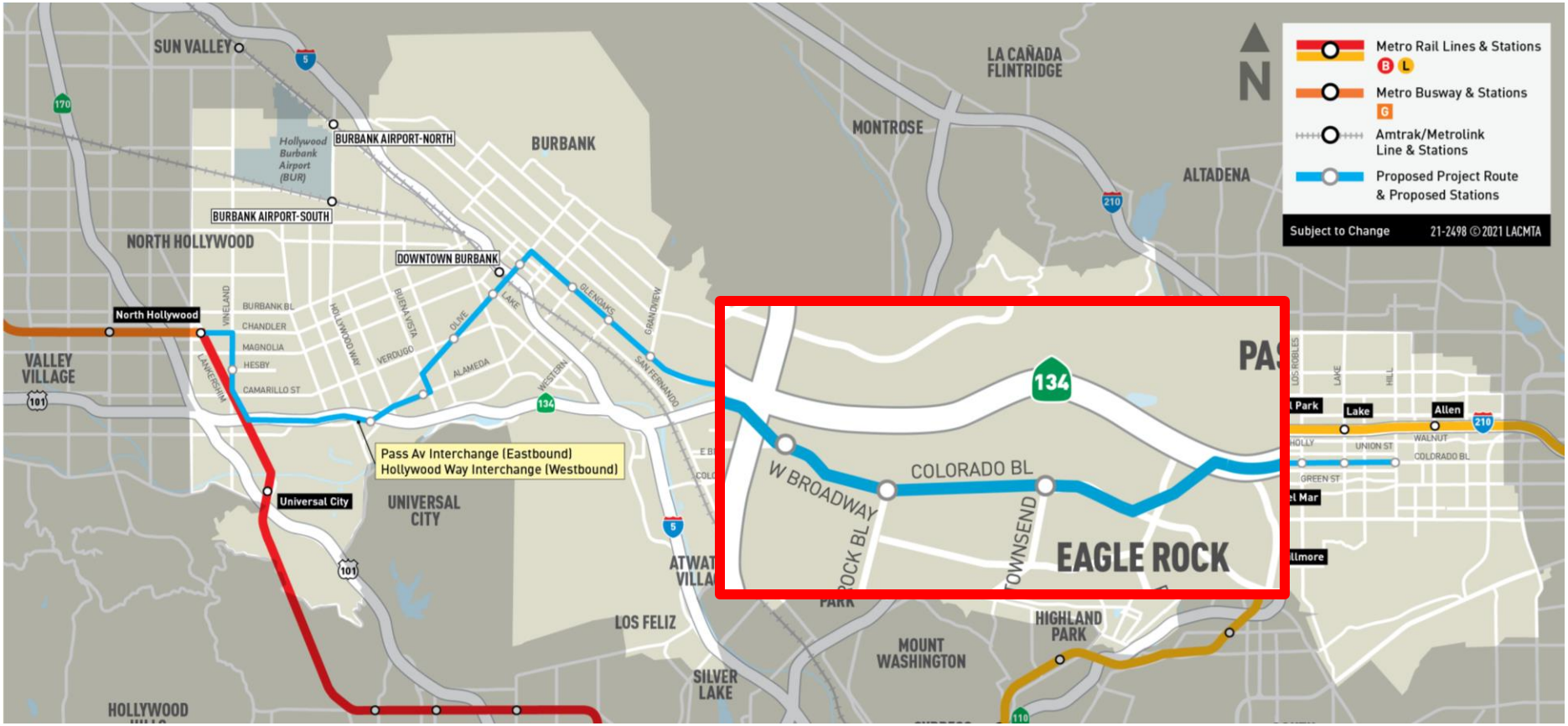
Cleveland HealthLine

- Over half of corridor has dedicated bus lanes
- 58% increase in ridership
- Exceeded ridership projections with 12,238 weekday boardings
- Reduced peak period travel time by 25%

Eugene Oregon Emerald Express (EmX)

- 2/3 of corridor has dedicated bus lanes
- Exceeded 20-year ridership projection in its first year of operation (2007)
- Ridership is 50% higher than the route it replaced

Proposed Project



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Side by Side Overview of Design Options
Plan Views

Please refer to separate file

Added Safety Improvements
Similar for Both Design Options

- Upgrades/adds signals at pedestrian crosswalks (El Rio, Glen Iris, Hermosa, La Roda)
- Adds new signal-protected crosswalk at Dahlia (serves Dahlia Heights Elementary)
- Improves road safety by adding new medians west of Eagle Rock Blvd and closing median breaks without left-turn pockets east of Eagle Rock Blvd (Maywood Ave to Mount Royal Dr)
- All left turns have left turn pockets; nearly all are signalized
- Lengthens left turn pockets for more storage where feasible

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What is VISSIM?

