

**Next stop: a new way to ride
between NoHo and Pasadena.
Thank you for joining us.
Today's meeting will begin momentarily.**



Metro



Burbank Community Meeting
October 7, 2021



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

NOHO TO PASADENA TRANSIT CORRIDOR



Metro



Burbank Community Meeting
October 7, 2021

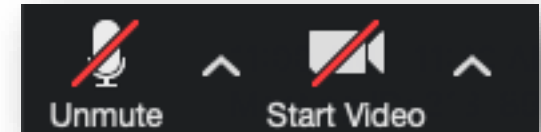
Housekeeping



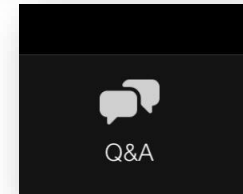
Today's meeting is being recorded



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.



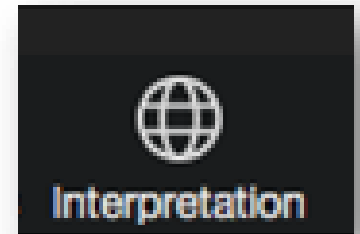
For technical support, text 818.650.0619

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”

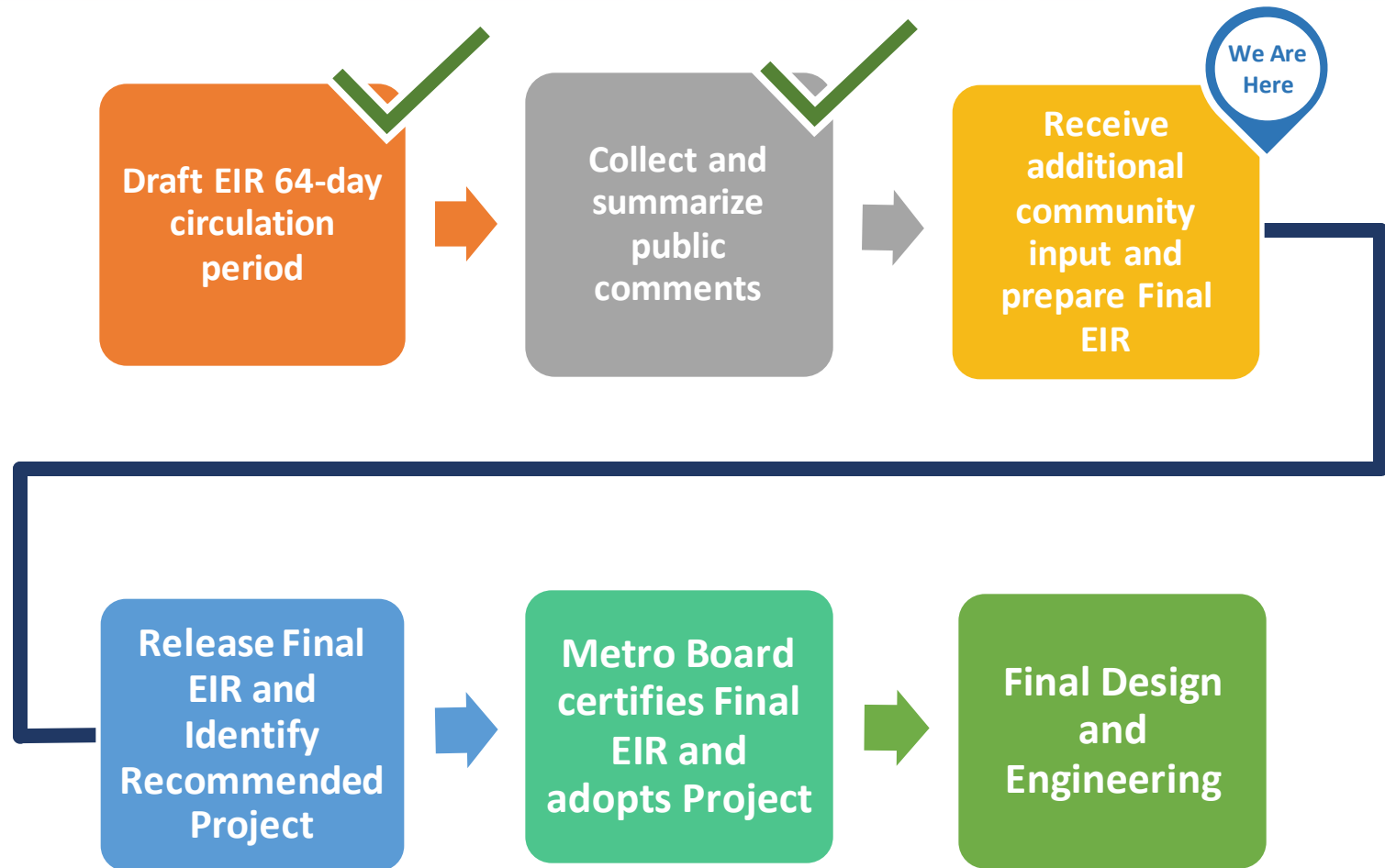
Project Background

- > 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
