APPENDIX C

Public Comments on the Draft EIR

AGENCIES

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

December 7, 2020

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

RE: North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project – Draft Environmental Impact Report (DEIR)
SCH# 2019060110
GTS# 07-LA-2019-03399
Vic. SR-170, SR-134, SR-2, SR-710, I-210, and I-5

Dear Scott Hartwell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width, while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. The Proposed Project would provide enhanced transit service and improve regional connectivity and mobility by implementing several key BRT elements, including dedicated bus lanes on city streets, transit signal priority (TSP), and enhanced stations with all-door boarding. TSP facilitates buses through signalized intersections and improves transit travel times and reliability. 1-1

After reviewing the DEIR, Caltrans has the following comments:

Caltrans supports the primary proposed route as it most effectively achieves the highest ridership, mode-shift, connectivity to activity centers, and will improve the mobility of Californians. Caltrans also concurs that the primary proposed route will have a less than significant impact to motor vehicle circulation on both the highway as well as local streets. 1-2

Caltrans also recommends that a new design option be considered for the primary route along Colorado Boulevard that creates dedicated BRT lanes while maintaining the existing Class 2 bike lanes and any existing or proposed curb extensions. Protecting and creating better infrastructure for people walking and riding bikes will guarantee a more successful transit project. 1-3

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage 1-4

alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals. 1-4 (cont.)

Any changes to Caltrans Right-of-way (ROW) or SR-134 ramps will require additional review and approval from Caltrans through the Office of Permits. Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak periods. 1-5

Finally, in the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-03399. 1-6

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

COMMENT LETTER 2

State of California — Transportation Agency

Memorandum

Date: November 5, 2020

To: Southern Division

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Special Projects Section

File No.: 063.A10212.A14630.Noc.Doc

Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE
SCH# 2019060110

Special Projects Section (SPS) recently received the referenced "Notice of Completion" environmental impact document from the State Clearinghouse (SCH).

Due to the project's geographical proximity to Southern Division, please use the attached checklist to assess its potential impact to local Area operations and public safety. If it is determined that departmental input is advisable, your written comments referencing the above SCH number must be sent to the lead agency and emailed to state.clearinghouse@opr.ca.gov. Your written comments must be received by SCH no later than **December 10, 2020**. For reference, additional information can be found in General Order 41.2, Environmental Impact Documents. 2-1

For project tracking purposes, SPS must be notified of Southern Division's assessment of the project (including negative reports). Please e-mail a copy of Division's response to Associate Governmental Program Analyst Leah Mora at LeMora@chp.ca.gov. For questions or concerns, please contact Mrs. Mora at (916) 843-3370.

L. NARVAEZ, SSM III
Commander

Attachments: Checklist
Project File

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2019060110

Project Title: North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project

Lead Agency: Los Angeles County Metropolitan Transportation Authority | Contact Person: Scott Hartwell

Mailing Address: One Gateway Plaza, Mail Stop: 99-22-6 | Phone: (213) 922-2836

City: Los Angeles | Zip: 90012 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Los Angeles, Burbank, Glendale, Pasadena

Cross Streets: Vineland, Lankershim, Pass, Olive, Glenoaks, Central, Broadway, Colorado | Zip Code:

Longitude/Latitude (degrees, minutes and seconds): 34 ☐ 8 ☐ 46.63 ☐ N / 118 ☐ 14 ☐ 48.17 ☐ W | Total Acres: 18 miles

Within 2 Miles: State Hwy # 134 | Waterways: Los Angeles River

Airports: N/A | Railways: BNSF | Schools: Multiple

Document Type:

CEQA: ☐ NOP ☒ Draft EIR ☐ Early Cons ☐ Supplement/Subsequent EIR ☐ Neg Dec Prior (SCH No.) ☐ Mit Neg Dec Others:

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

OTHER: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Planned Unit Development ☒ Other: BRT

Development Type:

☐ Residential: Units Acres
☐ Office: Sq. ft. Acres Employees
☐ Commercial: Sq. ft. Acres Employees
☐ Industrial: Sq. ft. Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD

☒ Transportation: Type: Bus
☐ Mining: Mineral
☐ Power Type MW
☐ Waste Treatment Type MGD
☐ Hazardous Waste Type
☐ Other

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☐ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☒ Geologic/Seismic
☐ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☐ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☐ Vegetation
☒ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other:

Present Land Use/Zoning/General Plan Designation:

Roadway

Project Description: *(please use a separate page if necessary)*

The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width, while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. The Proposed Project would provide enhanced transit service and improve regional connectivity and mobility by implementing several key BRT elements, including dedicated bus lanes on city streets, transit signal priority (TSP), and enhanced stations with all-door boarding. TSP facilitates buses through signalized intersections and improves transit travel times and reliability.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
X	California Emergency Management Agency		Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District # 7	X	Public Utilities Commission
	Caltrans Division of Aeronautics		Regional WQCB #
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date October 26, 2020 Ending Date December 10, 2020

Lead Agency (Complete if applicable):

Consulting Firm: Terry A. Hayes Associates Inc.
Address: 3535 Hayden Avenue, Suite 350
City/State/Zip: Culver City CA, 90232
Contact: Sam Silverman, Senior Associate
Phone: (310) 839-4200

Applicant: Los Angeles County Metropolitan Transportation Authority
Address: One Gateway Plaza, Mail Stop: 99-22-6
City/State/Zip: Los Angeles, CA 90012
Phone: (213) 922-2836

Signature of Lead Agency Representative: **Date:**

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

COMMENT LETTER 3

CITY OF BURBANK

OFFICE OF THE CITY COUNCIL

December 20, 2020

Metropolitan Transportation Authority
Attn: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR Comment
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Burbank Comments on Draft Environmental Impact Report for the Metro North Hollywood to Pasadena Bus Rapid Transit Corridor Project

Dear Members of the Board of Directors:

The City of Burbank wants to thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for Metro's North Hollywood to Pasadena Bus Rapid Transit Corridor Project. As the City of Burbank is located along the proposed corridor and would have several stations located within the city, we are committed to ensuring that the proposed project expands the Los Angeles County regional transit network, connects Burbank jobs to reliable and convenient transit, and supports Burbank's goal of connecting 12,000 new housing units to transportation alternatives. In meeting these goals, the City also wishes to ensure Metro builds the project in a way that ensures that the interests of Burbank's residents and businesses are protected from significant adverse environmental impacts caused by the project. With the release of the DEIR, the City submits the following comments to ensure that the Project's environmental impacts are fully disclosed, analyzed, considered, and mitigated. 3-1

Insufficient Range of Project Alternatives

The DEIR fails to include an adequate range of project alternatives to mitigate potential project impacts. Specifically, the nature of Bus Rapid Transit allows for different BRT elements and roadway cross sections to be implemented depending on the local context of the project. The DEIR includes a project alternative with full BRT implementation including dedicated bus lanes and transit priority lanes on virtually the entire corridor. It also includes an "Improved Existing Bus Service Alternative" that would implement regular transit service frequency improvements but would construct no BRT improvements. This "all or nothing" project alternative approach fails to comply with CEQA's requirement to evaluate a reasonable range of feasible alternatives. The DEIR does not acknowledge that the implementation of targeted BRT elements, like bus lanes or queue jumps, installed at high-congestion and other critical areas, can dramatically 3-2

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

printed on recycled paper

improve travel time and potentially meet project objectives without creating a significant adverse environmental impact. To be legally adequate, the DEIR should include a project alternative that includes targeted BRT elements in areas where they would have highest impact to improving transit service in the corridor. 3-2 (cont.)

Also, more disruptive BRT elements, such as dedicated bus lanes, have tradeoffs with existing roadway elements like sidewalks, travel lanes and parking. And BRT elements have varying levels of transit improvement relative to adjoining vehicle traffic congestion and delays. The DEIR does not include adequate information on the existing congestion levels and delays on the corridor relative to the proposed transit service for the public and decision makers to evaluate the relative improvement and tradeoffs that BRT elements like dedicated bus lanes have along different segments of the project corridor. The DEIR therefore does not include adequate project alternatives nor information on existing roadway congestion levels to fully disclose the relative benefits, tradeoffs, and impacts that the project has on the environment. In particular, there is insufficient information in the DEIR for the public and decision makers to evaluate whether the proposed bus lanes on Olive Avenue and Glenoaks Boulevard should be implemented as peak-only bus lanes, or whether buses should travel in more mixed-flow segments because existing vehicle congestion and delay in the existing general purpose lanes is low and therefore bus lanes are not warranted. 3-3

The project alternative proposes to install a new BRT transit station at the top of the Olive Avenue overpass to directly connect BRT riders to the Downtown Burbank Metrolink Station below. The City of Burbank suggested and proposes this direct connection. However, the implementation of this connection as described in the DEIR introduces substantial transportation policy and safety impacts by reducing travel lanes on Olive Avenue contrary to the Burbank General Plan and creating a pedestrian crossing and travel lane merge movements along an old bridge vertical curve that will likely introduce new safety impacts. The construction of the proposed station is also likely infeasible because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will likely compromise the structural integrity of the existing bridge. The DEIR should include a project alternative that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. This project alternative would eliminate several project impacts identified above, and would likely contribute to an environmentally superior project alternative. 3-4

The Project Alternatives section identifies that the No Project Alternative is environmentally superior, and then identifies the "Improved Existing Bus Service Alternative" (Alternative 2) as the environmentally superior alternative of the remaining two build alternatives. The project alternative is not identified as environmentally superior and the DEIR fails to address how the project alternative meets the stated project objectives better than the environmentally superior alternative to warrant it being chosen 3-5

over the environmentally superior Alternative 2. Based on this omission, the public and decision makers are led to believe that Alternative 2 should be selected as the preferred project, rather than the proposed project. As such, the alternatives analysis is legally inadequate. 3-5 (cont.)

Transportation Plan, Policy, and Safety Impacts not Identified and Mitigated

The DEIR indicates that the project would have a less-than significant transportation impact because the project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. While the proposed project is consistent with some City of Burbank Mobility Element policies related to transit facilities as documented in the DEIR, , the DEIR fails to document several inconsistencies with numerous other Burbank Mobility Element policies related to roadway, transit, bicycle, and pedestrian facilities which are not disclosed in the DEIR. The proposed project is inconsistent with the following transportation program, plans, or policies: 3-6

Roadway Policy Impacts

- *Burbank2035 General Plan Mobility Element Roadway Circulation Street Classifications.*
  The DEIR fails to disclose the significant adverse impact the project will cause on maintaining the City's circulation network and street classifications. The Burbank General Plan designates Olive Avenue as a Major Arterial (General Plan Exhibit M-2) with five travel lanes. Major arterials should give priority to regional transit and auto traffic, and should encourage good transit and automobile progression using traffic signal timing (General Plan Page 4-11). The DEIR indicates that Olive Avenue would retain two travel lanes on Olive Avenue in each direction, but fails to disclose that the project would remove one travel lane in each direction on the Olive Avenue overpass of Interstate 5, which reduces the number of travel lanes from five lanes to three and conflicts with the General Plan street classification and roadway cross section requirements for major arterials which requires two lanes in each direction. The DEIR is inadequate in disclosing this significant roadway policy impact and in failing to identify appropriate mitigation measures for this impact. The DEIR must disclose congestion and potential impacts to public safety caused by narrowing of Olive Avenue to one lane in each direction. The DEIR must include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railing, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. 3-7
- *Burbank2035 General Plan Mobility Element Policy 1.2: Recognize that...wholesale changes to street rights-of-way are infeasible.*
  The DEIR is inadequate in failing to disclose a roadway policy impact with Burbank General Plan Mobility Element Policy 1.2. The project proposes to 3-8

widen the entire length of Olive Avenue by one to two feet through the entire length of the City to accommodate a transit-only bus lane. Burbank2035 General Plan Policy 1.2 does not support "wholesale changes to street rights-of-way," therefore the project is inconsistent with Policy 1.2. 3-8 (cont.)

- *Burbank2035 General Plan Mobility Element Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.* The DEIR is inadequate in identifying roadway policy significant impacts with the Burbank General Plan Mobility Element. The project would require the curb-to-curb street width of Olive Avenue and Glenoaks Boulevard to be widened by up to four feet along the entire length of the project, which conflicts with Mobility Element Policy 3.4. The DEIR does not investigate feasible mitigation measures to address this policy impact, such as project alternatives that preserve the existing street roadway width consistent with this policy. Further, the DEIR does not identify the numerous locations along Olive Avenue where the half-street street right-of-way width is only 40 feet, , which may be insufficient to accommodate the proposed project's 36-foot wide half-street width (72-foot total width)without eliminating sidewalks. Providing ADA-accessible sidewalks in these locations may require property acquisition which is not disclosed in the DEIR, and which is inconsistent with Policy 3.4. 3-9
- *Burbank2035 General Plan Mobility Element Policy 6.1: Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.* The DEIR is inadequate in assessing the proposed project's impact on Olive Avenue and Glenoaks Boulevard arterial street efficiency, and does not disclose whether the project will cause arterial spillover traffic into adjacent residential neighborhoods. The proposed project includes transit signal priority and transit queue jumps at intersections, but does not disclose how these improvements may influence arterial street traffic. In particular, Olive Avenue is a diagonal street that intersects other north-south and east-west arterial streets. Implementing transit system priority signal timing on this diagonal arterial may introduce unacceptable delays on all other north-south and east-west streets near the proposed project, and may prevent the City from synchronizing its other arterial streets. The DEIR must disclose and analyze how potential transit system signal priority will affect the City's arterial traffic signal coordination and synchronization. 3-10

<u>Transit Policy Impacts</u>

- *Burbank2035 General Plan Mobility Element Policy 4.1: Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas* 3-11

  The proposed project corridor passes by, but does not serve, the Disney Studio Campus and St. Joseph's Hospital and related medical complexes at the

intersection of Buena Vista Street and Alameda Avenue. Because the proposed project passes near, but does not serve this major employment center, the project conflicts with Burbank General Plan Policy 4.1 which requires transit to serve the City's major employment centers. DEIR should study a route alternative to divert the project alignment onto Alameda Avenue and Buena Vista Street to serve this major employment and community center and including a stop at the Buena Vista Street / Alameda Avenue Intersection. 3-11 (cont.)

- *Burbank2035 General Plan Mobility Element Policy 4.3: Improve and Expand Transit Centers; create a new transit center in the Media District*
  The Burbank2035 General Plan identifies a future bus transit center to be located within the Burbank Media District, at a location where local and regional bus lines intersect. The proposed project includes a station located where this future transit center is identified. However, the DEIR fails to analyze how the proposed project supports or inhibits the development of this transit center. The DEIR should evaluate how the construction of the proposed project's stop at Hollywood Way / Riverside Drive / Olive Avenue can serve as the foundation for a future bus transit center in the Media District, specifically how the proposed project's station will provide connections to BurbankBus, Metro Local, and Metro Express service in the Media District while supporting the required first-last mile improvements necessary to support the station. 3-12
- *Burbank2035 General Plan Mobility Element Policy 4.8: Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.*
  The DEIR fails to analyze how the proposed project is compatible with Burbank2035 General Plan Mobility Element Policy 4.8 relating to the project's seamless connection between the Downtown Metrolink Station as well as the City's existing and planned off-street bicycle network that serves the Downtown Burbank Metrolink Station. The proposed transit station on the Olive Avenue overpass does not support a seamless connection to the existing Burbank Channel Class I Bikeway, and the future Chandler Extension Class I Bikeway because it requires eastbound riders to navigate a circuitous route across Olive Avenue and down the existing elevator. The proposed project should promote a more seamless connection to these other transportation systems by implementing this station by widening the Olive Avenue bridge to expand pedestrian sidewalks, improving substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. 3-13

The DEIR fails to analyze the proposed project's potential ridership impacts to the existing BurbankBus Pink Route service in conflict with Burbank2035 General Plan Mobility Element Policy 4.8. The Pink Route provides local 3-14

service along the Olive Avenue corridor and connects the Universal City Red Line Station and Downtown Burbank Metrolink Station to the Media District. This impact is especially pertinent as the City is being asked to become the primary local transit provider in the corridor due to the NextGen Bus Plan eliminating Metro 155 service. 3-14 (cont.)

Pedestrian Policy Impacts

- *Burbank2035 General Plan Mobility Element Pedestrian Transportation Sidewalk Standards*
  The DEIR fails to disclose a significant policy impact with Burbank2035 General Plan Mobility Element standard sidewalk width requirements. The project would widen Olive Avenue and Glenoaks Boulevard by one to two feet in both directions to convert the existing on-street parking into a bus-only lane. This would require sidewalks widths on Olive Avenue and Glenoaks Boulevard to be reduced below the standard widths identified in the Burbank2035 General Plan (Table M-2 – Sidewalk Standards, Page 4-21). The sidewalk width standards are generally 15 feet along the project corridor, and the required street widening would reduce these widths to 14 feet. In some locations on Olive Avenue, sidewalk widths would be reduced to 4 feet, which does not meet ADA minimum width standards. The DEIR fails to identify a significant transportation impact, nor does it identify feasible mitigation measures to this significant impact. *Burbank General Plan Mobility Element Policy 9.2: Address the needs of people with disabilities and comply with the requirements of the ADA during the planning and implementation of transportation improvement projects.* 3-15
  The DEIR fails to disclose a significant policy impact with the Burbank General Plan Mobility Element because the project proposes to reduce sidewalk widths on Olive Avenue in certain segments to four feet wide, which is below the ADA minimum width.