- A **widely-recognized** software that provides a visual simulation of traffic conditions
- Unlike a demonstration using traffic cones, it more accurately simulates the projected conditions (both the effects on traffic and the benefits of the BRT); videos reflect corridor from **El Rio to Townsend**
- Incorporates all project elements, providing a more **realistic representation** of all pedestrian, bike, transit, and vehicle interactions; also captures **travel times and speeds** along corridor
- **Traffic counts** (pre-covid) increased to 2024 conditions using area growth factors; one lane option reflects 20% reduction in traffic volumes

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Potential Traffic Diversion
Design Option with Single Travel Lane

- Traffic modeling showed approximately 20% of existing traffic would divert away from Colorado due to travel lane reduction
- Most trips divert to SR-134 and/or SR-2, reducing cut-through traffic
- 9% traffic reduction on Eagle Rock Blvd due to diversion
- Negligible traffic increases on Hill Dr and Yosemite Dr (1% or less)
  - Takes longer to divert than to stay on Colorado Blvd

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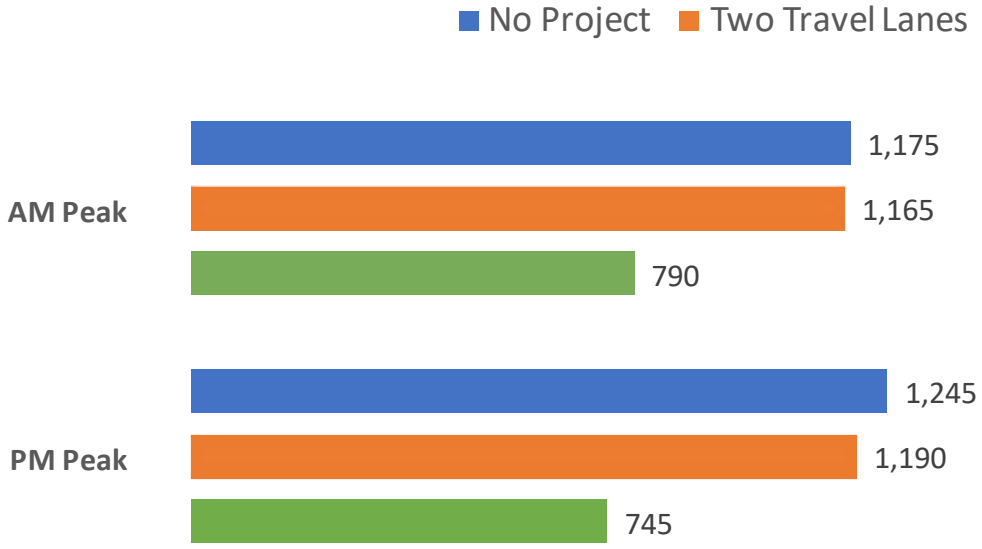
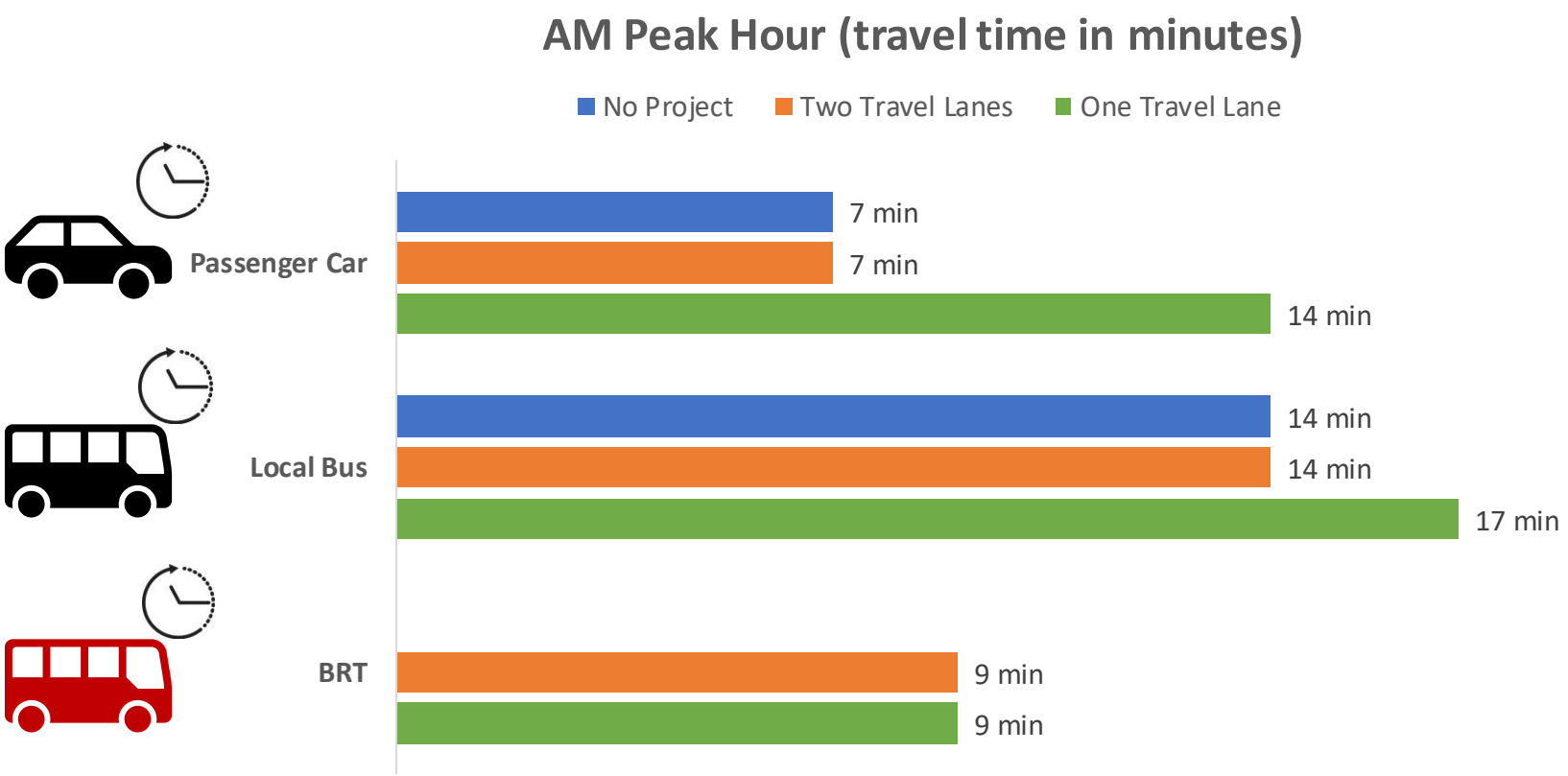
Vehicle Throughput
Broadway to SR-134