 - Most refinements in Eagle Rock including two design options for segment of Colorado: One maintaining two travel lanes in each direction and another with one travel lane in each direction
 - Other minor refinements in Burbank and Glendale
 - Staff also directed to continue working with the City of Burbank in response to some of their concerns



Metro

Status Update on Environmental Clearance Process



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

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



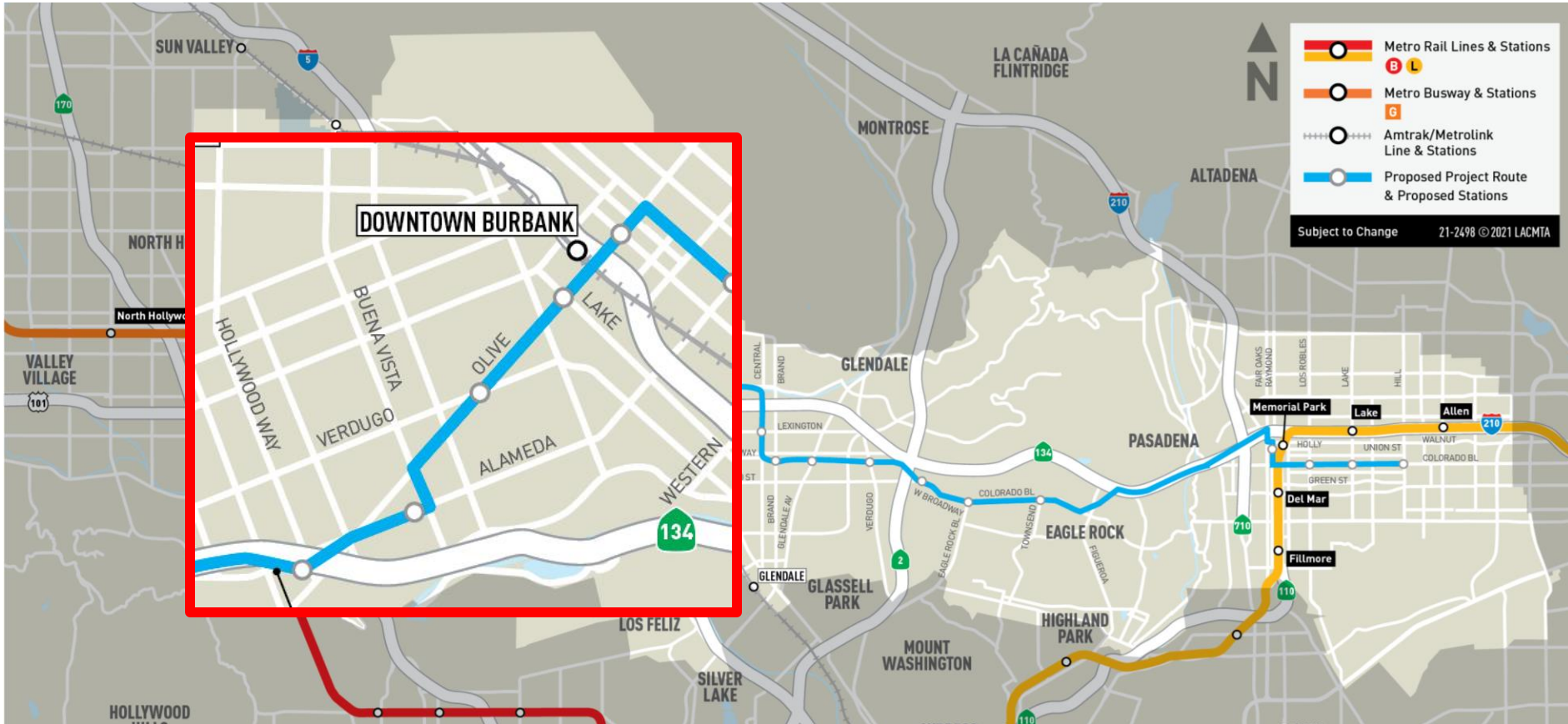
- Over half of corridor has dedicated bus lanes
- 58% increase in ridership
- Exceeded ridership projections with 12,238 weekday boardings
- Reduced peak period travel time by 25%