Bicycle Policy Impacts

- *Burbank2035 General Plan Mobility Element Bicycle Routes*
  The DEIR fails to disclose a policy impact with the Burbank General Plan Mobility Element Planned Bicycle Routes and the Bicycle Master Plan Top Priority Projects, which both include the addition of Class II bicycle lanes on Glenoaks Boulevard between Providencia Avenue and Alameda Avenue, with connections to the Class III bicycle route on Providencia Avenue. Further, the project precludes the City from connecting this planned facility to the Downtown Burbank Metrolink Station via Glenoaks Boulevard between Providencia Avenue and Verdugo Avenue, which is a bicycle network gap identified in the City's Complete Streets Plan. The DEIR must identify a mitigation measure for this policy impact. 3-16

Other Transportation Impacts

The DEIR fails to disclose a potential transportation impact by introducing a hazard due to a geometric design feature. The project proposes to construct a transit station at the top of the Olive Avenue Overpass, and install a signalized pedestrian crosswalk at the crest of the overpass. The DEIR did not analyze of the placement of this pedestrian crossing at the top of a 60 year old overpass with poor vehicle sightlines due to high roadway grades caused by the profile of the overpass. The project proposes to construct two roadway travel lane drops on the overpass immediately approaching the proposed station platform, and the DEIR does not disclose or analyze whether the introduction of this roadway design feature on the existing overpass creates a potentially significant adverse impact. The project also proposes to introduce additional pedestrian traffic travelling to and from the new station platform. These pedestrians will be boarding and alighting buses mixed with through pedestrian traffic on the bridge's existing seven foot sidewalks. These sidewalks are located along bridge railings that are of substandard height (39 inches) separating pedestrian traffic from falling to the Interstate 5 freeway below. 3-17

The DEIR fails to analyze whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. A midblock crosswalk on the Olive bridge is likely hazardous for pedestrians and vehicles due to creating a visibility issue on the bridge's vertical curve. The DEIR did not adequately investigate whether a signalized crosswalk can be constructed on the existing Olive bridge given the types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits that will be required and may likely compromise the structural integrity of the existing bridge. The DEIR is inadequate in analyzing these potential safety impacts and identifying mitigation measures for those potentially significant adverse impacts. The DEIR should include a project alternative or mitigation measure that implements this station by widening the Olive Avenue bridge to maintain four travel lanes, expand pedestrian sidewalks, improve substandard bridge railings, creating a bus turnout and station platform outside of the existing Olive Avenue roadway, and constructing a second elevator on the south side of Olive Avenue to eliminate the proposed hazardous pedestrian crossing. 3-18

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing bus left turn movements to westbound Olive Avenue from the far-most right turn lane of northbound Glenoaks Boulevard. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts. Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users. 3-19

The DEIR fails to analyze a potential transportation impact caused by a hazardous geometric design feature by proposing to install center-running median bus lanes on Glenoaks Boulevard at the Alameda Avenue and Providencia Avenue 3-20

intersections across conflicting left turn movements to these streets. The DEIR does not disclose this potential hazardous condition or identify mitigation measures to reduce potential significant impacts. 3-20 (cont.)

The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed. 3-21
The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation.

The DEIR fails to adequately analyze if including 11 foot bus only curb lanes adjacent to the existing 10 foot travel lanes on Olive Avenue and Glenoaks Boulevard will create a potentially significant adverse safety impact. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections. 3-22

Cumulative Impacts Not Fully Disclosed

The DEIR appears to use the "related projects list" method of analyzing potential cumulative impacts. The list of cumulative projects (Table 5-1, Page 5.2) included in the Cumulative Impact section of the DEIR omits several projects in the City of Burbank, including approved entitlements for the City's three major studio campuses. The City of Burbank's cumulative project list can be provided to Metro to add the additional cumulative projects located within ½ mile of the project alignment 3-23

The DEIR related projects list includes the City of Los Angeles Colorado Boulevard Specific Plan, but does not include the two City of Burbank Specific Plans that the alignment passes through (Media District and Burbank Center Specific Plans). Further, the Burbank Center Plan is not considered in the Population and Housing Section of the DEIR. 3-24

The DEIR related project list includes the unfunded Metro Los Angeles – Glendale – Burbank Feasibility Study, but does not include the funded Antelope Valley Line Improvement Project, which will fund capital improvements to expand Metrolink service to 30 minute, all-day, bi-directional service. The DEIR's failure to include these service improvements as a cumulative project makes the DEIR inadequate in analyzing the need for the BRT project to seamlessly connect to this important regional connection, and 3-25

inclusion of this cumulative project would likely provide support for the Olive Avenue / Metrolink transit stop improvements described elsewhere in this comment letter. 3-25 (cont.)

The DEIR identifies the Metro / City of Burbank Olive/Verdugo/Sparks intersection improvement project as a related project, but does not identify the conflict the proposed project would have with the City's planned improvement of this intersection, which would construct pedestrian, bicycle, and vehicle channelization improvements that would preclude the installation of bus lanes through the intersection. 3-26

The DEIR identifies the City of Burbank Olive Avenue Bridge Improvement project as a related project, but does not disclose that the proposed narrowing of Olive Avenue to one lane in each direction is in conflict with one of the purposes of the bridge improvement, which is to improve operational efficiency while also adding bicycle and pedestrian improvements to the bridge. Constructing a transit stop at the top of the bridge in the middle of the travelled roadway would conflict with this project. These numerous omissions and inconsistencies render the Cumulative Impacts analysis legally inadequate because the findings and conclusions are not supported by substantial evidence. 3-27

Aesthetic and Biological Resources Not Addressed

The DEIR identifies that a significant aesthetic impact would occur if the project would "substantially damage scenic resources, including...trees..." and identifies several impacts to existing mature tree landscape elements along the corridor outside the City of Burbank (Page 3.2-14). However, the project does not apply this threshold to the City of Burbank and therefore does not identify impacts to mature street trees in the City of Burbank. In particular, the project would require the removal of several rows of large mature street trees on Olive Avenue and Glenoaks Boulevard in Downtown Burbank. These trees would be removed because the project is required to widen Olive avenue by one to two feet for the proposed project. By applying the project's aesthetic impact significance thresholds to the City's street trees, the DEIR should identify a significant impact to aesthetic resources in Burbank by removing these trees, and should identify feasible mitigation measures to lessen these impacts. In addition, the DEIR must analyze the removal of these trees as a significant Biological Resources impact give the contribution these mature street trees give to the City's urban forest resources. Without this additional analysis, the Aesthetics and Biological Resources impact analyses are legally inadequate because they are not supported by substantial evidence. 3-28

Public Service Impacts Not Identified

The DEIR indicates that the proposed project will cause no impact to police public services because it will not lead to an increase in police service calls or the local jurisdictional service ratio. However, there is no evidence to support this conclusion (Page 4-22). The DEIR states that the project will be subject to Metro's transit police strategy including Transit Services Bureau officers and contracted polices services. But it does not state directly if the proposed project will be patrolled and staffed by Metro transit police or local jurisdictional police, and if local police will be contracted to provide 3-29

police service. Also, the DEIR is silent on whether local or Metro law enforcement will be required to enforce bus-only lanes and other transit-only facilities, and fails to define the requirements and costs to enforce bus-only facilities. The DEIR fails to adequately identify if the project will pose a significant adverse impact to police service. Therefore, the Public Service impact analysis is legally inadequate because it is not supported by substantial evidence. 3-29 (cont.)

Utility Systems and Roadway Infrastructure not Analyzed

The DEIR indicates that the project will have no impact to electric utility systems, but does not document why this statement is true. Metro is proposing to utilize electric transit vehicles for the project, which could require substantial electrical utility system improvements if vehicle charging is expected to occur within the City of Burbank. The DEIR indicates that "the location of charging stations for electric buses would be analyzed and located where sufficient capacity is located" (Appendix S, Page 29) but does not include this analysis in the DEIR. The DEIR is insufficient in determining whether the proposed project will create a significant impact to the City's electrical utility system. 3-30

The DEIR fails to identify a significant impact to the City's recycled water interconnect with the City of Glendale located in the Glenoaks Boulevard median south of Alameda Avenue. The proposed project will likely impact this critical recycled water interconnect including hydrants, valves, vacuum/air release valves, meter boxes, and a fiber optic communication pull box. The DEIR should identify this significant impact and identify mitigation measures to mitigate it. 3-31

The DEIR fails to identify the impacts caused by several miles of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, street trees, street lights, sidewalk furniture, landscape, etc. The DEIR should disclose any potential significant impacts to public infrastructure. As such, the Utility Systems impact analysis is legally inadequate because it is not supported by substantial evidence. 3-32

The DEIR fails to document the increased annual pavement maintenance costs to the City's streets caused by frequent heavy bus service operating in the curb lane of Olive Avenue and Glenoaks Boulevard. Identifying impacts to increased pavement wear could require mitigation measures such as strengthening the roadway cross section in the bus lanes to accommodate heavy bus travel. The DEIR also fails to identify maintenance costs for other roadway elements including signs, striping, traffic signals, and other roadway infrastructure. Additional comments related to civil public infrastructure are attached to this comment letter. 3-33

Other Project Considerations

The City recognizes that impacts to public parking are not considered CEQA impacts. Nonetheless, the project proposes to eliminate 500 curb parking spaces along Olive Avenue and Glenoaks Boulevard without identifying a parking program or plan to address this lack of curb parking. These parking spaces currently serve a significant amount of 3-34

mid-century, single story strip commercial development that does not include on-site parking. Removing parking for these land uses without providing a parking program to address this parking loss would create an economic impact on these strip commercial businesses who rely on this curb parking. Removing all parking inventory for these businesses would impact the business viability and prevent use and re-use of these older buildings. Further, wholesale removal of curb parking would push parking demand into adjacent residential neighborhoods, likely requiring the City of Burbank to implement additional permit parking zones in these residentially-adjacent neighborhoods. The DEIR should disclose this potential economic affect and provide a program or plan to offset the loss of parking caused by the proposed project. The DEIR should also propose project alternatives to the implementation of full-time bus lanes in areas where loss of curb parking will impact adjoining land uses.

3-34 (cont.)

The DEIR fails to disclose if new transit stations will induce additional parking demand around them, especially if parking demand will impact sensitive residential or strip commercial land uses. Bus Rapid Transit is meant to operate similarly to light rail transit, but BRT stations, unlike light rail stations are built without parking. The DEIR should disclose the number of new transit riders at each station who are expected to arrive by automobile and identify potential parking demands caused by the proposed project.

3-35

Thank you again for providing an opportunity to comment on the DEIR for the Noho to Pasadena Bus Rapid Transit Corridor Project located in the City of Burbank. If you have any questions regarding the contents of this letter, please feel free to contact David Kriske, Assistant Community Development Director with the Community Development Department, at 818.238.5269 or via email at dkriske@burbankca.gov.

3-36

Sincerely,

Sharon Springer, Mayor

Bob Frutos, Vice Mayor

Jess A. Talamantes, Council Member

Emily Gabel-Luddy, Council Member

Timothy M. Murphy, Council Member

Attachment: Memorandum

MEMORANDUM

PUBLIC WORKS

DATE: November 30, 2020

TO: David Kriske, Assistant Community Development Director

FROM: Daniel J. Rynn, Chief Assistant Public Works Director – City Engineer

SUBJECT: Project No. Metro Bus Rapid Transit Project
Located at North Hollywood to Pasadena

Project Description:

On October 26, 2020, Metro released a Draft Environmental Impact Report (DEIR) for its North Hollywood to Pasadena Bus Rapid Transit Project. The Proposed Project would run from the North Hollywood Red/Orange Line Station in the City of Los Angeles through the Cities of Burbank and Glendale and into the City of Pasadena ending at Pasadena City College. Bus Rapid Transit is high capacity, frequent bus service that operates on local streets in both mixed-flow and dedicated bus lanes with fixed transit stops like a rail line. The Proposed Project would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. Attachment 1 shows the project corridor. In Burbank, the route is proposed to operate as a dedicated bus lane along Olive Avenue and Glenoaks Boulevard.

The bus lane would be constructed by generally widening these streets by one to two feet on each side and eliminating on-street parking. Stations are proposed in public right of way on Olive Avenue at Hollywood Way, Alameda Avenue, I-5 Olive overpass / Metrolink Station, and San Fernando. A station is also proposed on Glenoaks Boulevard at Alameda Avenue. The project would be served by electric transit buses.

ENGINEERING DIVISION

General Requirements:

- The City's arterial paving program has identified portions of Olive Ave to be repaved by 2022. Any impacts to the pavement on these segments of Olive Ave will have to be repaired per the City of Burbank Standards. 3-38

- Bus pads will be required at all bus stops. 3-39

- The Olive Ave bridge currently has two lanes of traffic in each direction. Creating one lane in each direction as a dedicated bus lane may cause additional traffic congestion and additional pedestrian traffic over the bridge and to the Metrolink access point. The DEIR should consider widening the bridge to create the dedicated bus lanes and/or bus turnouts. At a minimum, the sidewalk widths should be increased and the substandard safety barrier rails on both sides of the bridge should be upgraded. 3-40

For additional information or questions, please contact Anthony Roman, Civil Engineer Associate, at (818) 238-3945. 3-41

Checked by: ___Anthony Roman_____ Date: _November 18, 2020_

WATER RECLAMATION AND SEWER

SECTION 2.9 – CONSTRUCTION: 3-42

- Proposed stations/stops located near City of Burbank and/ or County of Los Angeles catch basins must include trash receptacles.

SECTION 2.10 – PERMITS AND APPROVALS: 3-43

- Altering any part of the existing storm drain infrastructure requires approval and permits from the City of Burbank and/ or the County of Los Angeles.

SECTION 4.1.3 – HYDROLOGY AND WATER QUALITY:

- In addition to SWPPP and County SUSMP requirements, the City of Burbank has a Low Impact Development (LID) ordinance. Due to the proposed construction activities, revise document to include the aforementioned City LID ordinance. 3-44

SECTION 4.1.9 – UTILITIES AND SERVICE SYSTEMS:

- Best Management Practices shall apply to all construction projects and shall be required from time of land clearing, demolition or commencement of construction. Refer to BMC 9-3-407 for additional information. 3-45

- Certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's **Low Impact Development** (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220. 3-46

- The project will disturb more than 5,000 SF within the City's transportation corridors (i.e., public streets, parkway areas, and public parking) and as such, is subject to the City's Green Streets Policy requirements. This policy can be reviewed at the following address: http://file.burbankca.gov/publicworks/OnlineCounter/permits/app_docs_procedures/greenstreet/gspolicy.pdf 3-47

For additional information or questions, please contact Eden Lopez at (818) 238-3930.

Checked by: __Stephen Walker_____ Date: _November 19, 2020_ 3-48

TRAFFIC ENGINEERING

General Requirements:

CONDITIONS:

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction. 3-49

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals. 3-50

- An operational analysis shall be performed to show traffic congestion caused by narrowing of Olive Avenue to one lane in each direction. 3-51

- The DEIR also fails to identify the feasibility of street widening with respect to existing overhead and underground utilities, drainage, sidewalk width, sidewalk furniture, landscape, etc. 3-52

- The DEIR should provide a feasibility study to address the impacts and review whether the proposed station loading platforms with midblock crosswalk on the Olive bridge is feasible. Midblock crosswalk on the Olive bridge is hazardous for pedestrians and vehicles due to visibility issue on the vertical curve. A signalized crosswalk cannot be constructed on the existing Olive bridge because any types of heavy construction including station platforms, ADA ramps, signal foundations, pull boxes, and underground conduits will compromise the structural integrity of the existing bridge. Metro may need to reconstruct the bridge to maintain 4 travel lanes with bus turnouts or dedicated bus lanes, sidewalk widening, and new pedestrian signals. 3-53

- Making a left turn from the far-most right turn lane also violates California Vehicle Code Section 22100(b) and may cause other drivers to unintentionally copy the same movement, thereby introducing a new hazardous condition for pedestrians and road users. 3-54

- The proposed project allows right-turning vehicles to merge with the curb-running bus lane approaching each intersection and allows right turns be made from the bus lane. Existing right turn lanes with protected right turn signal indication cannot be merged with the curb-running bus lane due to the complexity of the signal operation at these locations. Removing the protected right turn indication will compromise vehicular safety at these locations. The DEIR failed to analyze the impact of traffic circulation should these protected right turn lanes be removed. 3-55
- The DEIR fails to analyze a potential transportation impact caused by hazardous geometric design feature by proposing to integrate the bus stations into the sidewalk area and using a curb extension to facilitate access and pedestrian circulation. The DEIR does not disclose traffic congestion as a result of the dedicated bus lanes in combination with narrowing of the roadway at bus stations via curb extension.

- The DEIR showed cross sections but fails to identify locations where existing lane width is substandard and fails to analyze the potentially hazardous condition as a result of addition of dedicated bus lanes in the already congested and substandard travel lanes. City of Burbank requires minimum 10.5 feet travel lane and 12 feet curb lane where there is transit service. The DEIR should analyze how the geometric configuration of BRT elements, such as dedicated lanes, curb extensions, and bus stations may create hazardous geometric design features, 3-56

particularly where the alignment is required to make left or right turns, enter, exit, and cross freeway ramps, bicycle facilities, and pedestrian crossings at intersections. Should curb parking be modified to provide a dedicated bus lane or queue jump, the project DEIR should analyze how these elements may reduce travel lanes below 10.5 feet, curb lanes below 12 feet. 3-56 Cont.

For additional information or questions, please contact Vikki Davtian, Principal Engineer – Traffic, at (818) 238-3922. 3-57

Checked by: Vikki Davtian Date: November 30, 2020

FIELD SERVICES

General Comments:

Utilities and Service Systems:

- The proposed project would utilize electric-powered vehicles, which may require recharging using electrical networks. The project should analyze the potential to create electrical system impacts associated with powering required transit vehicle charging stations located in the City of Burbank. 3-58

- The proposed project would potentially conflict with, or require the relocation/reconstruction of, storm water drainage facilities in roadways along the project's alignment. The Project DEIR should analyze the project's impact of City and County storm water facilities within the project alignment. 3-59

- The unique nature of a BRT project, whereby a regional transit agency constructs capital improvements and operates transit vehicles on public infrastructure owned by another agency, could result in additional impacts to City of Burbank public service systems. In particular, the project DEIR should identify impacts to roadway maintenance of local streets including the increased maintenance needed for pavement, signage, striping, station maintenance, lighting, and other roadway infrastructure used by the project and owned and maintained by the City. Also, the DEIR should analyze right-of-way impacts to land adjacent to streets along the alignment, including any land acquisition required for stations or roadway widening. Also, the City seeks clarification on whether public easements necessary for the project will be required within City right of way. 3-60

Transportation:

- Refer to attached letter. 3-61

For additional information or questions, please contact Public Works Field Services at (818) 238-3800.