Number of vehicles along the corridor during heaviest peak hour as measured at a particular location (2024)



Travel Time
Broadway to SR-134

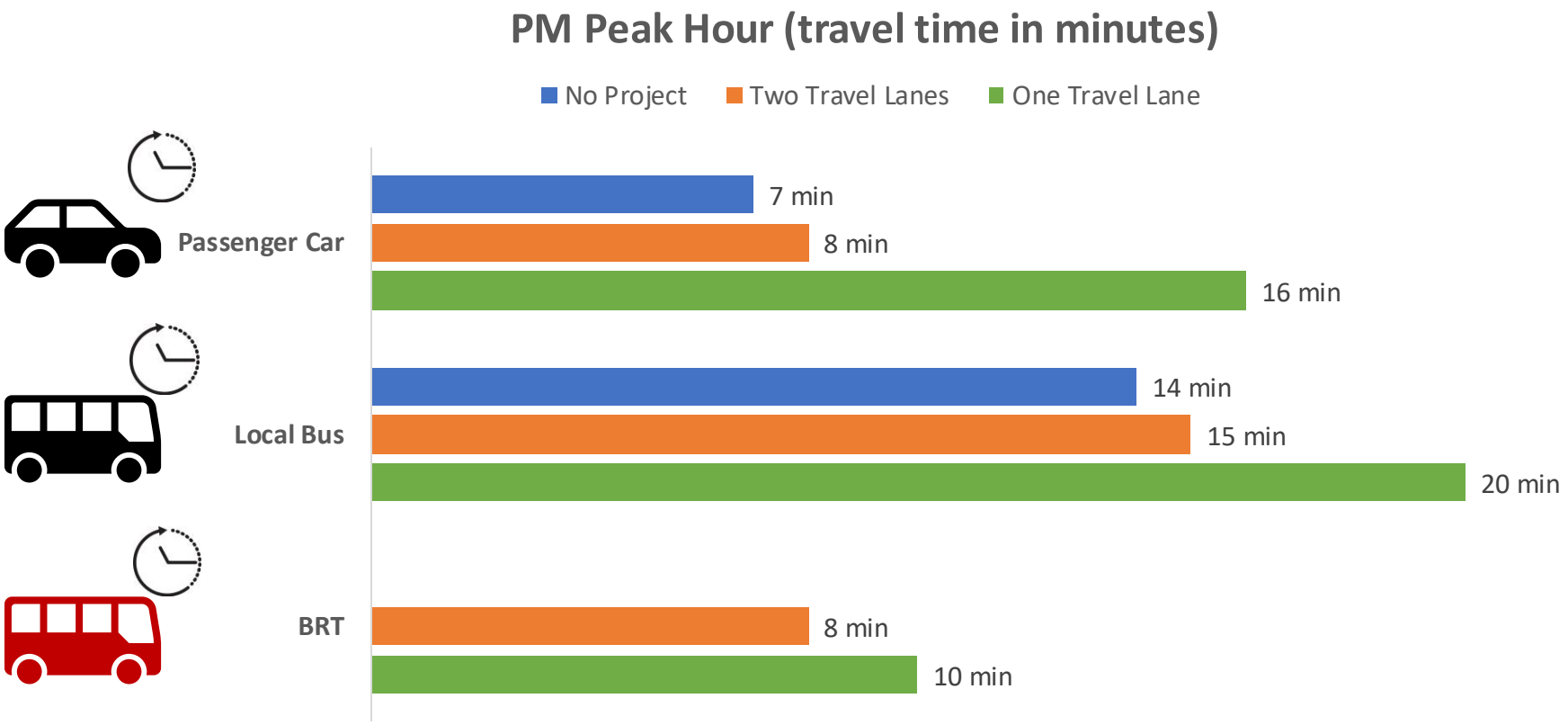