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



Olive Avenue Design Refinements

- > Refined Proposed Project approved by the Board in May included curb-running bus lanes
- > City expressed concerns over the loss of on-street parking and potential sidewalk narrowing between Buena Vista and Victory
 - In response to their concerns, a new design option that converts one travel lane in each direction to side-running bus lanes was introduced
- > BRT to operate in mixed-traffic over Olive Ave bridge
- > Both the curb-running and side-running options will be studied in the FEIR at an equal level of detail

Consistency with City Plans

- > Both bus lane options consistent with City Plans
- > Mobility Element of 2035 General Plan (2013)
 - Ensure local transit is reliable, safe, and provides high quality service to key destinations
 - Advocate for improved regional bus and BRT services linking Burbank's employment & residential centers to the region
- > Complete Streets Plan (2020)
 - Project adheres to multiple Complete Streets and Transit policies
 - Olive, Glenoaks, and Alameda are designated Transit Priority Streets
 - Side-running and curb-running bus lanes are both included in the plan

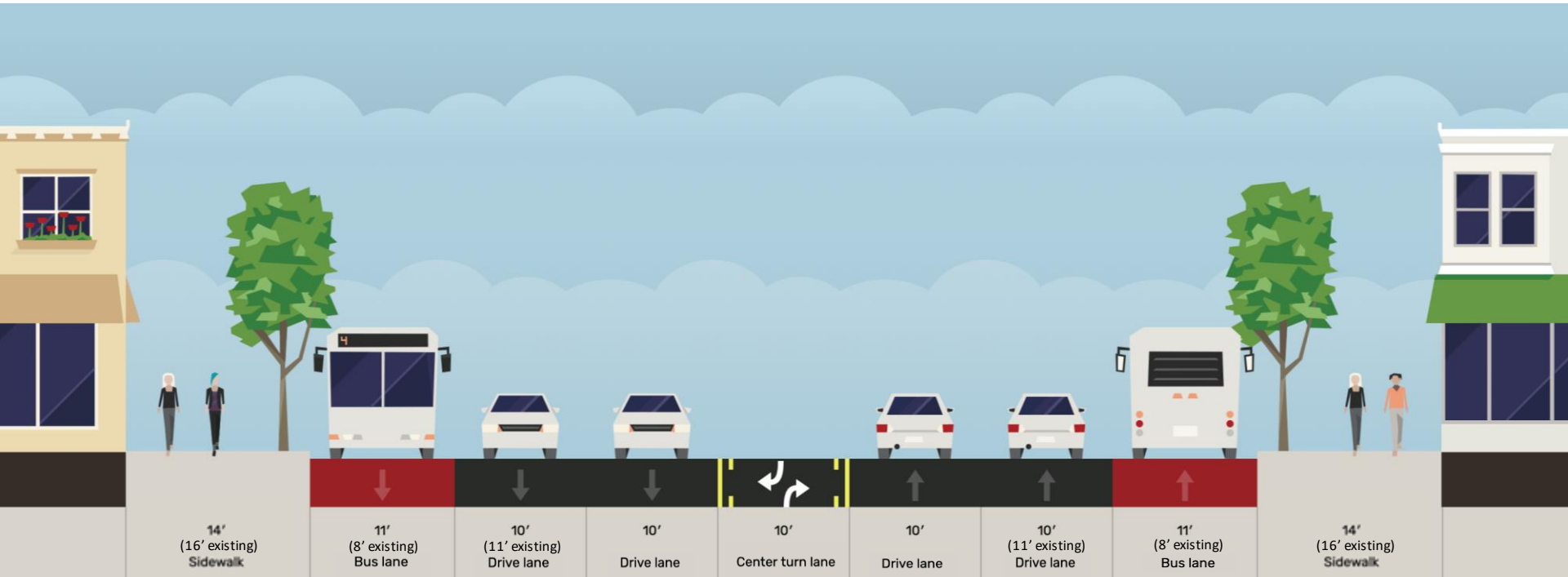
Curb-running Option

Converts Parking Lanes to Bus Lanes



- > Bus lane configurations have been determined except for section of Olive between Buena Vista and Lake
 - > **Option1: Curb-running** bus lanes
 - > Eliminates parking but preserves all travel lanes
 - > Requires some sidewalk narrowing

Curb-Running Option



- Represents typical midblock conditions

Curb-running Option

Converts Parking Lanes to Bus Lanes



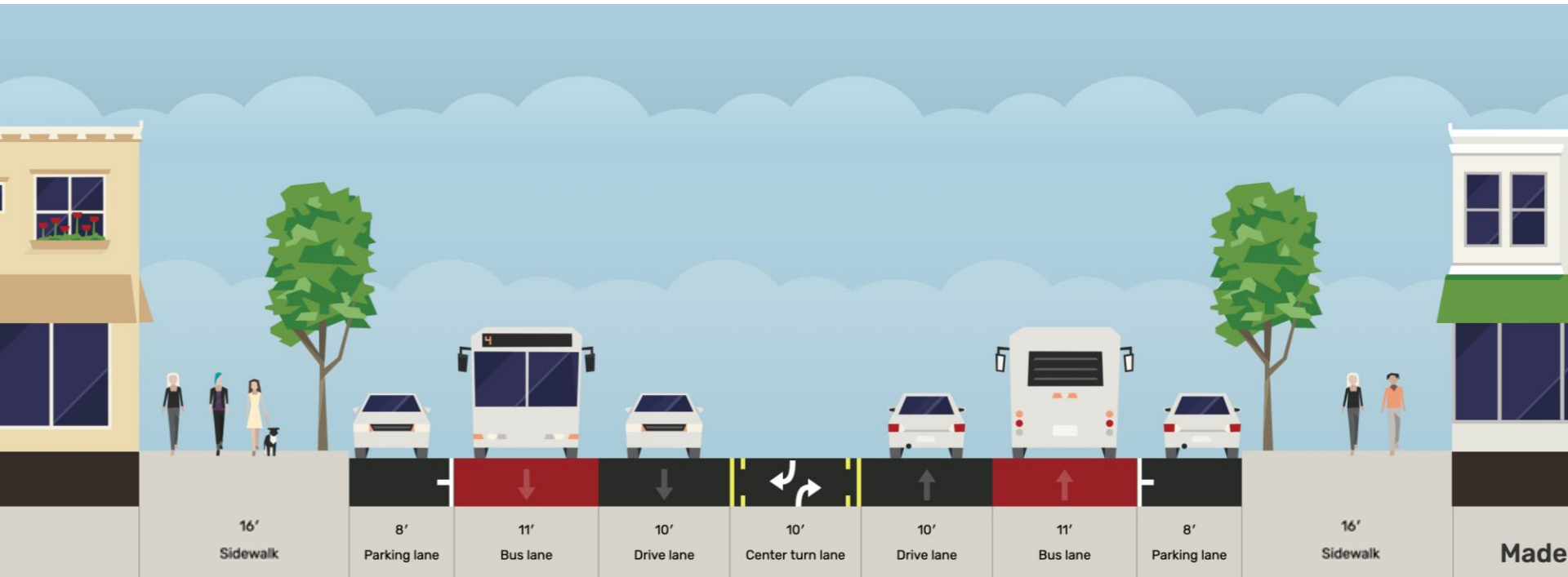
Side-running Option

Converts Outside Travel Lanes to Bus Lanes



- > **Option 2: Side-running** bus lanes between Buena Vista and Lake
- > Retains parking but converts one travel lane in each direction
- > No sidewalk narrowing required
- > Will result in some traffic diversion and increased congestion
- > BRT has fewer conflicts with vehicles compared to curb-running option