Checked by: John Molinar Date: November 23, 2020

COMMENT LETTER 4

CITY OF GLENDALE, CALIFORNIA
Community Development
Planning

633 E. Broadway, Suite 103
Glendale, CA 91206-4311
Tel. (818) 548-2140 Fax (818) 240-0392
glendaleca.gov

December 28, 2020

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-6
Los Angeles, CA 90012

RE: Comments on the North Hollywood to Pasadena Bus Rapid Transit Corridor Project Draft EIR

Dear Mr. Hartwell,

The City of Glendale appreciates this opportunity to comment on the above referenced project, relative to impacts within in the City of Glendale. We have reviewed the Draft Environmental Impact Report (EIR) and would like to formally submit the following comments concerning the adequacy of the DEIR to address the D (project) segment along Glenoaks Boulevard from Alameda Avenue to Central Avenue and surrounding neighborhoods in the West Glendale Community Plan Area as well as other areas throughout Glendale. 4-1

The following comments address the Areas of Controversy and Issues to be Resolved identified in the DEIR (ES.13): 4-2

i) **Loss of travel lanes:** Under the proposed project, travel lanes would be converted into BRT lanes along Glenoaks Boulevard.
ii) **Medians:** Under the proposed project, median modifications would also occur at intersections along Glenoaks Boulevard.

To mitigate these issues, the City of Glendale requests that Metro:

1. **INCLUDE GRANDVIEW STATION as part of the project, not as an option.** The City of Glendale supports stations at Alameda Avenue, Western Avenue and Pacific Avenue. However, the Pacific Avenue and Western Avenue stations are nearly two miles apart, leaving a large percentage of West Glendale residents and employee without adequate transit access. A station at Grandview will: 4-3
   i) Provide direct connectivity within a half mile walk to Kenneth Village and the Disney and Dreamworks campuses.
   ii) Serve numerous community assets and destinations including nearby schools and Pelanconi Park.
   iii) Increase transit ridership. There are numerous long-term redevelopment sites within proximity to a Grandview station that can include transit-supportive uses.
2. **INCLUDE PROTECTED BIKE LANES along Glenoaks Boulevard as part of the project planning, design, public review, funding, and implementation.** Protected bike lanes and station are consistent with the project goals and objectives set forth by Metro, to: 4-4

i) Enhance local mobility benefits, and to help justify the tradeoffs associated with the lane conversion and median modifications.
ii) Provide convenient first/last mile access to local/regional activity/employment centers, enhanced connectivity to the regional transit network, supporting healthy communities, and supporting the implementation of community plans, many of which have been prepared at the local and regional level.

4-4 (cont.)

The City is currently engaged in the preparation of a West Glendale Sustainable Transportation and Land Use Study. As part of the Study, preliminary protected bike lane options and preliminary analysis have been developed that include Metro's planned BRT center running bus lanes, station locations, and median modification concepts.

4-5

The North Hollywood to Pasadena BRT project should utilize these Study products as a starting point. As a next step, the City requests that Metro collaborate with City staff to refine, analyze, and garner public input concerning Glenoaks protected bike lanes. Key tasks include:

1. **Refine preliminary protected bike lane options and select a preferred design.**

   Preliminary concepts (please see **Attachment A**) demonstrate that protected bike lanes (curb adjacent or median adjacent) are feasible from a geometric perspective and could be implemented with minimal change to the BRT stations and bus lanes and without further change to the median and ultimate Glenoaks travel and parking lane configurations. The only significant change is the location of the bike lanes. Moreover, the proposed protected bike lanes have minimal impacts to signal timing and vehicle or transit delay.

4-6

2. **Refine protected intersection bike lane options at all major intersections, including where BRT stations are planned at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue.**

   Protected intersections will help enhance safety and comfort by limiting conflicts between different modes. The preliminary protected intersection concept is spatially and operationally feasible (please see **Attachment B**). This preliminary analysis reflects minimal adjustments to existing signal timing and preserving future geometries with the North Hollywood to Pasadena corridor project implementation. Additional analysis and design is required to resolve:

   i) Pedestrian signal timing issues:
      - Glenoaks Boulevard is currently timed to allow to be crossed by walkers in two stages, with pushbuttons and pedestrian signal heads in the median.
      - The City of Glendale requests maintaining the two-stage crossing and pedestrian push buttons in the median.
   ii) Left-turn phasing issues:
      - With the current phasing and geometry, eastbound/westbound lefts on Glenoaks Boulevard can operate concurrently.
      - The center-running bus option would push the left-turn pockets closer to the curb requiring wider turns and preliminary auto turn analysis (please see **Attachment C**) shows the new geometry results in conflicting eastbound/westbound left-turn movements on Glenoaks Boulevard and that these movements can no longer operate concurrently. Metro needs to clarify operations of left-turn phasing to address this issue.

4-7

3. Ensure all existing median walking and biking crossings are preserved and the study providing additional crossings.

While the City supports the BRT project that brings more walkers and bikers to the corridor, the introduction of the center running transit lane will make intersection operations more complex and make it harder to cross the street at unmarked crossings along the corridor.

i) Spacing: In light of future changes and Metro's stated objectives for the project, maintaining regular spacing that serves pedestrian generators and is consistent with best practices at crossings between 500-750 feet, the City of Glendale requests that Metro should consider enhancements to midblock crossings that are more compatible with the proposed changes, this would include:
   - Relocate the crossing at Irving Avenue to Thompson Avenue.
   - Explore relocating and/or adding signalized crossings between Pacific Avenue and Grandview Avenue.

4-8

Comments to this point are not only relevant to the operational considerations, but also play a role in determining CEQA impacts as the extent to which these features are incorporated will affect the VMT reduction potential. Furthermore, Appendix G questions pertaining to consistency with policies and the potential for geometric hazard require further study of the topics listed above. The City of Glendale appreciates your review and responses to the comments above and looks forward to partnering in bringing this project to fruition.

4-9

ADDITIONAL COMMENTS

1. Proposed BRT will turn from Central to Broadway or Colorado. Streetcar preferred alignment is on Brand north of Colorado and on Central to the south, so there is generally no direct conflict. However, how the Streetcar will transition from Brand to Central in the southbound direction needs further study. The Streetcar could use Colorado to do this. Therefore, if the BRT selects Colorado over Broadway further coordination on the segment of Colorado between Central and Brand would be required.

4-10

2. Whether BRT is on Broadway or Colorado, location and design of stops at Central should be coordinated with Streetcar to facilitate passenger transfers, particularly taking into consideration the major generator of the Americana between Broadway and Colorado.

4-11

3. Transportation Mitigation measures TRA-2, TRA-3, and TRA-4 should clarify intent and difference between a Traffic Management Plan, and Temporary Traffic Control Plans. The Traffic Management Plan should follow Caltrans Transportation Management Plan Guidelines. Temporary Traffic Control Plans should follow be compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as indicated in TRA-2,3 and 4. This project should include a Traffic Management Plan and associated Temporary Traffic Control Plans to address the construction traffic impacts during construction.

4-12

4. The Proposed Project Scenario E1, on Broadway, reduces the vehicular traffic lanes to one in each direction, making it necessary to implement left-turn pockets at intersections. Many existing cross streets along Broadway do not contain left-turn pockets from Broadway onto the side street. Short block lengths may limit opportunity to transition properly for implementation of left turn pockets, and may lead to extensive loss of on-street parking along the Broadway corridor. This issue should be noted and addressed accordingly in Proposed Project Scenario E1.

4-13

5. Central Avenue Proposed Project Scenario E1 should continue Bus mixed flow travel lanes to Doran Street due to existing traffic congestion at the 134 interchange. 4-14
6. Geometric impacts for left-turning vehicles at signalized cross streets on Glenoaks Boulevard should be evaluated for Proposed Project Scenario D. 4-15
7. Existing signalized pedestrian crossing signals along Glenoaks Boulevard, particularly at the signalized "T" intersections such as Elm Ave, Irving Ave, Justin Ave, and Rosedale Ave, shall be maintained. 4-16
8. The proposed Project should not downgrade any existing bicycle facilities (e.g., from Class 2 to Class 3) or restrict future construction of Class 4 bicycle facilities where currently deemed feasible. 4-17
9. The EIR should include a discussion on what would become of the shared lane markings ("sharrows") that currently exist along Broadway or any other route where the BRT is proposed to run. How would bicycles continue to use these streets safely. 4-18

If you have any questions regarding these comments please, contact me at (818) 937-8156 or via email at ekrause@glendaleca.gov.

Sincerely,

Erik Krause
Deputy Director of Community Development

Cc: Philip Lanzafame, Director of Community Development
Bradley Calvert, Assistant Director of Community Development
Yazdan Emrani, Director of Public Works

CITY OF GLENDALE
METRO NOHO TO PASADENA TRANSIT CORRIDOR COMMENTS
ATTACHMENT A

GLENOAKS BOULEVARD PROTECTED BIKE LANE CONCEPTS

Two conceptual corridor concepts have been prepared. Typical block, intersection and mid-block crossing are provided for both options. An assessment based on the West Glendale projects is provided.

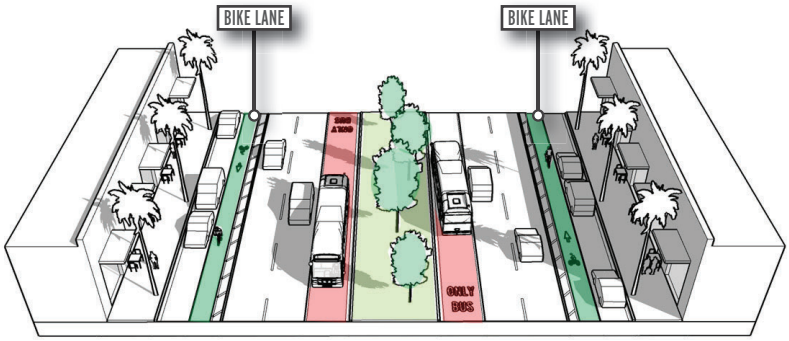
BRT ROUTE SEGMENT D CONCEPTUAL REVISIONS

The Glenoaks protected bikeway concepts generally conform to the Metro design in as much as they maintains the existing curb lines and median and locations of BRT lanes and stations as indicated in the DEIR.

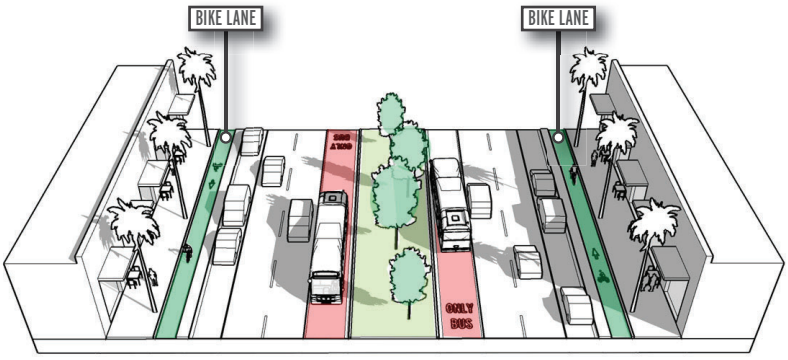
The proposed bike facilities deviate from this plan in two ways.

- The 'Parking Lane Protected Bike Lane' Option locates them directly adjacent to the curb
- The Center Running/ Median Adjacent Protected Bikeway locates them between proposed BRT lanes and the existing median.

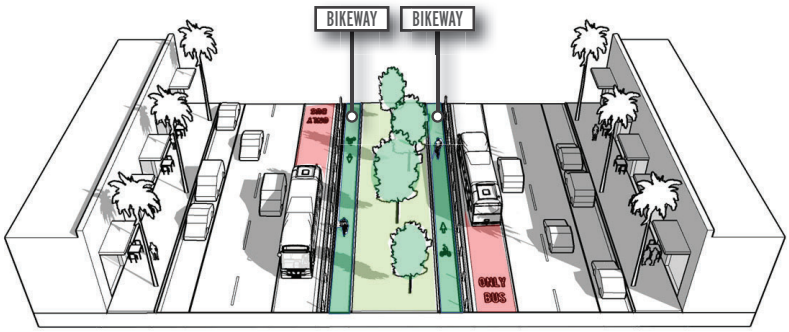
DEIR BIKE LANE



OPTION: CURB PROTECTED BIKE LANE



OPTION: CENTER RUNNING MEDIAN ADJACENT BIKEWAY



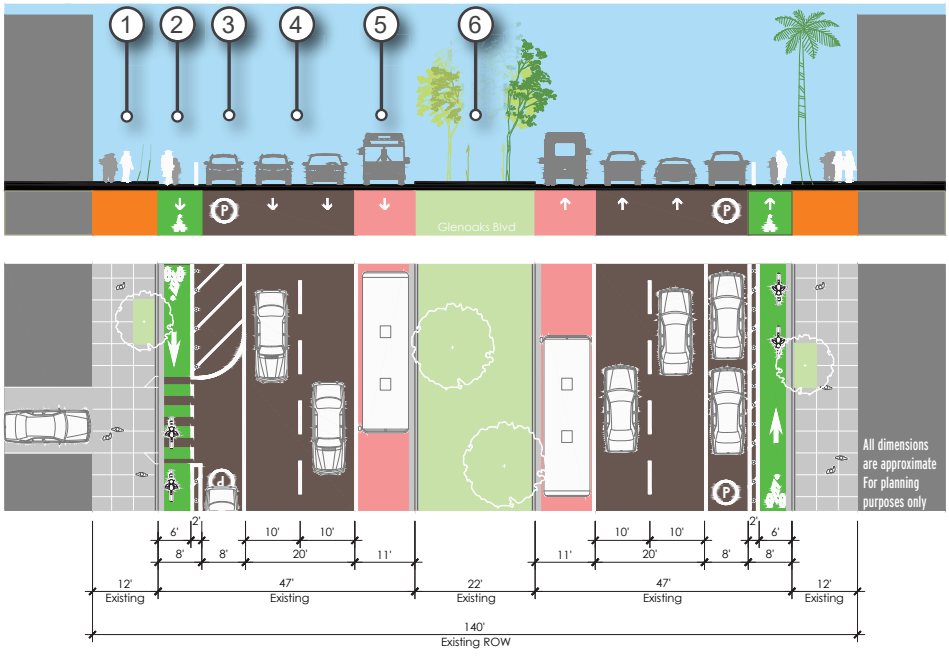
TYPICAL PROTECTED BIKEWAY OPTIONS

PARKING PROTECTED TYPICAL CONCEPT

A curb-adjacent parking protected bikeway locates bicycles between existing curbs and street parking. Section diagram shows typical conditions at a commercial node, where buildings are built to the edge of the right of way and ground floor uses are commercial. In residential segments, sidewalks will be 8 feet with a landscaped strip adjacent to the curb. Bike lanes are protected by a striped 'door zone' buffer with closely spaced bollards. Where parking does not exist a buffer is provided between cyclists and travel lanes. The buffer should be striped as indicated. Where driveways exist, striping indicates bike lane crossing. All dimensions are approximated for planning purposes only.

1. Existing Sidewalks are not changed but should be enhanced with additional canopy trees,street furniture and sidewalk lighting.
2. Protected bike lanes located on the north side and south side of Glenoaks Blvd. Green pavement markings are suggested throughout. They are protected by a 'door zone' consisting of striping and bollards.
3. Parking is located between bike lane and travel lanes
4. Two travel lanes are provided, consistent with the BRT concept plan.
5. Busway is located next to the median, consistent with the BRT concept plan.
6. Existing median is not changed but should have enhanced landscaping.

SECTION



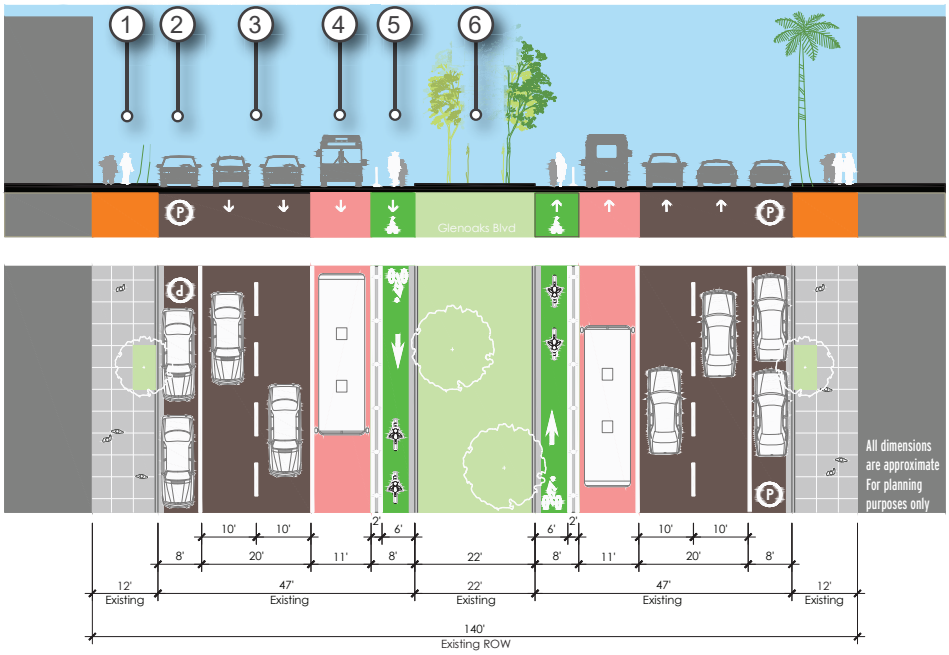
TYPICAL PROTECTED BIKEWAY OPTIONS

CENTER RUNNING MEDIAN ADJACENT TYPICAL CONCEPT

Section diagram shows typical conditions at a commercial node, where buildings are built to the edge of the right of way and ground floor uses are commercial. In residential segments, sidewalks will be 8 feet with a landscaped strip adjacent to the curb. A center running, median adjacent protected bikeway places bike lanes between existing medians and proposed BRT lanes. Bike lanes are separated from BRT lanes by an extruded concrete curb, with closely spaced bollards. The eastbound and westbound lanes join at intersections to form short segments of bi-directional bikeway. Existing mid-block crossings should be maintained and additional mid-block crossings are suggested. Existing driveways and curbside parking are unchanged. All dimensions are approximated for planning purposes only.