Amount of time needed to complete a trip (2024)



- *BRT is 36-47% faster than local bus*

Travel Time
Broadway to SR-134

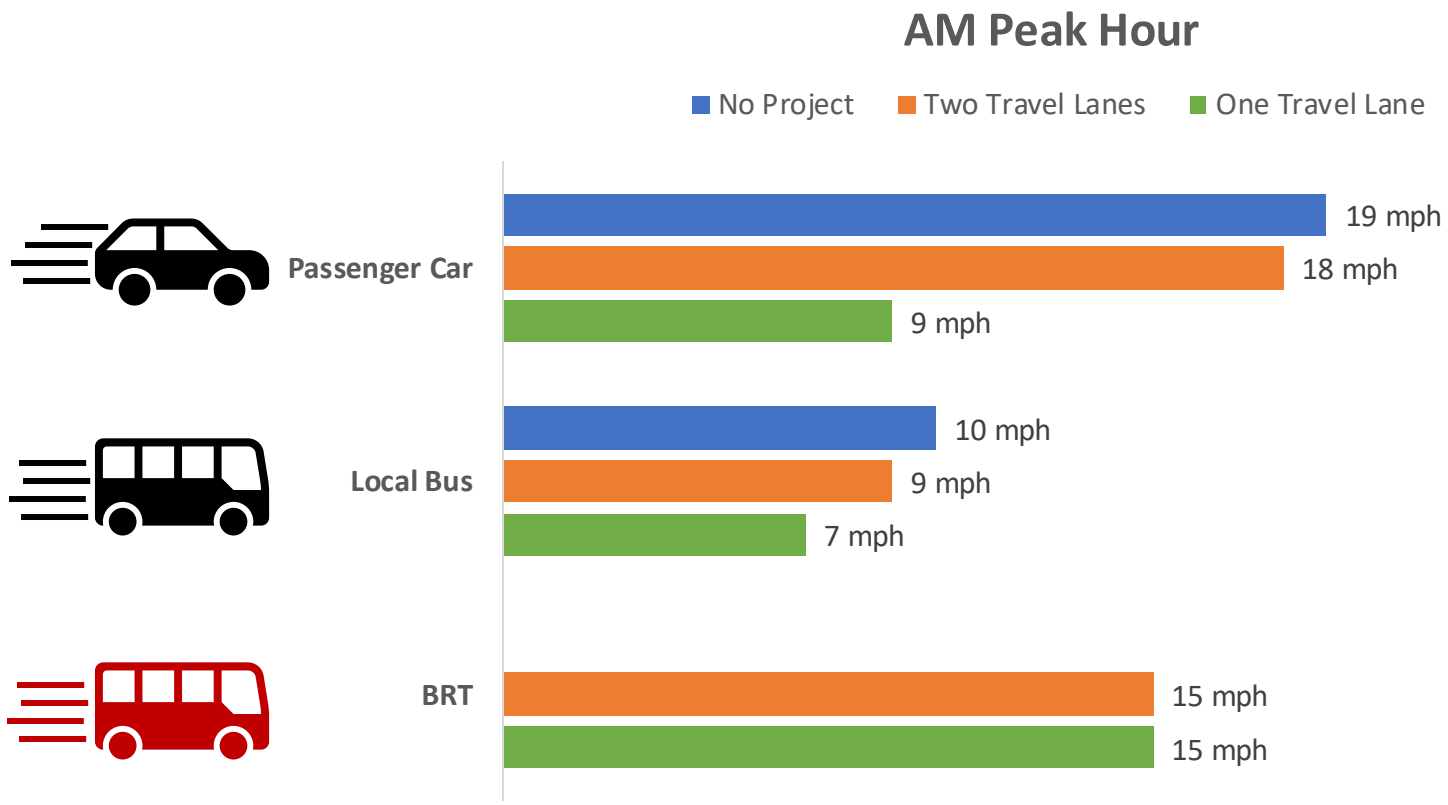
Amount of time needed to complete a trip (2024)