Side-Running Option



- Represents typical midblock conditions

Side-running Option

Converts Outside Travel Lanes



Potential Traffic Diversion

Side-Running Option

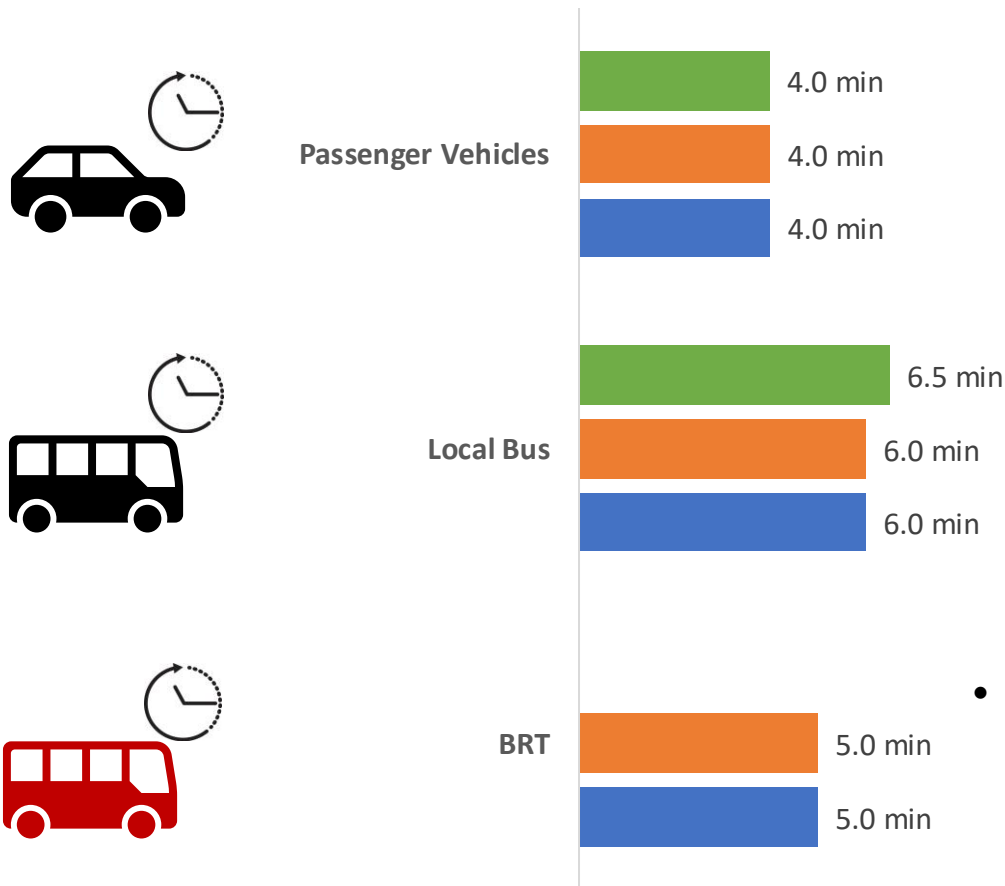
- > Traffic modeling showed approximately 23% - 37% of existing traffic would divert away from Olive Ave due to travel lane conversion
- > Most trips divert to Alameda Ave, Burbank Blvd, and Hollywood Way (all are major or secondary arterials)
 - Traffic volumes increase for these streets by 15%-18%
 - Streets have the capacity to accommodate the additional traffic without a big increase in congestion
 - Multiple alternative routes available for diverted traffic
 - Small decrease in traffic volumes on Verdugo Ave
- > Little traffic diversion to Magnolia Blvd

Average Travel Time on Olive – AM Peak

From Buena Vista to Lake

Travel time in minutes

■ No Project ■ Curb-Running Bus Lanes ■ Side-Running Bus Lanes



- *BRT is 24-29% faster than existing bus service; time savings and reliability improvements are greater when combined with other project segments in Burbank*