1. Existing Sidewalks are not changed but should be enhanced with additional canopy trees,street furniture and sidewalk lighting.
2. Parking is unchanged from present configuration
3. Two travel lanes are provided, consisent with the BRT plan.
4. Busways are provided consistent with the BRT plan, but located approximately 8' outboard of existing median on both sides.
5. Protected Bike Lanes are provided on the north and south sides of the median. Where medians are not present, at intersections, bike lanes form of a bi-directional bikeway.
6. Existing median is not changed but would have enhanced landscaping.

SECTION



CITY OF GLENDALE

METRO NOHO TO PASADENA TRANSIT CORRIDOR COMMENTS

ATTACHMENT B

The following pages display Synchro intersection level of service outputs that are intended to reflect future conditions at Western Avenue and Glenoaks. This is a key intersection with multimodal activity that will increase with the proposed transit corridor project and will be used as the discussion example for the corridor until more information is made available by Metro.

What these sheets demonstrate is that based on forecast of future volumes and lane configurations with the transit corridor project, the inclusion of a protected intersection and phasing for an exclusive bicycle or pedestrian phase is not detrimental to intersection operations and can be compatible with BRT service on the corridor.

The lane configurations at this location are based on the drawings that demonstrate geometric feasibility.

Until Metro releases more details on design and operations for us to conduct further review and analysis, we request Metro review and consider the requested modifications for Glenoaks Boulevard.

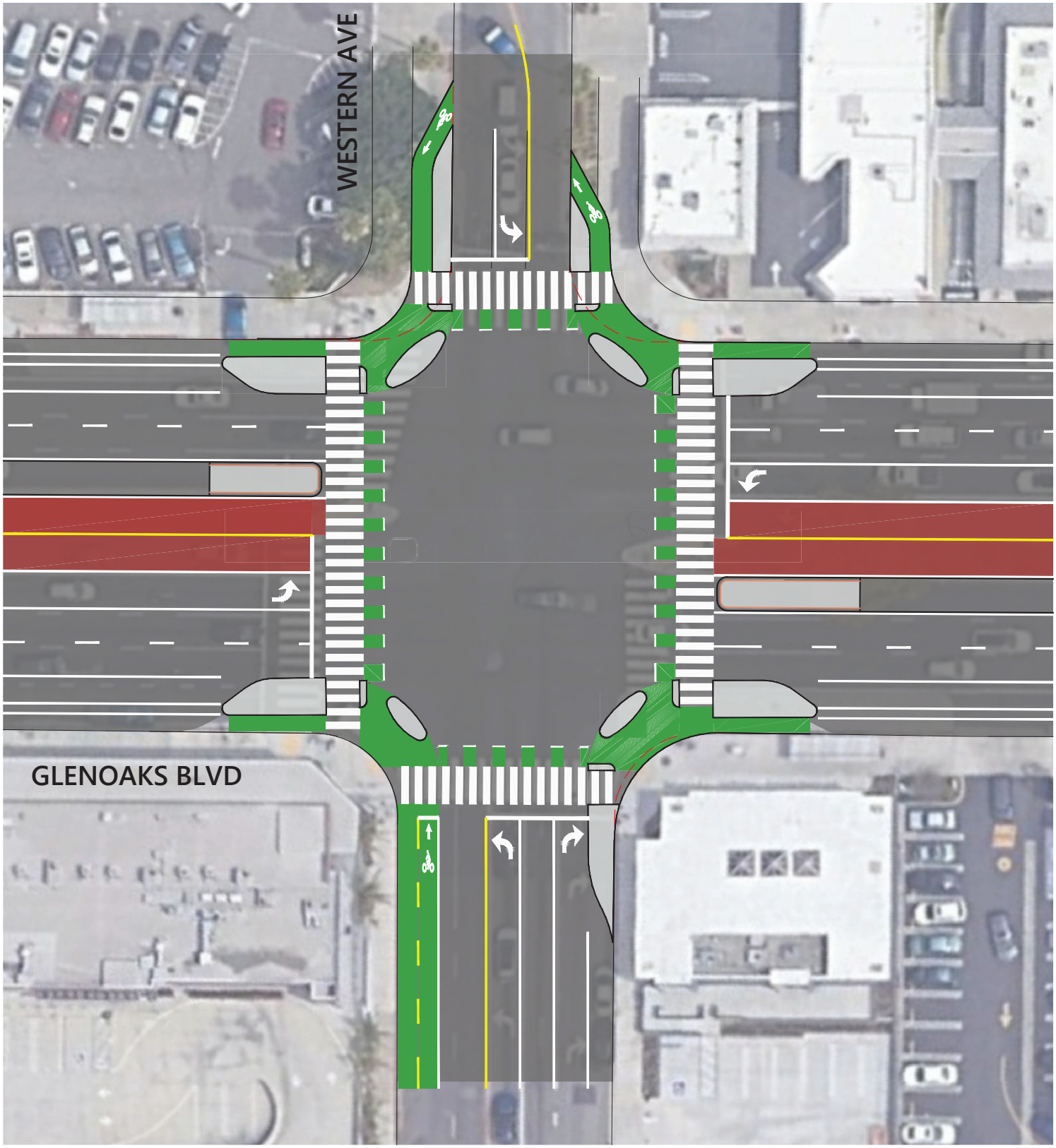
Analysis Summary

The table below shows the future forecast intersection level of service based on estimated future volumes and changes to intersection lane configurations. This analysis was performed through the following steps:

- Future no project conditions: Use City of Glendale's Travel Demand Forecasting Model (TDFM) to forecast future no project volumes and lane configurations at key intersections in the future no project scenario
    - This scenario includes the Noho to Pasadena Transit Corridor Project which is a baseline improvement assumed to be in place prior to the Project (the Project would introduce protected bike lanes to the corridor)
    - Changes are expected to occur to the east/westbound approaches of Glenoaks which currently provide one left-turn lane, two through lanes, and one through/right-turn lane and with the center-running BRT concept would in the future provide one left-turn lane, one through lane, and one shared through/right-turn lane (one through travel lane is converted to the bus lane and these assumptions cannot be verified until Metro provides details on their corridor analysis)

- Future with project conditions: Using the same future volumes from the City's TDFM as the no project condition, the Project would introduce protected bike lanes along the corridor and protected intersections at major intersections with proposed transit corridor stops, such as Western Avenue and Pacific Avenue
    - Based on a spatial analysis and conceptual design (see attached concept plans) the inclusion of protected bike lanes and protected intersections is feasible
    - In addition to being feasible, the new lane configurations allow Metro and the City of Glendale to maintain the analyzed lane configurations with the transit corridor project, thereby not degrading LOS and transit operations
- Future with project with a bike phase: This analysis builds upon prior scenarios by testing a separate bicycle phase
    - The intersections can be designed so that bikes use the pedestrian phase, or they can be designed so that bicycles can proceed on a separate phase at some locations
    - Based on the summary results below for this preliminary analysis, the request to include a protected bike facility was tested with a separate bicycle phase and found minimal delay increases with the extension of the signal cycle length. Glendale looks forward to discussing this option with Metro staff.

NO.	INTERSECTION	PEAK HOUR	FUTURE + PROJECT		FUTURE + PROJECT W/ BIKE PHASING		DELAY INCREASE
			Delay	LOS	Delay	LOS	
1	Western Avenue &	AM	80.3	F	85.6	F	5.3
	Glenoaks Boulevard	PM	114.7	F	123.4	F	8.7

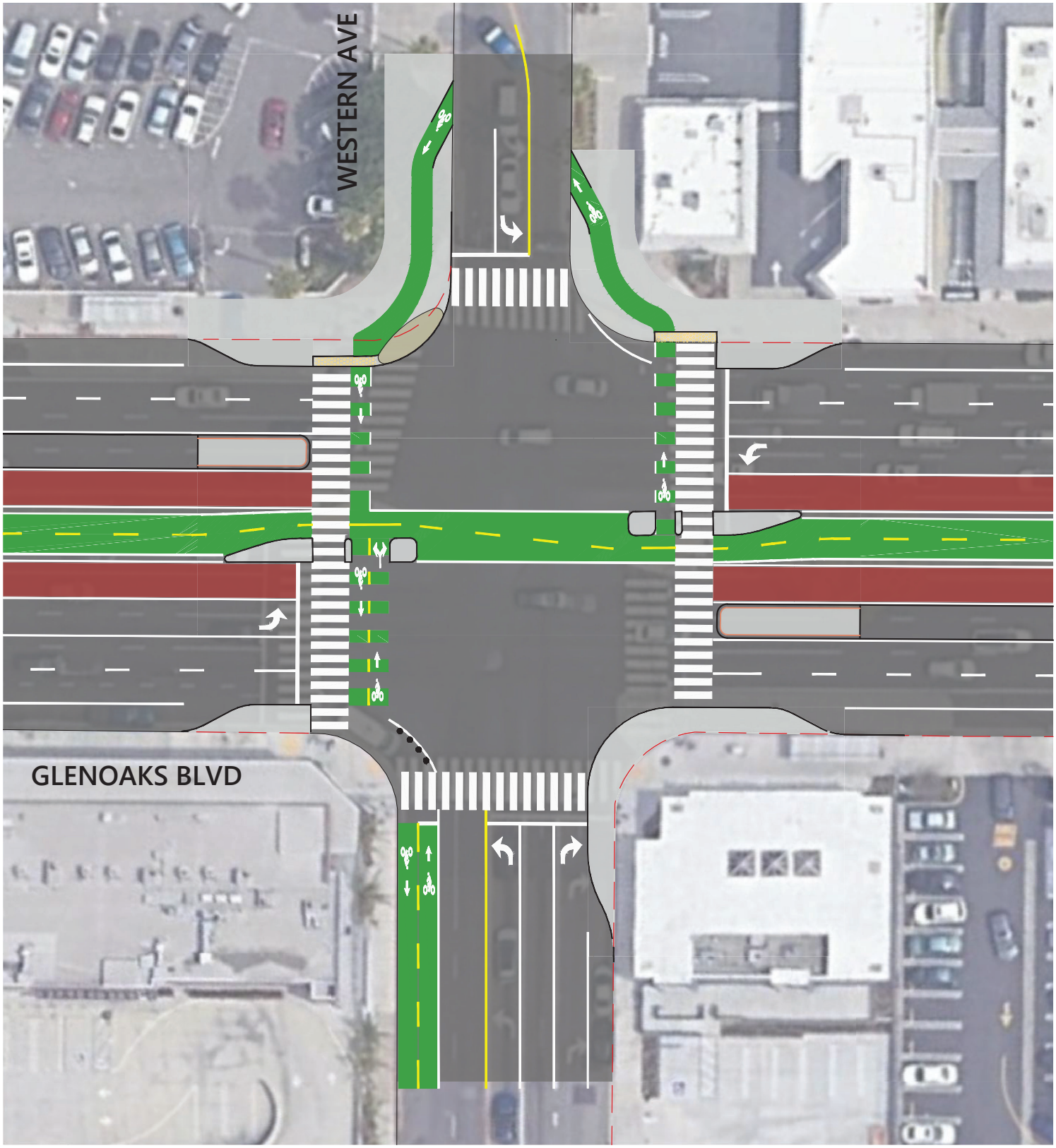


N

N.T.S.

Protected Curb Adjacent Intersection Layout
Glenoaks Blvd & Western Ave

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



N

N.T.S.

Protected Median Running Intersection Layout
Glenoaks Blvd & Western Ave

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	170	1050	150	330	660	40	140	170	160	120	420	20
Future Volume (veh/h)	170	1050	150	330	660	40	140	170	160	120	420	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	1105	158	347	695	42	147	179	168	126	442	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	1085	155	313	1387	84	138	409	346	142	393	17
Arrive On Green	0.12	0.35	0.35	0.18	0.41	0.41	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	1781	3122	445	1781	3405	206	1781	1870	1585	1781	1780	77
Grp Volume(v), veh/h	179	628	635	347	363	374	147	179	168	126	0	461
Grp Sat Flow(s),veh/h/ln	1781	1777	1790	1781	1777	1833	1781	1870	1585	1781	0	1857
Q Serve(g_s), s	12.0	42.3	42.3	21.4	18.5	18.5	9.4	10.1	11.3	8.5	0.0	26.9
Cycle Q Clear(g_c), s	12.0	42.3	42.3	21.4	18.5	18.5	9.4	10.1	11.3	8.5	0.0	26.9
Prop In Lane	1.00		0.25	1.00		0.11	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	207	618	622	313	724	747	138	409	346	142	0	410
V/C Ratio(X)	0.87	1.02	1.02	1.11	0.50	0.50	1.07	0.44	0.48	0.89	0.00	1.12
Avail Cap(c_a), veh/h	309	618	622	313	724	747	138	409	346	142	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	39.7	39.7	50.2	26.8	26.9	56.1	41.1	41.6	55.5	0.0	47.4
Incr Delay (d2), s/veh	10.8	40.5	41.4	83.0	1.2	1.1	96.2	1.1	1.5	44.0	0.0	82.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	25.1	25.4	16.7	8.0	8.3	7.9	4.8	4.6	5.6	0.0	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	80.2	81.1	133.2	28.0	28.0	152.3	42.1	43.1	99.5	0.0	129.8
LnGrp LOS	E	F	F	F	C	C	F	D	D	F	A	F
Approach Vol, veh/h		1442			1084			494			587	
Approach Delay, s/veh		78.5			61.7			75.2			123.3	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	47.7	14.0	34.0	18.7	55.0	14.3	33.7
Change Period (Y+Rc), s	4.6	5.4	4.6	7.1	4.6	5.4	4.6	7.1
Max Green Setting (Gmax), s	21.4	42.3	9.4	26.9	21.1	42.6	9.7	26.6
Max Q Clear Time (g_c+I1), s	23.4	44.3	11.4	28.9	14.0	20.5	10.5	13.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	8.6	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	80.3
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: Western Ave & Glenoaks Bl

12/18/2020

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	230	1180	110	380	1230	80	250	440	260	130	240	30
Future Volume (veh/h)	230	1180	110	380	1230	80	250	440	260	130	240	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	242	1242	116	400	1295	84	263	463	274	137	253	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1085	101	299	1342	87	196	460	389	139	353	39
Arrive On Green	0.10	0.33	0.33	0.17	0.40	0.40	0.11	0.25	0.25	0.08	0.21	0.21
Sat Flow, veh/h	1781	3286	306	1781	3388	219	1781	1870	1585	1781	1654	183
Grp Volume(v), veh/h	242	670	688	400	678	701	263	463	274	137	0	281
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1831	1781	1870	1585	1781	0	1837
Q Serve(g_s), s	12.4	40.2	40.2	20.4	45.3	45.6	13.4	29.9	19.2	9.3	0.0	17.3
Cycle Q Clear(g_c), s	12.4	40.2	40.2	20.4	45.3	45.6	13.4	29.9	19.2	9.3	0.0	17.3
Prop In Lane	1.00		0.17	1.00		0.12	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	181	587	600	299	704	725	196	460	389	139	0	393
V/C Ratio(X)	1.33	1.14	1.15	1.34	0.96	0.97	1.34	1.01	0.70	0.99	0.00	0.72
Avail Cap(c_a), veh/h	181	587	600	299	704	725	196	460	389	139	0	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	40.8	40.8	50.7	35.9	36.0	54.2	45.9	41.9	56.0	0.0	44.4
Incr Delay (d2), s/veh	182.6	82.8	84.5	173.7	25.4	25.7	183.6	43.9	6.2	71.6	0.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	30.8	31.8	23.5	24.2	25.1	16.0	19.4	8.2	7.0	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	237.3	123.6	125.3	224.4	61.3	61.6	237.7	89.8	48.0	127.7	0.0	51.1
LnGrp LOS	F	F	F	F	E	E	F	F	D	F	A	D
Approach Vol, veh/h		1600			1779			1000			418	
Approach Delay, s/veh		141.5			98.1			117.3			76.2	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	45.6	18.0	33.1	17.0	53.6	14.1	37.0
Change Period (Y+Rc), s	4.6	5.4	4.6	7.1	4.6	5.4	4.6	7.1
Max Green Setting (Gmax), s	20.4	40.2	13.4	26.0	12.4	48.2	9.5	29.9
Max Q Clear Time (g_c+I1), s	22.4	42.2	15.4	19.3	14.4	47.6	11.3	31.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	114.7
HCM 6th LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	170	1050	150	330	660	40	140	170	160	120	420	20
Future Volume (vph)	170	1050	150	330	660	40	140	170	160	120	420	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3473		1770	3509		1770	1863	1583	1770	1850	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3473		1770	3509		1770	1863	1583	1770	1850	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	1105	158	347	695	42	147	179	168	126	442	21
RTOR Reduction (vph)	0	6	0	0	2	0	0	0	131	0	1	0
Lane Group Flow (vph)	179	1257	0	347	735	0	147	179	37	126	462	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	16.9	40.7		21.4	45.2		9.4	26.5	26.5	9.8	26.9	
Effective Green, g (s)	16.9	40.7		21.4	45.2		9.4	26.5	26.5	9.8	26.9	
Actuated g/C Ratio	0.14	0.33		0.18	0.37		0.08	0.22	0.22	0.08	0.22	
Clearance Time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	245	1161		311	1303		136	405	344	142	408	
v/s Ratio Prot	0.10	c0.36		c0.20	c0.21		c0.08	0.10		0.07	c0.25	
v/s Ratio Perm									0.02			
v/c Ratio	0.73	1.08		1.12	0.56		1.08	0.44	0.11	0.89	1.13	
Uniform Delay, d1	50.2	40.5		50.2	30.4		56.1	41.2	38.1	55.4	47.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.3	51.8		85.9	0.9		100.5	1.1	0.2	43.4	86.0	
Delay (s)	59.5	92.3		136.1	31.3		156.6	42.3	38.3	98.8	133.4	
Level of Service	E	F		F	C		F	D	D	F	F	
Approach Delay (s)		88.2			64.9			74.9			126.0	
Approach LOS		F			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	85.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	121.7	Sum of lost time (s)	25.3
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	230	1180	110	380	1230	80	250	440	260	130	240	30
Future Volume (vph)	230	1180	110	380	1230	80	250	440	260	130	240	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3494		1770	3507		1770	1863	1583	1770	1831	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3494		1770	3507		1770	1863	1583	1770	1831	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	242	1242	116	400	1295	84	263	463	274	137	253	32
RTOR Reduction (vph)	0	3	0	0	2	0	0	0	127	0	2	0
Lane Group Flow (vph)	242	1355	0	400	1377	0	263	463	147	137	283	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	12.4	39.6		19.4	46.6		13.4	29.8	29.8	9.6	26.0	
Effective Green, g (s)	12.4	39.6		19.4	46.6		13.4	29.8	29.8	9.6	26.0	
Actuated g/C Ratio	0.10	0.33		0.16	0.38		0.11	0.24	0.24	0.08	0.21	
Clearance Time (s)	4.6	7.0		4.6	7.0		4.6	7.1	7.1	4.6	7.1	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	180	1136		282	1342		194	456	387	139	391	
v/s Ratio Prot	0.14	c0.39		c0.23	0.39		c0.15	c0.25		0.08	0.15	
v/s Ratio Perm									0.09			
v/c Ratio	1.34	1.19		1.42	1.03		1.36	1.02	0.38	0.99	0.72	
Uniform Delay, d1	54.6	41.0		51.2	37.5		54.1	46.0	38.3	56.0	44.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	187.3	95.5		207.9	31.3		189.9	46.1	0.9	71.4	6.9	
Delay (s)	242.0	136.6		259.0	68.9		244.0	92.0	39.1	127.4	51.4	
Level of Service	F	F		F	E		F	F	D	F	D	
Approach Delay (s)		152.5			111.6			117.5			76.1	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	123.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	121.7	Sum of lost time (s)	25.3
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