- *BRT is 47-50% faster than local bus*

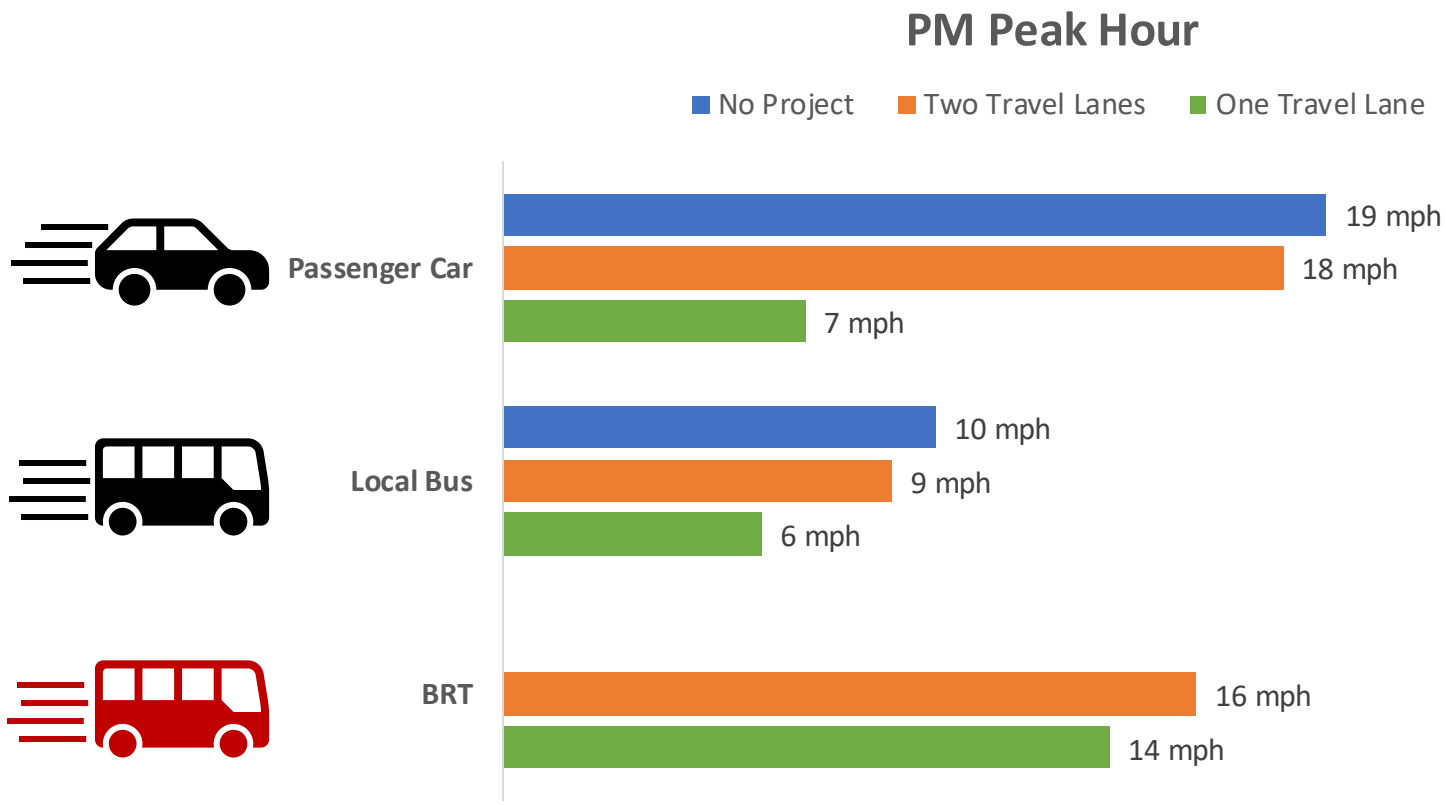
Average Speed
Broadway to SR-134

Average of all vehicle speeds along the corridor (2024)



Average Speed
Broadway to SR-134

Average of all vehicle speeds along the corridor (2024)



Comparison of Parking Conditions

	Parking Inventory (each space length approx. 20')				
	Existing	Peak Demand	Two Travel Lanes	One Travel Lane	Cross Streets (Within 300 ft)
A. Broadway to Ellenwood	66	35 (53%)	35 (53%)	35 (53%)	138
B. Ellenwood to Eagle Rock	47	29 (62%)	31 (66%)	49 (104%)	50
C. Eagle Rock to Highland View	56	45 (80%)	7 (12.5%)	40 (71%)	173*
D. Highland View to Mt. Royal	53	32 (60%)	22 (41.5%)	44 (83%)	157
E. Mt. Royal to Loleta	58	42 (72%)	6 (10%)	25 (43%)	138
F. Loleta to SR-134	39	19 (49%)	8 (20.5%)	4 (10%)	107
Total	**319**	**202 (63%)**	**109 (34%)**	**197 (62%)**	**763**

* Doesn't include the 32 spaces in City owned lot at Caspar/Merton

Summary Comparison

	Two Travel Lane Option	One Travel Lane Option
Signalized/Unsignalized Left Turn Movements (25 existing EB, 21 existing WB)	• Preserves nearly all signalized left-turns with left turn pockets • Closes most unsignalized left-turns to reduce traffic conflicts • Adds 2 new signals at Hermosa and Dahlia	
Traffic	Traffic operations (speed and delay) similar to conditions without project	Reduces traffic volume by approx. 20% and adds 7 - 9 minutes travel time for cars
City of LA's Planned ATP Curb Extensions (18 Total)	Preserves 17 curb extensions (12 downsized/relocated)	Preserves 16 curb extensions (3 downsized/relocated)
Parking Spaces (319 existing)	Preserves about 34% of existing spaces (109 out of 319)	Preserves about 62% of existing spaces (197 out of 319)