Average Travel Time on Olive – PM Peak

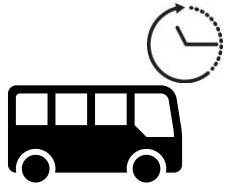
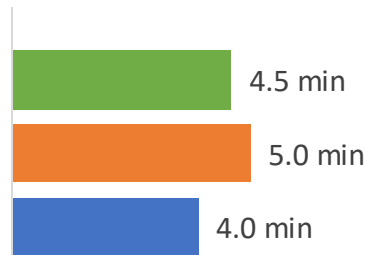
From Buena Vista to Lake

Travel time in minutes

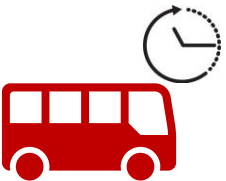
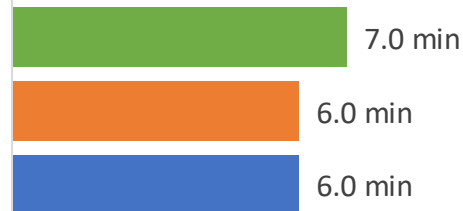
■ No Project ■ Curb-Running Bus Lanes ■ Side-Running Bus Lanes



Passenger Vehicles



Local Bus



BRT



- *BRT is 24-29% faster than existing bus service; time savings and reliability improvements are greater when combined with other project segments in Burbank*

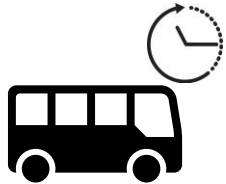
Average Miles Per Hour on Olive – AM Peak

From Buena Vista to Lake

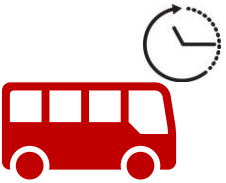
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Passenger Vehicles



Local Bus



BRT



- *BRT is 24-29% faster than existing bus service*

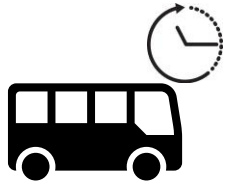
Average Miles Per Hour on Olive - PM Peak

From Buena Vista to Lake

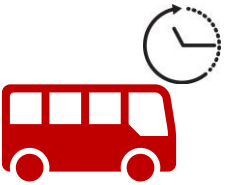
■ No Project ■ Curb-Running Bus Lanes ■ Side-Running Bus Lanes



Passenger Vehicles



Local Bus



BRT



- *BRT is 24-29% faster than existing bus service*

Comparison of Parking Conditions

Buena Vista to Lake

	Parking Inventory				Alternative Supply on Cross Streets (within 300 ft)
	Existing	Peak Demand	Curb-Running	Side-Running	
Olive: Buena Vista to Lake	299	174 (58%)	0	299 (100%)	496

- > Alternative street parking within 300 ft of Olive could meet demand (commercial, institutional, and multi-family residential)
 - *208 of these 496 parking spaces would be available to meet demand based on a 58% peak occupancy rate*
 - Many of these spaces have time limits
- > 1,067 additional spaces in private off-street parking lots

Summary Comparison

	Curb-Running Option	Side-Running Option
Traffic	Preserves all travel lanes, minimizing traffic impacts	Removes one travel lane in each direction, will have some impact on traffic
Performance	Slightly reduced bus speed and reliability	Maximizes bus speed and reliability
Parking Spaces	Removes all street parking	Preserves all street parking
Sidewalk Width	Some sidewalk narrowing needed (2-4 ft total)	No sidewalk narrowing needed
Station Platforms	Station footprint within existing sidewalk space	Opportunity for expanded station footprint; sidewalk behind station
Local Bus Service	Local buses can use BRT lanes with both options	
Safety and Customer Experience Enhancements	<ul style="list-style-type: none"> Enhanced stations with amenities such as shelters, lighting, real time travel information, and benches Lake station to include First/Last Mile Improvements, optimizing connection to Metrolink 	

Next Steps

- > Early 2022: release Final EIR to public; Metro Board to approve final Project and certify Final EIR
- > Continue Preliminary Engineering to advanced design
- > 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.

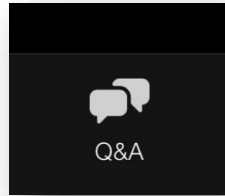


How to Ask a Question?

During today's meeting:

Zoom Users: Q&A Function

Phone Users: 818.650.0619



After today's meeting:



Scott Hartwell
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Los Angeles CA 90012



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213.418.3228



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