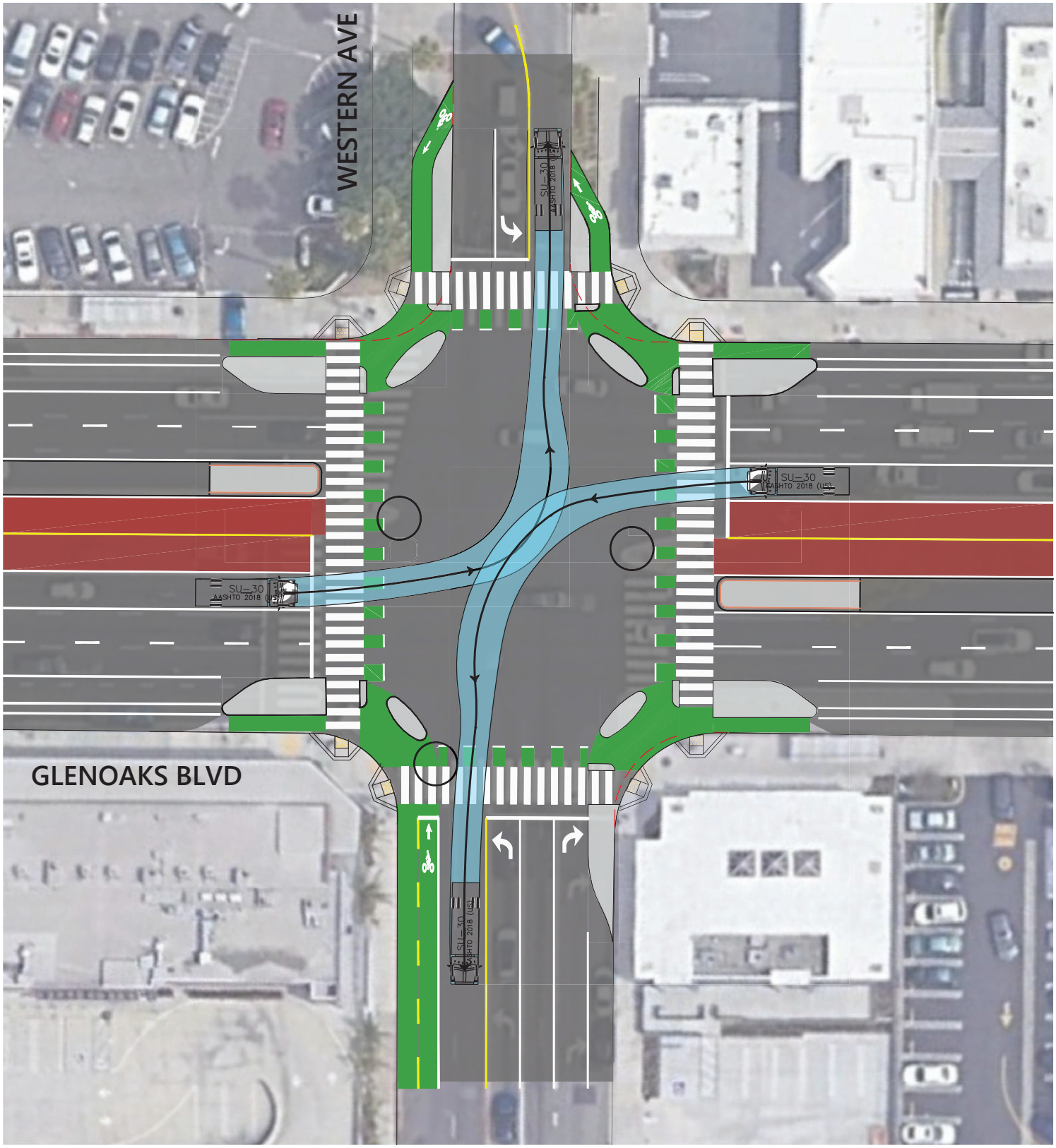
CITY OF GLENDALE

METRO NOHO TO PASADENA TRANSIT CORRIDOR COMMENTS

ATTACHMENT C

During review of feasibility for protected bike lane and intersection options, a review of potential future geometry was prepared. During this review two concerns became apparent for the City of Glendale:

1. Left-turns that can currently operate concurrently may conflict. How will this be operated in the future needs to be resolved.
2. Signal timing and infrastructure allow pedestrians to stop in the median. How this may be affected by center running transit needs to be resolved.



N

N.T.S.

Protected Intersection Layout - Left-Turns
Glenoaks Blvd & Western Ave

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

COMMENT LETTER 5

CITY OF LOS ANGELES
CALIFORNIA

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DEPARTMENT OF TRANSPORTATION
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Los Angeles, California 90012
(213) 972-8470
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ERIC GARCETTI
MAYOR

December 28, 2020

Scott Hartwell
Project Manager
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, California 90012

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) – LADOT REVIEW / COMMENTS

Dear Mr. Hartwell:

The City of Los Angeles Department of Transportation (LADOT), in collaboration with the Department of City Planning (LACP). and the Bureau of Street Services (Streets LA), appreciates the opportunity to review the Draft Environmental Impact Report (EIR), dated October 2020, for the proposed North Hollywood to Pasadena Bus Rapid Transit Corridor Project. As cited in the project description, the Project would extend approximately 18 miles from the western terminus at the North Hollywood station for the Metro B/G (Red/Orange) Lines to the eastern terminus at Pasadena City College in Pasadena. The portions of the project alignment that fall specifically within the jurisdiction of the City of Los Angeles have been identified in the project report as segments A and F and consist of the following roadways:

- Segment A
  - Alignment A1: Chandler Avenue between Lankershim Boulevard and Vineland Avenue, and Vineland Avenue between Chandler Avenue and Lankershim Boulevard/Camarillo Street
  - Alignment A2: Lankershim Boulevard between Chandler Boulevard and State Route (SR) 134
- Segment F
  - Alignment F1 and F2: Colorado Boulevard between West Broadway and SR 134

In response to the information and suggested alignment for the proposed project, LADOT offers the following comments and recommendations.

5-1

TRANSPORTATION ANALYSIS

As previously noted in our response to the project's Notice of Preparation (NOP), dated August 13, 2019, LADOT revised its review procedures to comply with recent changes to the California Environmental Quality Act (CEQA) Guidelines pursuant to Senate Bill (SB) 743. LADOT relies on comprehensive

5-2

performance metrics that align with the City's Mobility Plan 2035 to ensure that important safety and accessibility needs are met in addition to the environmental goals captured in the new CEQA emphasis on vehicle miles traveled (VMT). LADOT also recently published an update of its Transportation Assessment Guidelines (TAG), which aims to provide clarity on methodologies, and distinction between impact categories that are required by CEQA from the analyses (non-CEQA) applied to address access, circulation, and safety concerns. 5-2 (cont.)

CEQA ANALYSIS

As noted in the project report, Section 2.3 of the LADOT Transportation Assessment Guidelines provides screening criteria, impact criteria and a method for determining if a transportation project would induce additional vehicle miles travelled (VMT) and, in accordance with this direction, noted that *"LADOT believes transit and active transportation projects that reduce roadway capacity generally reduce VMT and are presumed to cause a less-than-significant impact on transportation"*. The report also further noted that, *"LADOT does not require an induced travel analysis for transit projects and roadway capacity reducing projects."* While LADOT is in general agreement with the consideration of this directive, it should also be noted that LADOT's TAG (Section 2.1) states that a Proposed Project would have a significant impact related to transportation if it would "conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities." 5-3

Again, as previously noted in our response, dated August 13, 2019, to the project NOP, a conflict or inconsistency could result if the project proposes features that would obstruct the ability of the City to implement the policies and programs of the Mobility Plan 2035, which include implementing designated modal priority networks. As an example, if the BRT project includes a corridor that is designated along a bicycle network, the analysis should reference Policy 2.9, Multiple Networks to evaluate if the project includes features that either prohibit or permit the City to achieve multiple network priorities that address the safety, and comfort for vulnerable road users. The project report has appropriately acknowledged this potential impact, in its discussion of the F2 proposed project alignment option and proposes a future convening with appropriate LADOT staff as mitigation (TRA-5) in order to resolve conflicts and identify an operational configuration that can best integrate bicycle and BRT facilities. While LADOT accepts this mitigation proposal, it should be noted that all such elements required to achieve this mitigation shall become full responsibilities of the project and approved by LADOT prior to final project design.

When the City Council adopted the Mobility Plan 2035, the City adopted a mitigation monitoring program (Attachment 1) when it certified the environmental impact report pursuant to Section 15094(b)(6) and 15097 of the California Code of Regulations. Since the proposed North Hollywood to Pasadena Bus Rapid Transit Corridor Project implements the Mobility Plan 2035 policies and programs in installing a portion of the transit enhanced network (TEN), Metro is responsible for implementing the relevant portions of the mitigation monitoring program that would apply to the project. LADOT requests a project coordination meeting to identify roles and responsibilities in implementing and monitoring mitigation measures that would apply from the Mobility Plan 2035. Contact David Somers, LADOT at david.somers@lacity.org. 5-4

Furthermore, since the release of the NOP, the Governor signed into law Senate Bill 288, which statutorily exempts a broader class of projects from CEQA that are defined as 'Transit prioritization projects'. Section 21080.25.(a)(7) of Public Resources Code defines Transit prioritization projects. LADOT defers to the CEQA Statute in determining how the project is subject to CEQA. 5-5

NON-CEQA ANALYSIS

Again, as previously noted in our response to the project NOP, the adoption of the Mobility Plan 2035 committed the City to continue to communicate to the public the consequences of any major proposed changes to the City's right-of-way that carries out the Plan's vision. LADOT's communication practice relies on evaluating the potential delay, in addition to other metrics where general purpose lanes are to be reduced along streets within the Project-chosen alignment. Therefore, should the final proposed project result in a general purpose lane reduction, a thorough review of the potential effect of said reduction would have on the adjacent street network will be required. 5-6

ALIGNMENT CONSIDERATIONS

As previously noted, the project report has identified two street running options for both the A and F segments of the proposed alignment that fall within the jurisdiction of the City of Los Angeles. With respect to both of these segments, LADOT submits the following comments:

Alignment/Configuration A1

As noted in the project report, this alignment/configuration is identified as the preferred option for the proposed project and LADOT concurs with this proposal. Although this option of the alignment is projected to result in a slightly longer travel time and slightly higher implementation cost, unlike option A2, which would require a reduction in the number of through lanes on Lankershim north of Camarillo Street, this option retains all existing through lanes and also proposes a Class IV cycle track for bicycles along Vineland Avenue and is therefore better suited to serve the multi-modal objectives that are the prime initiative of the Mobility Plan 2035. 5-7

As proposed, A1 involves the addition of a "buffer" to the bicycle lanes on both sides of Chandler Boulevard (westbound, between Fair Avenue and Vineland Avenue, and eastbound between Lankershim Boulevard and Vineland Avenue). LADOT is currently planning enhancements to the existing Class II bicycle lanes on Chandler Boulevard between Lankershim and Vineland Avenue. Should A1 be selected as the final alignment, LADOT requests that design development for this segment and the intersection of Chandler Boulevard and Vineland Avenue be coordinated closely with LADOT to ensure design of the Proposed Project best integrates these enhancements and achieves the goals of Mobility Plan 2035. 5-8

LADOT recommends that Metro convene the design working group required by Mitigation Measure TRA-5 prior to the Final Design phase to ensure project design responds adequately to the potential conflicts and strategies identified by the working group. The working group shall consider all Proposed Project alignment segments with existing or planned bicycle and pedestrian facilities and shall ensure that existing facilities are at minimum maintained or enhanced, or that alternative active transportation connections are considered prior to removal or downgrading of existing bicycle facilities. 5-9

Should option A2 be selected as the preferred alignment for the project, please note that LADOT will require the preparation of a supplemental analysis, per the non-ceqa directives of the LADOT TAG, as the means to fully disclose the potential affect this alignment would have on the adjacent street system. 5-10

Alignment/Configuration F1

As noted in the project report, configuration F2 is identified as the preferred option for the proposed project, which would require the conversion of an existing exclusive bicycle facility to a shared bus/bicycle lane. However, as previously noted in the analysis discussion above and, as acknowledged in 5-11

the project report impact analysis, the conversion of the existing Class II bike lane to a multi-modal lane would be inconsistent with the Mobility Plan 2035 by degrading the travel experience for bicycle riders. 5-11 (cont.)

In response to this finding the project has suggested the convening of appropriate LADOT staff prior to final project design as mitigation (TRA-5) in order to resolve conflicts and identify an operational configuration that can best integrate bicycle and BRT facilities. However, while LADOT is in general agreement with the suggested mitigation, it is recommended that this action also be applied to option F1. The F1 configuration generally removes parking on the north side of the street to provide a curb-running bike lane. As proposed, this requires narrowing existing bike lanes and the removal of an existing curb extension at Colorado Boulevard and Glen Iris Avenue while also conflicting with future planned curb extensions along Colorado Boulevard. Since Colorado Boulevard is designated in multiple Mobility Plan 2035 networks, including as a Pedestrian Enhanced District (PED), it is necessary to explore how to best achieve the Mobility Plan 2035 goals and potential mitigations across all alignment options. A full exploration of the F1 configuration, and any similar suggested configurations that may arise from the DEIR process should be evaluated prior to considering the removal or degrading of existing bike facilities and pedestrian infrastructure. 5-12

CEQA IMPACT

Construction

The project report has identified potential Transit, Roadway, Pedestrian, and Bicycle construction impacts and has suggested mitigation for said impacts via the preparation of a Traffic Management Plan (TMP), to be developed in coordination with the appropriate City staff. Therefore, in order to ensure that the appropriate coordination is given to this mitigation, the communication channel for this action can begin with LADOT's Metro Planning and Development Review Division via the office email address at ladot.devreview.cen@lacity.org. 5-13

Emergency Access

The project report has concluded that the proposed project would not result in a significant impact to emergency access. However, it should be noted that some of the project features, such as the left-turn access restriction proposed at the intersection of Lankershim Boulevard and Kling Street, could potentially limit emergency access. To ensure emergency access is adequately maintained LADOT recommends that the Metro project team consults the appropriate City of Los Angeles Fire Department (LAFD) staff and incorporate any needed design considerations. 5-14

Project Description; Biological Resources; Cultural Resources; Aesthetics

The draft EIR should evaluate the potential biological impacts including proposed tree removals and impacts to green spaces within the project limits, e.g. Biological Resources, Aesthetics, Cultural Resources, etc., if applicable. The Project Description should include the estimated number of impacted trees and green spaces, as well as indicate the proposed replacement ratio. It should also examine ways to minimize tree removal impacts where feasible. It is highly recommended to consult with the Project Arborist and each City's Representative impacted during project planning /design to identify where tree removals can and cannot be avoided with project design features. *Contact Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.* 5-15

Aesthetics; Impact 3.2-2 Operations; VIS-1 & VIS-2 Mitigations

City of Los Angeles policy requires all tree removals to be replaced on 2:1 basis for tree removals within the public right-of-way with a minimum of 3-year establishment period and on 4:1 basis for protected

private property trees. Replacement trees will be required onsite when possible. Replacement trees that cannot be placed directly in the Project area due to site conditions shall be applied within the public rights-of-way on an area-wide basis with concurrence of the Streets LA. Planting of replacement trees outside the project limits shall be executed immediately following tree removals to achieve the benefits that trees provide without further delay. *Contact David Olivo, LACP at david.olivo@lacity.org; or Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.*

The draft EIR or technical appendix should include a detailed itemized (by jurisdiction) tree survey and map for each of the areas impacted by city/jurisdiction, as well as its requirements (e.g. replacement ratios, etc.). Trees in the public right of way and easements in the City of Los Angeles are regulated under the Los Angeles Municipal Code (LAMC), thus require a permit for planting, trimming, root pruning or removal including board hearing(s) and replacement as permit conditions. Trees in private property do not require a permit for trimming or planting but do require a permit for removal if the tree species is "protected tree" under LAMC Section 46.00 (Protected Tree Ordinance). These serve as City policy and as conditions of approval for projects to ensure consistency and the goals of preserving/protecting trees, increasing urban canopy cover, and improving urban sustainability per City of Los Angeles' Citywide General Plan Framework and the Mayor's Green New Deal for Los Angeles. *Contact Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.* 5-15 (cont.)