Raised Medians/Islands (2,000 ft existing medians)	5,360 linear ft – modified widths of 6-16 ft (20 ft from Broadway to El Rio)	6,730 linear ft – maintains width of existing medians (20 ft from Broadway to El Rio)

Next Steps

- Late 2021/Early 2022: release Final EIR to public; Metro Board to approve final Project and certify Final EIR
- Continue working on potential design refinements during Preliminary Engineering
- Opening year per Measure M: 2024

Code of Conduct

We want your feedback and input. To provide a safe and equitable process during this meeting, we are asking for your help. During this meeting, please:

> Respect the format of the meeting. We want to provide an opportunity for everyone to ask written questions and provide comments.
> Treat fellow community members, agency representatives, Metro staff and others with respect.
> Address all written questions to Metro staff and consultants – not to other attendees.

Metro is committed to ensuring that all participants can fairly and clearly share ideas, questions, comments and concerns about this project.

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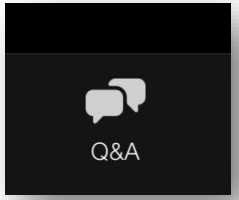
How to Ask a Question?

During today's meeting:

Zoom Users: Q&A Function

Phone Users: 818.650.0619



After today's meeting:

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Los Angeles CA 90012

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213.418.3228

Metro

Thank you for joining us

This meeting has now ended.

Visit the project website for more information and to view today's presentation: metro.net/nohopasbrt