Streets LA has concerns with the language that the DEIR includes regarding removed street trees which can be replaced with either a tree/shrub, though DEIR does state that the same species be planted unless approved otherwise by Streets LA. Streets LA would prefer language that states that street trees be replaced with trees of the same species unless otherwise required/approved by Streets LA Urban Forestry Division (UFD) and that trees/shrubs removed from median islands be replaced by trees/shrubs of the same species unless otherwise required/approved by Streets LA UFD. All replacements shall be at a 2:1 ratio per the existing policy. It would help to mention forthcoming regulation that will be in effect by the time of construction regarding tree/shrub replacements. *Contact David Olivo, LACP at david.olivo@lacity.org; or Ana Tabuena-Ruddy, StreetsLA at ana.Tabuena-Ruddy@lacity.org with questions.*

ACCESS/CIRCULATION (NON-CEQA) ANALYSIS

Parking Inventory

As has been noted in the various alignment and configuration discussions of the project report, in order to facilitate implementation, varying measures of on-street parking reduction will be required. Therefore, it should be noted that as part of the project final design process, all proposals for parking removal will require LADOT review and approval, and inasmuch as the determination of where parking removal will or will not be possible can significantly affect the final configuration of the project, a full inventory of the project's potential parking impact should be submitted to LADOT prior to the project final design process. Additionally, the Mobility Plan 2035 mitigation monitoring program requires that, prior to project decision, all businesses that may be directly affected by removal of on-street parking be notified of the project and the potential removal of on-street parking. 5-16

New Traffic Control Measures

As noted in the project report, implementation of the proposed project would include the installation of several new traffic control measures in order to facilitate the introduction of new intersection movement operations required by the project. The new traffic control measures proposed under the project's preferred option A alignment, include the following: 5-17

- New traffic signal at Vineland Avenue & Weddington Street and at Vineland Avenue & McCormick Street
- New pedestrian signal at Vineland/Huston
- New Traffic signal at Lankershim Blvd & Kling Street

Prior to installation, all new traffic control measures must be reviewed and approved by the appropriate LADOT District Operations staff. Therefore, inasmuch as the determination of this review/approval process can significantly affect the final configuration of the project, a convening with the appropriate LADOT District office will need to be completed in conjunction with the project's final design process. 5-17 (cont.)

Project Review Requirements

As stated in the NOP, since the project would propose to allocate lanes to implement the Mobility Plan 2035, Metro will need to follow the applicable outreach and evaluation procedures as required by the Mobility Plan 2035 Settlement Agreement. Any requirements of the Mobility Plan 2035 Settlement Agreement that apply to the project does not imply that a project has additional impacts pursuant to CEQA. Contact David Somers, LADOT at david.somers@lacity.org to identify which outreach and evaluation procedures would apply to the Project. 5-18

CONCLUSION

LADOT supports the proposed Project as an important regional network gap closure that can help reduce the State's overall greenhouse gas emissions and VMT. However, as noted previously in the various discussion areas cited above, there remain a number of access, safety, and circulation issues that need to be addressed prior to completing the final design for the project. Therefore, in order to ensure the best possible strategy for fully addressing the potential impacts of this project, the Metro project team should engage LADOT and City staff to discuss the various comments provided in this review prior to moving forward with the development of the final environmental impact report. 5-19

If you have any questions, please contact me at eddie.guerrero@lacity.org.

Sincerely,

Edward Guerrero Jr.

Edward Guerrero Jr.
Senior Transportation Engineer

Attachment

c: Doug Mensman, Office of the Mayor
Nate Hayward, Council District 14
Roy Kim, Tim Fremaux, LADOT District Operations
Judy Wong, LADOT Metro Programs
Randall Tanijiri, LADOT Permit & Plan Review
Clare Eberle, LADOT Active Transportation
Jose Hernandez, LADOT Parking Meters Division
Ana Tabuena-Ruddy, StreetsLA (Streets LA)
David Olivo, LA City Planning

4.0 MITIGATION MONITORING PLAN

Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097 require adoption of a Mitigation & Monitoring Plan (MMP) for all projects for which an Environmental Impact Report (EIR) has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180, which was enacted on January 1, 1989 to ensure the implementation of all mitigation measures adopted through the CEQA process. Specifically, PRC Section 21081.6 states that "...the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program]...shall be designed to ensure compliance during project implementation."

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in CEQA Guidelines Section 15097. However, specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the City of Los Angeles Mobility Plan 2035 (MP 2035 or proposed project) by the decision-maker. In response to established CEQA requirements, the MMP shall be submitted to the City of Los Angeles (Lead Agency) for consideration prior to certification of the EIR. Although the Lead Agency may delegate monitoring responsibilities to other agencies or entities, the Lead Agency "...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The MMP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the Draft and Recirculated Draft EIR and identified in the Final EIR. The MMP for the proposed project will be in place through the planning horizon of the Plan (2035) or until the Plan and EIR are updated again. The City of Los Angeles Department of City Planning (DCP) shall be responsible for administering the MMP activities or delegating them to staff, other City departments (e.g., Department of Building and Safety [DBS], Department of Public Works [DPW], etc.), consultants, or contractors. The City will also ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The City may choose to designate one or more environmental monitor(s) (e.g. City building inspector, project contractor, certified professionals, etc., depending on the provision specified below).

Each mitigation measure is identified in **Table 4-1** and is categorized by environmental topic and corresponding number, with identification of:

- The Implementing Agency;
- The Enforcement Agency and Monitoring Agency – this is the agency or agencies that will monitor the measure and ensure that it is implemented in accordance with this MMP.
- Monitoring Phase and Action – this is the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.

All agencies and departments are in the City of Los Angeles, unless otherwise noted.

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
TRANSPORTATION, PARKING, & SAFETY				
T1	Los Angeles Department of Transportation (LADOT) will adjust traffic signal timing after the implementation of the proposed project (both along project routes and parallel roadways if traffic diversions have occurred as a result of the proposed project). This adjustment would be necessary, especially at the intersections where roadway striping would be modified. Signal timing adjustment could reduce traffic impacts at impacted intersections. (LADOT routinely makes traffic signal timing changes and signal optimization on an as-needed basis to accommodate the changes in traffic volumes to reduce congestion and delay in the City.)	DCP, LADOT	LADOT,	Pre-construction, Coordination between DCP and LADOT to identify and implement appropriate signal timing based on the characteristics of the mobility improvement.
T2	The City shall implement appropriate Transportation Demand Management (TDM) measures in the City of Los Angeles including potential trip-reducing measures such as bike share strategies, bike parking, expansion of car share programs near high density areas, bus stop improvements (e.g. shelters and "next bus" technologies), crosswalk improvements, pedestrian wayfinding signage, etc.	DCP	DCP, LADOT	As applicable, the City shall require of development projects, prior to construction, preparation of a TDM report describing TDM trip-reducing measures and procedures for implementation.
T3	In areas where implementation of the proposed project could potentially result in diversion of traffic to adjacent residential streets, LADOT shall monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. If traffic on residential streets is found to be significantly impacted, in accordance with LADOT's Traffic Study Policies and procedures, LADOT will work with neighborhood residents to identify and implement appropriate traffic calming measures.	DCP, LADOT	LADOT,	Periodic Monitoring during operation; Conduct traffic counts and assess whether traffic diversion triggered by the proposed mobility improvements requires traffic calming measures to reduce significant impacts into residential neighborhoods.
T4	In areas where the implementation of the proposed project could potentially affect transportation systems managed by other agencies, such as Caltrans or Metro, or neighboring jurisdictions, the City of Los Angeles shall coordinate with these entities to identify transportation improvements in accordance with the goals and policies of Mobility Plan 2035 and seek opportunities to jointly pursue funding. Mobility solutions shall be focused on safety, enhancing mobility options, improving access to active modes, and implementing TDM measures to achieve both local and regional transportation and sustainability goals.	DCP	LADOT	Pre-construction, Coordination and Identification of Improvements that could be implemented through joint funding agreements.
T5	LADOT, Los Angeles Fire Department (LAFD) and Department of City Planning (DCP) shall coordinate and review design plans involving lane reallocation to ensure that emergency response access is adequately maintained (for example by expanding the Fire Preemption System).	DCP	DCP, LADOT, LAFD	Pre-construction; Coordination to implement design plans that maintain emergency access.

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
T6	Construction activities will be managed through the implementation of a traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. The plan will address construction duration and activities and include measures such as operating a temporary traffic signal or using flagmen adjacent to construction activities, as appropriate.	DCP	DCP, LADOT	Pre-construction; Preparation of traffic control plan to identify potential construction traffic impacts, and the identification of mitigation measures to minimize construction impacts and ensure the safety of proposed improvements.
LAND USE AND PLANNING				
LU1	Prior to the decision to remove on-street parking, the City of Los Angeles shall meet with the affected business and property owners to discuss the potential for the removal of on-street parking to affect the economic viability of the affected businesses. The City shall identify parking replacement options to businesses that do not have off-street parking and would be substantially affected by the permanent removal of on-street parking.	DCP	DCP	During project construction. City to meet with all affect businesses and property owners who would have parking removed as a result of a mobility enhancement and develop suitable parking replacement options to sustain the economic livelihood of affected businesses and property owners.
NOISE AND VIBRATION				
N1	Construction activity that would last more than a day, that could increase ambient noise by more than 5 dBA, and would be located within 500 feet of a sensitive land use shall incorporate measures to reduce noise levels at sensitive receptors including, but not limited to, sound walls, sound blankets on impact equipment, and engine mufflers to reduce noise levels to acceptable levels. The noise reduction levels achieved by the measures shall limit noise increases to less than 5 dBA over the exiting ambient levels.	DCP	DCP	Construction; Preparation of a Noise Control Plan (prepared to professionally accepted acoustical engineering standards) to identify sensitive receptors within 500 feet of the proposed enhancement, conduct ambient noise measurements, and identify the increases in construction noise based on the required equipment to implement the mobility enhancement. The Noise Control Plan would identify measures to reduce noise increases at sensitive receptors within 500 feet to less than 5 dBA over ambient.
N2	A project-specific vibration analysis shall be completed if the City determines that construction equipment would be located within 11 feet of non-engineered timber and masonry buildings (typical of residential buildings and institutional buildings). Potential vibration impacts shall be mitigated such that vibration levels do not exceed 0.3 inches per second at 11 feet. Methods to reduce vibration include, but are not limited to, choosing to use light weight equipment when an option between equipment types is available and avoiding impact equipment (e.g., jackhammers).	DCP	DCP	Pre-construction; Preparation of a Vibration Control Plan (prepared to professionally accepted acoustical engineering standards) for the operation of construction equipment within close proximity to buildings (11 feet).

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
BIOLOGICAL RESOURCES				
B1	*Special-Status Species and Habitat.* For future enhancements occurring within 200 feet of a Significant Ecological Area designated by the County of Los Angeles or within 200 feet of areas containing native vegetation, such as open space and undeveloped areas, a project-specific biological resource survey and assessment shall be conducted and prepared that discloses any potential impacts to special status species and habitats, and mitigates, to the extent feasible, the impacts of the mobility improvements. In addition, prior to implementation of mobility improvements, all required permits must be obtained; permits for work in wetland and riparian habitats frequently require project-specific measures to preserve resources.	DCP	DCP,	During pre construction; Biological Resource Survey, prepared by a qualified biologist, for all enhancements within 200 feet of Significant Ecological areas or areas containing native vegetation, such as open space and undeveloped areas and adherence to mitigation measures identified in survey.
B2	*Wetland Habitat.* For mobility improvements that extend into the Ballona wetlands, all applicable wetland permits shall be acquired. These permits include, but would not be limited to, a Section 404 Wetlands Fill Permit from the United States Army Corps of Engineers, or a Report of Waste Discharge from the Regional Water Quality Control Board (RWQCB), and a Section 401 Water Quality Certification from the RWCQB. Additionally, a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) would be required for development that would cross or affect any stream course. Where feasible, the maximum amount of existing wetlands shall be preserved and minimum 25- to 50-foot buffers around all sides of these features shall be established. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality, or water quantity in the wetland that is to be retained. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through wetland protection plans. Where avoidance of the Ballona Wetlands is not feasible, then mitigation measures shall be implemented for the project-related loss of any existing wetlands on site, such that there is no net loss of wetland acreage or habitat value. Wetland mitigation shall be developed as a part of the Section 404 Clean Water Act permitting process, or for nonjurisdictional wetlands, during permitting through the RWQCB, CDFW and/or USFWS. Mitigation is to be provided prior to construction related impacts on the existing wetlands. The exact mitigation ratio is variable, based on the type and value of the wetlands affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for construction of new wetlands. In addition, a Wetland Mitigation and Monitoring Plan shall be developed that includes the following:	DCP	DCP, CDFW, RWQCB	During preconstruction; Preparation and completion of permitting applications/process.

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
	• Descriptions of the wetland types, and their expected functions and values. • Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five to ten years. • Engineering plans showing the location, size and configuration of wetlands to be created or restored. • An implementation schedule showing that construction of mitigation areas shall commence prior to or concurrently with the initiation of construction. • A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/ or an endowment held by an approved conservation organization, government agency or mitigation bank).			
B3	*Migratory Birds.* To prevent the disturbance of nesting native and/or migratory bird species, the City shall require that clearing of street trees or other vegetation should take place between September 1 and February 14. If construction is scheduled or ongoing during bird nesting season (February 15 to August 31), the City of Los Angeles shall require that a qualified biologists conduct a nesting bird survey within 250 feet of the construction activity, no less than 14 days and no more than 30 days prior to the commencement of construction activities. Surveys shall be conducted in accordance with CDFW protocols, as applicable. If no active nests are identified on or within 250 feet of the construction activity, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the Department of City Planning. If an active nest is identified, construction shall be suspended within 100 feet of the nest until the nesting cycle is complete, as determined by a qualified ornithologist or biologist.	DCP	DCP	Pre-construction; biological survey of street trees by qualified biologist for construction during nesting season.

SOURCE: TAHA, 2015.

COMMENT LETTER 6

Kevin de León
Councilmember, Fourteenth District

December 28, 2020

Scott Hartwell
Project Manager
Metro
1 Gateway Plaza
Los Angeles, CA 90012

RE: PROPOSED NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Mr. Hartwell,

Metro's Draft Environmental Impact Report (DEIR) for the proposed North Hollywood to Pasadena Bus Rapid Transit (BRT) project fails to address both environmental concerns and the concerns of the Eagle Rock community.

The DEIR, as currently drafted, presents three suggested "alternatives" to the project that appear to ignore CEQA requirements that Metro identify environmentally superior options, and do not reflect a thoughtful response to community input. For these reasons, the proposed alternatives are inadequate, and would have negative impacts on Eagle Rock and its residents. 6-1

In spite of Metro's poor communication with the Eagle Rock community throughout the EIR process, stakeholder groups have consistently advocated for the preservation of Colorado Boulevard's parking and landscaped medians, as well as assurance of pedestrian, cyclist, and vehicular safety. 6-2

The Eagle Rock Association (TERA) penned a letter to Metro in August 2020 that laid out specific concerns and proposed several alternatives. The Eagle Rock 411 group has also reached out to Metro on several occasions– both groups seeking to preserve the character, safety, and beauty of their community's primary transit corridor. Unfortunately, the DEIR reflects neither Metro's commitment to, nor the community's interest in,

identifying ways to advance this BRT expansion that would truly benefit the residents of Eagle Rock, the surrounding neighborhoods, and the entire city.

Colorado Boulevard, with its small businesses and historic buildings, is the backbone of the Eagle Rock community and its local economy. Metro needs to re-engage Eagle Rock stakeholders immediately, and on a much deeper level, collaboratively exploring design options that address their concerns, before finally presenting their findings to stakeholders and selecting a Locally Preferred Alternative. 6-2 (cont.)

Metro must also meet CEQA mandates that the lead agency on this project identify the most environmentally superior alternative when analyzing a series of possible approaches to a project - something this DEIR fails to accomplish. A street that reflects the vibrancy of this neighborhood does not deserve this agency's one-size-fits-all approach. 6-3

Aesthetics

In its current form, Option F-2 has a significant impact on the aesthetics of Colorado Blvd, as the proposed westbound Colorado/Eagle Rock station would be placed directly in front of The Center for the Arts at 2225 Colorado Boulevard. This address, the location of the Old Eagle Rock Branch Library, was nominated to be included in the National Register of Historic Places and is also listed as Los Angeles Historic Cultural Monument #292 due to its status as a Carnegie Library. Per the DEIR, the proposed station would be constructed using Metro's "kit of parts", a decidedly modern design, which would degrade the visual character and sightlines of this cherished, historic structure. 6-4

Proposed Mitigations:

- Metro shall design all proposed stations in Eagle Rock specifically to fit the character of the historic neighborhood.
- Metro shall establish a design advisory committee of Eagle Rock stakeholders to inform the design of all station elements including materials, finishes, and public art.
- Metro shall provide permanent, well-lit community marker signs at each station location that match the historic character of the neighborhood.

Biological Resources

With a project of this scale, the impact on the landscape of their community must be clearly conveyed to residents. However, the DEIR fails to accurately detail the biological impacts associated with tree removals along the project corridor. The DEIR Biological Technical Analysis states that the Biological Study Area "...is a fully developed transit corridor. Vegetation is limited to common ornamental trees, grasses, and shrubs". However, apart from the mention of a Windshield Study on July 9, 2019, there is no data presented on the number or locations of trees that would need to be removed for options F1 or F2. Removing mature trees would reduce shade canopy, increase heat islands, and reduce roosting and nesting habitat for local birds and bat populations, negatively impacting both the health of Eagle Rock residents and the local ecosystem. 6-5

Proposed Mitigations:

- Metro shall provide a detailed list of all trees/shrubs scheduled for removal in the Final EIR and shall include the tree species, trunk size, estimated age, carbon storage potential, and canopy size in their report.
- Metro shall replace all trees removed in Eagle Rock with 36” box trees planted at a 4:1 tree replacement ratio.
- Metrow shall ensure that all replacement trees are species native to this particular region of Southern California and biologically appropriate to support the local ecosystem
- Metro shall conduct a nesting bird survey, much like the preemptive bat roosting habitat assessment, with a qualified biologist during the nesting season the year prior to construction to determine the reliance of the local bird population on these trees for nesting
- Metro shall ensure that all newly planted trees provide sufficient habitat, as determined by a qualified biologist, for the current local bat and bird population, as identified by the nesting bird survey and the bat roosting habitat assessment
- Metro shall work with arborists or other tree experts to develop a 20 year maintenance plan to ensure that newly planted trees develop root systems that promote long life of the trees, reduce or eliminate reliance on artificial watering, and avoid any structural disruptions to the surrounding pavement and subterranean utilities
- Metro shall be responsible for carrying out active maintenance of the newly planted trees and surrounding vegetation for a minimum of five years until the replacement trees and surrounding vegetation is determined by a tree expert to be sufficiently established to transition into less active maintenance
- Metro shall ensure that the maintenance plan for the newly planted trees and vegetation includes provisions for any irrigation system required and with clear guidance and funding for the the repair and maintenance of any such irrigation infrastructure
- Metro shall permanently relocate to the extent feasible any Magnolia trees on Colorado Boulevard to a location where the trees will be able to survive.
- Metro shall consult with the community on the selection of new native tree species for the corridor as well as on any proposed planting location for the transplanted magnolia trees.

6-5 (cont.)

Water Resources And Hydrology

The Impact Analysis in the Water Resources And Hydrology Technical Report incorrectly states that "the Proposed Project would result in a negligible change to impervious surface area" and that "across the watershed, the net change in runoff volume due to this project would be negligible." Removing the medians on Colorado Boulevard without adequate mitigation will increase impervious surfaces, potentially overwhelming existing storm drain systems during rainstorms, and limit groundwater recharge.

6-6

Proposed Mitigations:

- Metro shall replace all median landscaping removed from Colorado Boulevard with the same square footage of landscaping along the project corridor within Eagle Rock.

- Metro shall create a median landscaping advisory committee made up of local stakeholders to inform the design for any new or modified medians.
- Metro shall consult relevant departments to ensure that this project meets or exceeds the City of Los Angeles's goals regarding stormwater capture

6-6 (cont.)

Transportation

All three alternatives would negatively impact access to local businesses during project construction. The DEIR states that "temporary closures may impact existing pedestrian circulation" and that "the potential disruption to pedestrian circulation may result in an impact without mitigation measures". In regards to bicycle facilities, it states that, "[a]lthough temporary, the effect upon bicycle circulation may be disruptive". Yet, "temporary" is not clearly defined and there is no information provided on the duration of sidewalk and lane closures or parking loss during construction. The only proposed mitigation is the creation and implementation of a Traffic Management Plan (TMP).

6-7

Additionally, the proposed side-running alignment, F-2, is in direct conflict with the 2035 Mobility Plan which identifies Colorado Boulevard as a Bicycle Enhanced Network Street. The F-2 alternative would remove the Class II bike lanes on Colorado Boulevard and convert them to a shared lane to be used by bicycles *and* buses. Forcing buses to share space with bicycles and right turning vehicles, presents a safety risk for cyclists and slows down bus traffic.

6-8

In option F-1, Metro proposes to remove 50% of the parking along the corridor, without a plan to mitigate the loss of parking. While lack of available parking is not a factor in meeting CEQA requirements, additional car miles from drivers looking for parking – along with the resulting greenhouse gas emissions, air pollution, and noise *are* impacts requiring mitigation under CEQA. The parcels immediately to the north and south of Colorado are primarily single family residential neighborhoods. Loss of parking will drive visitors and residents alike along the side streets in search of parking, increasing noise and air pollution for local residents.

6-9

Option F-3 is also problematic from a transportation point of view. The eastbound stop at Colorado and Figueroa is positioned directly in front of the loading zone for CALS Charter School. This loading zone is used by parents for student pick up and drop off and the station placement will conflict with this purpose.

6-10

Proposed Mitigations:

- Metro shall ensure that all pedestrian detours are ADA compliant throughout the whole length of the pedestrian detour.
- Metro shall ensure that no full closures of either eastbound or westbound travel lanes of Colorado Boulevard will occur during the construction of the project.
- Metro shall provide off-site replacement parking within walking distance during construction at a 1:1 ratio for parking loss during construction.
- Metro shall create a community traffic advisory committee to provide recommendations on proposed detours and implement suggested mitigations on adjacent streets to prevent cut-through traffic.

6-11

- Metro shall incorporate Class II bicycle facilities on Colorado Boulevard in the proposed project, regardless of which option is selected.
- Metro shall coordinate with the Bureau of Street Services on any redesign of the Take Back the Boulevard ATP project and shall fully reimburse the bureau for any costs incurred due to changes made to accommodate the project such as redesign or increased construction costs.
- Metro shall accommodate the Colorado Boulevard Metro Call for Projects application and provide the same amount of funding to the city even if the BRT will conflict with elements from the Call for Projects application.
- Metro shall provide permanent replacement parking within walking distance of any parking lost permanently. This replacement parking shall include redesigning or expanding LADOT Lot #686 and the Eagle Rock Library parking lot to provide adequate parking for local businesses.
- Metro shall ensure that electric vehicle parking is installed on every block along the project corridor where any changes are made to street parking.

6-11 (cont.)

Land Use and Planning

The DEIR states that there is a "Less Than Significant Impact" on land use and planning and that the project will not divide established communities during construction. The proposed project would undoubtedly involve substantial work to the roadway and sidewalks - making businesses much more difficult to access, straining the local economy. Yet, Metro makes no mention of potential economic impacts in their DEIR.

Proposed Mitigations:

- Metro shall create an *Eat Shop Play* program, similar to what is used for the Regional Connector, to provide free marketing and resources for businesses impacted by construction.
- Metro shall establish a Business Interruption Fund (BIF) to offset the negative financial impacts of construction on local businesses. For impacted businesses, the BIF will provide financial assistance to cover the costs of loss business during construction.
- Metro shall have a public relations team, specifically dedicated to the Eagle Rock portion of the proposed project, who will work to address community concerns and facilitate assistance with the BIF and other Metro programs.

6-12

Air Quality

The DEIR states that the project intends to use zero-emission electric buses but "compressed natural gas (CNG)-powered buses may be required when the Proposed Project first opens." Metro goes on to state that the use of CNG buses would be a "temporary condition and any additional impacts posed by CNG-powered buses would be short-term and negligible."

6-13

However, Metro once again neglects to provide a time frame for this "temporary condition." Furthermore, in 2019 Metro adopted a Climate Action and Adaptation Plan which stipulates that Metro will reduce GHG emissions by 79 percent by 2030. In the fall of 2020, Metro adopted Moving Beyond Sustainability, which officially adopts the Zero Emission Bus Master Plan. The use of CNG buses as a "temporary condition" absolves

Metro of addressing GHGs produced by CNG buses for the project and does not show a commitment to meeting Metro's own stated plans and policies.

6-13 (cont.)

Proposed Mitigation:

- Metro shall ensure that upon initial revenue operation of the project, all buses operating on the line will be zero emission electric buses.

The DEIR as it stands fails to provide an environmentally superior alternative that will pass public muster and improve the quality of life for the residents of Eagle Rock. Metro's first step in rectifying the fatal flaws in their DEIR must be to immediately re-engage Eagle Rock stakeholders and walk through the project's impacts block by block so that the public can understand what is happening along the corridor and is able to provide feedback on what improved. Additionally, Metro needs to fully review all alternative proposals submitted by stakeholder groups and report to the community on each proposal.

6-14

As the author of California's 100% Clean Energy Act (SB 100), I support the development of more energy efficient public transportation – but not at the expense of the public's good will. The success of projects like this across the City of Los Angeles depend on Metro and other agencies' ability to build relationships with local communities, like Eagle Rock, that are based on trust and transparency.

6-15

I urge Metro to develop a more collaborative relationship with the Eagle Rock community as it continues to explore more suitable alternatives for the proposed BRT project.

Should you have further questions about this letter, please do not hesitate to contact Nate Hayward, my Capital Projects Director, at nate.hayward@lacity.org or (213) 473-7014.

Sincerely,

Kevin de León

KEVIN DE LEÓN
Councilmember, 14th District, Los Angeles City Council

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200 N. Spring Street, Room 465
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Fax: (213) 485-8788

COMMENT LETTER 7

OFFICE OF THE MAYOR

December 3, 2020

Scott Hartwell
Project Manager
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, California 90012

Re: North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report

Dear Mr. Hartwell:

The City of Pasadena has reviewed the North Hollywood to Pasadena Bus Rapid Transit Corridor Project Draft Environmental Impact Report (DEIR) and has compiled a list of comments included as Attachment A of this letter. 7-1

The City appreciates the ongoing coordination between Metro and the City of Pasadena over the last two years and supports this project as a critical component to the regional multimodal transportation network, replacing the current Metro Rapid Bus Line 780 in Pasadena. The City supports the route exiting the eastbound SR 134 at Fair Oaks Avenue, traveling south on Fair Oaks Avenue and Raymond Avenue and then east on Colorado Boulevard to Hill Street as the preferred alignment within Pasadena (Segment G1 and H1). 7-2

The alternate routes presented in the DEIR, utilizing the SR 134 on/off ramps at Colorado Boulevard and/or using the Union Street and Green Street one way couplet (Segment G2 and H2), would need to be modified as identified on the last page of the attachment (Lake/Union and South Lake Pedestrian Project) in order for the City to be supportive. The City would support the implementation of the alternate routes should Metro decide to pursue that option. 7-3

The DEIR was reviewed by multiple City departments, and the comments included in Attachment A address planning level topics including consistency with the Mobility Element of the General Plan and the Climate Action Plan, as well as comments related to engineering, construction and operations. 7-4

100 North Garfield Avenue • Pasadena, CA 91109
(626) 744-4111 • Fax (626) 744-3727

The City welcomes Metro's continued coordination on the North Hollywood to Pasadena Bus Rapid Transit Corridor Project. Should you have any questions, please contact Sebastián Andrés Hernández, Principal Planner at shernandez@cityofpasadena.net.

Sincerely,

TERRY TORNEK
Mayor

7-4
(cont.)

BB: sah

Attachment:

Attachment A - City of Pasadena Comments on the North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report (DEIR) dated October 2020

c: Steve Mermell, City Manager
Laura Cornejo, Director of Transportation
Tito Corona, Community Relations Manager

Attachment A

City of Pasadena Comments on the North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report (DEIR) dated October 2020

Preferred Route

As a replacement to the Metro Rapid Bus Line 780 in Pasadena, the City supports the Fair Oaks Avenue to Colorado Boulevard alignment as the preferred alignment within Pasadena (Segment G1 and H1). The alternate routes presented in the DEIR, utilizing the SR 134 on/off ramps at Colorado Boulevard and/or using the Union Street and Green Street one way couplet (Segment G2 and H2), are also feasible and the City would support the implementation of the alternate routes should Metro decide to pursue that option. 7-5

On-street Dining

City staff has met with Metro project staff and consultants throughout the development of this project. With the onset of COVID and the "Safer at Home" orders, one aspect of the public right of way that has changed in Pasadena is the addition of on-street dining in Pasadena central business districts. While on-street dining has been implemented as a long-term temporary use of the public right of way, these installations may become a semi-permanent fixture within the central business district. Current on-street dining is located on Colorado Boulevard, Union Street and Green Street. As a result, where there are on-street dining locations, Colorado Boulevard has been reduced to one lane per direction. The Union Street and Green Street couplet have remained with two and three lanes per direction even with the implementation of on street dining along sections of those roadways. Final station layouts for all routes will need to be coordinated with the City to help define areas for potential semi-permanent on-street dining implementation. Based on the existing on-street dining deployment, the westbound station at Colorado Boulevard and Arroyo Parkway would require coordination of potential future permanent on-street dining layouts. Transit signal priority may assist in maintaining traffic flow on Colorado Boulevard, even with a single travel lane, it is anticipated that the these public right of way changes will increase the operating and capital costs of this project due to the impact to travel time speeds and conflicts with station locations along or near both the project and option alignments in Pasadena. 7-6

Construction Related

- **Construction Moratorium**

  Due to the significant amount of preparation activities which occur for the Rose Parade, there is an annual construction moratorium in place from November 15 until the second Monday in January for the central business district and the Rose Parade route along Colorado Boulevard. Construction activity within the public right-of-way associated with the BRT project will not be permitted during the construction moratorium, and this information should be included in the construction schedule and construction bid documents. 7-7

- **Asbestos Abatement**
  The Green Street/Union Street couplet (route option H2) will require close coordination with existing project plans as defined in the report. Special consideration will be needed for the roadway condition of Green Street to accommodate this level of transit vehicles. In addition, sections of Green Street, from Orange Grove Boulevard to Hill Avenue, contain asbestos in the top two inches of asphalt. Specifically, the Los Robles Station falls within a segment of roadway containing asbestos concentrations greater than 1%, considered asbestos containing materials, or ACMs. Any roadway work that disturbs the asphalt along this section of roadway will impact or disturb the ACMs resulting in the creation of airborne asbestos fibers. This will require the construction of the project to adhere to appropriate asbestos abatement regulations. Asbestos abatement methods must comply with Title 8, Section 1529 of the California Code of Regulations (CCR) and the South Coast Air Quality Management District (SCAQMD) Rule 1403, and follow City of Pasadena procedures for excavation of asbestos-containing asphalt on Greet Street.

7-8

ES.13 Areas of Controversy and Issues to be resolved (p. 25)

- **Loss of Parking**
  Although parking loss is not an issue addressed in the CEQA Guidelines and thus not addressed in the DEIR, it is a high priority for the City. It is stated that information on the loss of parking will be provided to the Metro Board for consideration when considering approval of this project. It is a high priority that replacement of lost metered parking, inclusive of replacing technology, within a reasonable distance from impacted area are included in the project.

7-9

Project Description, 2.4 Station Location and Characteristics (p. 2-24)

- **Electric Capacity**
  The City is committed to clean air and zero-emission transportation. As a community-owned electric utility, Pasadena Water and Power (PWP) fully supports the use of electric buses for the proposed North Hollywood to Pasadena Bus Rapid Transit project. PWP is committed to partner and work with Metro in providing sufficient, reliable, and clean power to make this project a success.

  PWP will work with Metro to build electric infrastructure and provide the electric capacity needed to provide a reliable transit service along the proposed routes of this project. In addition, PWP will continue providing competitive electric rates to Metro to lower its operational costs, similar to the way the City has done so for Metro's L (Gold) Line.

  PWP also offers green-e certified Green Power program to assist customers leverage and achieve their environmental and sustainable transportation goals.

7-10

Project Description, 2.4 Station Location and Characteristics (p. 2-19)

- **Mobile Station Kit of Parts**
  The first Rose Parade was held in 1890 and has become an internationally televised event with millions of viewers around the world enjoying the Rose

7-11

Parade. Each year, in order to protect the street furniture and to accommodate the hundreds of thousands of parade spectators that line Colorado Boulevard to view the parade, all the street furniture along the route is removed. Metro will need to develop a "kit of parts" for Colorado Boulevard stations that can be removed annually. The City would consider the use of removable bus bulbs in addition to the concrete bus bulbs proposed to be constructed to the blue "honor line". If used, removable bus bulbs could extend beyond the blue "honor line", and would be required to be removed by Metro before New Year's Day, and replaced following the Rose Parade. 7-11 (cont.)

- **Public Art**
  As noted on page 2-19, "One half of one percent of the overall project construction costs will be set aside for the integration of site-specific public art to promote a sense of place for surrounding neighborhoods." Although many of the proposed station locations in Segment H1 must be prepared to be temporarily removed to make way for the Rose Parade, it is critical that the site-specific public art program is fully funded in Pasadena and complements the City's Public Art Program for City Construction guidelines. 7-12

  Pasadena is rich and diverse in its art and culture assets. In fact, Pasadena is one of a handful of United States cities that has committed to the development of arts and culture within its General Plan. In order for the project to integrate into the historic and culturally rich surrounding neighborhoods in Pasadena, the art program must be fully funded in Pasadena despite the need for removable station kits.

- **Pedestrian Scale Street Lighting**
  As the station design progresses, the City will continue to work with Metro to coordinate design details. Where the stations and the project integrates with existing sidewalks, the approach to stations in Pasadena should include pedestrian scale street lighting where it currently does not exist. 7-13

- **Sidewalk**
  As the station design progresses, the City will continue to work with Metro to coordinate design details. As part of the station design, sidewalk, curb ramp condition and accessibility will be evaluated. Modifications may be required and should be included. 7-14

- **Roadway Elements**
  As the station design progresses, the City will continue to work with Metro to coordinate design details. Concrete street bus pads will be required for the length of the station platform, and along the approach/departure area as needed. Maintenance of the concrete bus pads should be the responsibility of Metro. 7-15

- **Vertical Vehicle Clearance**
  Vertical clearance of the existing Ficus tree canopy along Green Street should be evaluated to ensure adequate clearance for transit vehicles. 7-16

- **Special Consideration**
  A few items that will need to be considered in the final design process include:
  - Raymond Avenue/Holly Street station – A unique sidewalk treatment currently exists on the west side of Raymond Avenue, and any new sidewalk will be required to match this sidewalk treatment.
  - Colorado Boulevard/Arroyo Parkway station – Basements currently exist under the public right of way along Colorado Boulevard, and special consideration must be included in the design process to account for the basements, which may be directly under the sidewalk. 7-17
  - Colorado Boulevard/Lake Avenue, Green Street/Lake Avenue and Union Street/Lake Avenue stations – Coordination required with the current South Lake Avenue Pedestrian Enhancement Project currently in design.

Project Description, 2.7 Vehicles (p. 2-29)

The vehicles identified for the project are 40-foot electric vehicles. Many of the boards used to invite the community to participate at public meetings or describe the project at public meetings include a branded "letterhead" imagery of a 60-foot bus. To avoid confusion, the imagery should reflect a 40-foot bus. 7-18

Air Quality, 3.3 Vehicles (p. 2-29)

The report currently only identifies Pasadena's General Plan as the local ordinance that refers to air quality. Reference to Pasadena's Climate Action Plan should be included. The Pasadena Climate Action Plan includes programs and policies to measure, plan and reduce the City's share of greenhouse gas emissions. It includes an ambitious goal of reducing emissions by more than half by the year 2035. 7-19

Energy Resources, 3.6 Impact Analysis (p. 3.6-19)

The Operations and Existing/Baseline Analysis in the report identified Pasadena City College (PCC) as a potential supplemental charging location for the project. To help meet Metro's Vision 2028 Strategic Plan goal five, "Transform LA County through regional collaboration and national leadership" and Metro's 2020 Sustainable Strategic Plan, charging capacity and physical capacity at the PCC charging station should accommodate future use by Pasadena Transit zero emission electric vehicles. The equipment should use standard charging equipment so that these public transit entities with potentially different manufacturers of zero emission electric vehicles may collaborate to reduce greenhouse gas emissions. 7-20

Other Environmental Considerations Energy Resources, 4.0 Public Services (p. 4-22) 7-21

The proposed project includes a charging and layover facility on the east side of Hill Avenue, north of Green Street, situated on college property in Parking Lot 1.

The City anticipates continuing consultation with Metro, PCC, and the neighbors regarding this facility. All parties share a goal of a solution that reduces adverse effects on traffic on Hill Avenue. Pasadena looks forward to working with Metro and PCC in developing a terminus station that addresses the goals and priorities of all agencies. 7-21 (cont.)

Appendix B Transportation Technical Report

- **Transit Signal Priority, 2.4 (p. 7)**
  The proposed project's transit priority operating characteristics currently state green lights will either be extended or triggered early. It should be noted that in Pasadena the transit signal priority will operate consistent with the currently agreed upon parameters, allowing for priority of buses behind schedule (or headway based), providing for a balanced multimodal signal operations approach. As noted in the DEIR, in order for transit signal priority to be implemented, upgrades to traffic signal controllers, cabinets and other associated hardware may be required depending on the route selected and the existing equipment at the signalized intersections along that route. 7-22

- **Arterial Network, 4.2.2 (p. 21)**
  In preparation for the annual Rose Parade, during the weeks leading up to this event, at least 10 traffic signal mast arms are removed along the proposed BRT route on Colorado Boulevard, temporarily eliminating protected left turns at six intersections. Please note that the Rose Parade is held on New Year's Day except when New Year day falls on Sunday. When it does fall on Sunday, the Rose Parade is held on Monday. 7-23

- **City of Pasadena Bicycle Facilities, 4.3.5 (pp. 23-24)**
  - Fair Oaks Avenue: The DEIR incorrectly identifies Class 2 bike facilities on Fair Oaks Avenue. There are no Class 2 bike facilities on Fair Oaks Avenue.
  - Union Street: For clarification, while some on-street parking will be removed as part of the Union Street Protected Bike Lane Project, a majority of the on-street parking will remain. 7-24

- **Impact Analysis, Transit (p. 42)**
  As part of the Impact Analysis discussion of transit, roadway, pedestrian facility and bike facility consistency with the Mobility Element of the General Plan for the City of Pasadena, consider adding the following objectives from that document:
  - **Policy 1.2 -** Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
  - **Policy 1.9 -** Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network. 7-25

- **Policy 1.11 -** Design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- **Policy 1.24 -** Ensure predictable transit travel times by providing traffic signal system priority measures.
- **Policy 1.31 -** Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.
- **Policy 2.1 -** Continue to support the construction of the Gold Line Foothill Extension transit service and the expansion and use of regional and local bus transit service.
- **Policy 2.3 -** Provide convenient, safe and accessible transit stops.
- **Policy 2.4 -** Facilitate coordination between transit providers to improve seamless transit service.

7-25 (cont.)

Appendix Z - Concept Plans

- **Union Street Protected Bike Lane, Sheets 55-61**
  The Union Street Protected Bike Lane project limits are Arroyo Parkway to Hill Avenue. The concept plans incorrectly show the Union Street Protected Bike Lane extending west of Arroyo Parkway to Fair Oaks Avenue.

  The Union Street protected Bike Lane is a bi-directional facility that will typically occupy between 15' - 21' of the south side of Union St (inclusive of parking permitted on the south side of the street). The concept plan provides an outline that could be mis-interpreted as a split protected bike line. Please fill (hatch or shade) the area between the outline to represent the Union Street Protected Bike Lane project area.

7-26

- **Lake/Union and South Lake Pedestrian Project, Sheet 59**
  The South Lake Pedestrian Enhancement Project will eliminate the pork chop island on the northeast corner of the intersection but maintain a westbound right turn lane. The bus stop layout as shown in the concept plans would be in the right turn pocket. The City recommends Metro consider a far side stop or other potential stop location in the vicinity of this intersection.

7-27

- **Hill Street Layover and Charging Facility, Sheet 62**
  The City supports the use of Hill Street as a layover and charging facility. Additional coordination will be required as part of the design process to provide adequate room for buses to charge and layover while not impeding a travel lane. The City anticipates continuing consultation with Metro, PCC, and the neighbors regarding this facility. All parties share a goal of a solution that reduces adverse effects on traffic on Hill Avenue. Pasadena looks forward to working with Metro and PCC in developing a terminus station that addresses the goals and priorities of all agencies.

7-28

END OF COMMENTS

COMMENT LETTER 8

Los Angeles Unified School District
Board of Education.

Jackie Goldberg
Board District 5

December 26, 2020

To: Scott Hartwell, Metro Project Manager (nohopasbrt@metro.net)
Metro Board Secretary Michele Jackson (JacksonM@metro.net)
Los Angeles City Councilmember Kevin de León (councilmember.kevindeleon@lacity.org)

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - support for the "Beautiful Boulevard" Eagle Rock alignment concept

Dear Mr. Hartwell, Councilmember de León, and the Metro Board of Directors,

The North Hollywood to Pasadena Bus Rapid Transit project is an important investment in building a higher quality and more equitable transportation system within Los Angeles County. Improved transit access is an important component of ensuring more convenient and affordable mobility for students, families, and teachers alike. Working to build a better transportation system, however, should not be a choice between high quality transit and safe streets, particularly in proximity to schools. 8-1

I write to communicate my support for the "Beautiful Boulevard" proposal put forth by Eagle Rock parents and community members for the North Hollywood-Pasadena BRT project, which would provide high quality transit service to and from the Eagle Rock community, while improving roadway safety for students, families, and teachers traveling on and across Colorado Boulevard. This project will help provide important transit access to four Eagle Rock-area LAUSD schools: Dahlia Heights Elementary School, Eagle Rock Junior/Senior High School, Eagle Rock Elementary School, and Rockdale Elementary School as well as other non-LAUSD pre-K and primary schools whose student may very well be students at one of these institutions by 2024 when this project is slated to begin operation. 8-2

I am concerned that the current options proposed (and in particular the current side-running option, "F2") will actively make Colorado Boulevard more-dangerous because of the following project elements: 8-3

- The proposed elimination of the existing buffered bike-lanes on Colorado Boulevard in front of Dahlia Heights Elementary School
- The conversion of Colorado Boulevard from a four-lane roadway to a six-lane roadway in front of Dahlia Heights Elementary School, which would make pedestrian crossings less

safe for students, and result in higher driving speeds on a street that is already designated with a 35 mph speed limit

- The lack of crosswalk enhancements or comprehensive traffic calming measures which negatively impact the safety of students, teachers, staff, parents, and families who must cross Colorado Boulevard as part of their daily walk to school for Dahlia, Rockdale, Eagle Rock Elementary, and Eagle Rock High.

8-3 (cont.)

Metro's provided Eagle Rock alternative alignment options are also flawed. The current center-running alternate ("F1"), would remove existing landscaped medians on Colorado Boulevard that provide speed calming. The current freeway-running alternative ("F3") would bypass Eagle Rock and reduce transit service to Eagle Rock schools.

8-4

8-5

In supporting the "Beautiful Boulevard" proposal, I recognize that roadway safety — particularly for our students — must be a priority for Metro in its development of the North Hollywood-Pasadena BRT project. This includes providing safe mobility for all modes that our students and parents use to get to school: for pedestrians, cyclists, vehicular passengers, and transit riders alike.

I urge Metro to study this proposal in full, and adopt it as Metro's proposed alignment alternative within Eagle Rock in order to prioritize the safety of LAUSD's students, teacher, staff, and families.

8-6

Sincerely, and with warm regards,



Jackie Goldberg
LAUSD School Board Member
Board District 5

COMMENT LETTER 9

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017
metrolinktrains.com

December 10, 2020

Scott Hartwell, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-6
Los Angeles, CA 90012

RE: North Hollywood to Pasadena Bus Rapid Transit Corridor Project Draft EIR

Dear Mr. Hartwell:

The Southern California Regional Rail Authority (SCRRA) has reviewed the available North Hollywood to Pasadena Bus RapidTransit Corridor (BRT) Draft EIR documentation. As stated in the EIR, SCRRA operates two Metrolink regional passenger rail lines that intersect the primary route you are studying:

- **Antelope Valley Line (AVL)** – connecting Lancaster to Los Angeles Union Station
- **Venture County Line (VCL)** – connecting Ventura County to Los Angeles Union Station

9-1

We support the potential for the concepts you are studying to link both Metro and Metrolink systems to major employment centers and destinations, providing more incentives for travelers to use the public transit. Our comments are intended to encourage deeper integration and connectivity between the Metro and Metrolink systems, particularly at the Metrolink Burbank Downtown Station.

9-2

SCRRA is a regional transportation provider and is very supportive of projects in the region that provide connectivity between Metrolink rail lines and other modes of transportation. We commend the inclusion of Metrolink Burbank Downtown Station in the route concepts for the proposed BRT Corridor Project. The Metrolink station would link the proposed BRT routes to trains to and from Ventura County (Ventura County Line) and northern Los Angeles County (Antelope Valley Line), providing connections to the many cultural, entertainment, shopping, and employment centers in the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Town Pasadena, and LA Union Station.

9-3

SCRRA requests several design accommodations at the BRT station on the Olive Avenue bridge connecting to the Downtown Burbank Metrolink station to enhance pedestrian safety and convenience. These design accommodations include:

9-4

- Sufficient width on the sidewalk / BRT station platform to accommodate waiting passengers and pedestrians transferring to/from the Metrolink station; 9-4 (cont.)
- A new mid-block signalized crosswalk to connect platforms on both sides of the bridge to the existing elevator on the north side of the bridge and the ramps and stairs on the south side of the bridge; 9-5
- Upgrades to the station and sidewalk to ensure that the sidewalk station and the signalized crosswalk are ADA compliant; and 9-6
- Wayfinding and signage to guide pedestrians to their destinations as they transfer between systems. 9-7

Thank you for the opportunity to comment on the Draft EIR. We see the Downtown Burbank Metrolink station connection as an opportunity to attract more riders for both transit systems and help accelerate our collective recovery as we emerge from the COVID-19 pandemic. We look forward to our continued participation with Metro on this critical transportation project that will provide many regional benefits. 9-8

Should you have any questions, please feel free to contact me at (213) 452-0468 or via e-mail at McIntyreT@scrra.net or Roderick Diaz at (213)452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,



Todd McIntyre
Chief Strategy Officer

COMMENT LETTER 10



November 13, 2020

Scott Hartwell
Project Manager
Metro
One Gateway Plaza, MS 99-2-6
Los Angeles, California 90012

Re: North Hollywood/Pasadena Bus Rapid Transit Draft Environmental Impact Report

To Whom It May Concern:

Pasadena City College (PCC) is pleased to offer its public comment on the proposed Bus Rapid Transit (BRT) project from North Hollywood to Pasadena. The project is a much-needed addition to the LA County transportation network, and will provide a crucial connection between two population centers in the San Fernando and San Gabriel Valleys. PCC is proud to endorse the project. 10-1

As has been expressed repeatedly in more than a year of in-depth conversation with Metro, PCC strongly supports the siting of the line's terminus at PCC's Colorado campus. The addition of a high-quality, dedicated transit line to PCC's transportation options will do much to help our students, faculty, and staff make their way to campus. Furthermore, an additional connection to the region's transportation network will make it possible for the college to reduce its use of shuttle vans to move personnel from the Metro Gold Line Allen Station. **For environmental and fiscal reasons, the college must work to expand alternative transportation to its campuses, and this investment will be a major contributor to this effort.** 10-2

The proposed project includes a charging and layover facility on the east side of Hill Avenue, north of Green, situated on college property in Parking Lot 1. PCC anticipates continuing consultation with Metro, the City of Pasadena, and our neighbors regarding this facility. **All parties share a goal of a solution that reduces adverse effects on traffic on Hill and does not unduly remove college property.** 10-3

As Metro substantially expands its service across the county through this and other capital investments, it must do more to enhance system access to those who are likely to use it 10-4

most. PCC has been proud to participate in the UPass student-fare program since its inception, and we applaud Metro's belief in the benefit of reducing transit costs for community college students. More than any other demographic, community college students report difficulty in non-tuition costs of college, including transportation, and in a community such as Los Angeles County, car ownership should never be a prerequisite for an education. 10-4 (cont.)

Despite this program's promise and the demonstrated need among our student body, it is unlikely that PCC will be able to continue its involvement following the coronavirus pandemic. The cost-sharing agreement between the college and LA Metro places too much burden on stretched college dollars, or worse, places the burden on the backs of students through increased fees. The marginal cost of offering UPass passes to our students is minimal, and there is no practical reason for LA Metro to demand so much from its college partners. **As this BRT line is developed LA Metro should remove its onerous cost-sharing agreements for the UPass program and expand its discounted pass program for community college students.** 10-5

We a grateful for the opportunity to share our views on this project and look forward to further conversation and collaboration throughout the planning, development, and operation of this much-needed transit asset. 10-6

Very respectfully,

/signed

Alex Boekelheide, Special Assistant to the Superintendent/President
aboekelheide@pasadena.edu
626-585-7422 / 626-390-7523

GROUP

COMMENT LETTER 11

Councilmember Kevin De Leon
Council District 14
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

RE: Colorado Boulevard Safety & Metro's BRT improvements

Dear Councilmember De Leon,

On behalf of all of the students at Dahlia Heights Elementary, the PTA requests that you, your staff, and the rest of the City Departments require Metro to restudy and revise their current engineering plans for the NoHo-Pasadena Bus Rapid Transit (BRT) project options. With your leadership, we believe that the following three key issues can all be resolved and the project made better for all of the Dahlia community, the Eagle Rock neighborhood, and all Angelenos: 11-1

1. Safety must be a priority and <u>any</u> project must demonstrate that it makes Colorado <u>safer for all users.</u> That includes pedestrians, cyclists, vehicular passengers, and transit riders; our students and parents all use Colorado and they do so using <u>all</u> of those modes of transportation. 11-2
2. 35mph must remain the speed-limit. Colorado has a longstanding problem with speeding and any project must ensure that the actual, verifiable, and enforceable speed-limit permanently remains at 35 mph and does not continually creep up due to state law. 11-3
3. The City of LA and its departments <u>must require Metro to fully implement the Mobility 2035 plan</u> which was intended to make our streets safer, greener, and more hospitable to all residents. It is the scant minimum for the City to expect that all agencies work towards our common municipal goals and plans for projects of this scale and significance. 11-4

We are concerned that the current options proposed (and in particular the current side-running option) will actively make the Boulevard <u>more-dangerous</u> because of the following project elements and omissions shown in their design-drawings: 11-5

- The elimination of the existing, buffered bike-lanes
- The reintroduction of a 3rd vehicular lane in each directions which will make drivers perceive the street as a wider, high-speed thoroughfare and thus drive up traffic speed. 11-6

- A “traffic-first” approach for their preferred Side-Running options which makes no effort to modify of eliminate existing unsafe conditions (such as un-controlled left-turns) even in those stretches of the Boulevard that do not have raised medians. 11-7
- No additional or exteneded dividing medians or protected crossing pockets for crosswalks. This will make just crossing the Boulevard even more treacherous than it already is for neighbors of all ages. 11-8
- No evidence of crosswalk enhancements or comprehensive traffic calming measures. 11-9

The PTA has reviewed the Community-Based Compromise Concept for the Boulevard and we believe that it is an excellent launch-point for the City council and LADOT to take the technical lead in responding to Metro’s unacceptably sparse options. We believe that this is not only a starting point for enhancing safety, but also to make the project work better for transit users and the entire Angeleno populace. By providing additional medians and locating the bus-lanes adjacent to them, we have the opportunity to not only make the street safer for users, but also to remove the types of obvious conflicts such as parallel parking cars which will adversely affect both the travel time and the graciousness of the riders’ experience. 11-10

In closing, the BRT project will be the largest and most-visible public-investment in Eagle Rock since the construction of the 2 and 134 freeways. The Dahlia community and the larger neighborhood understandably expect that at its completion, not only will the project fulfil its functional specification but that it will also enhance our neighborhood’s livability. Most of our families and children are residents of CD14, so as your constituents we thank you for your time and attention to this issue. 11-11

Sincerely,

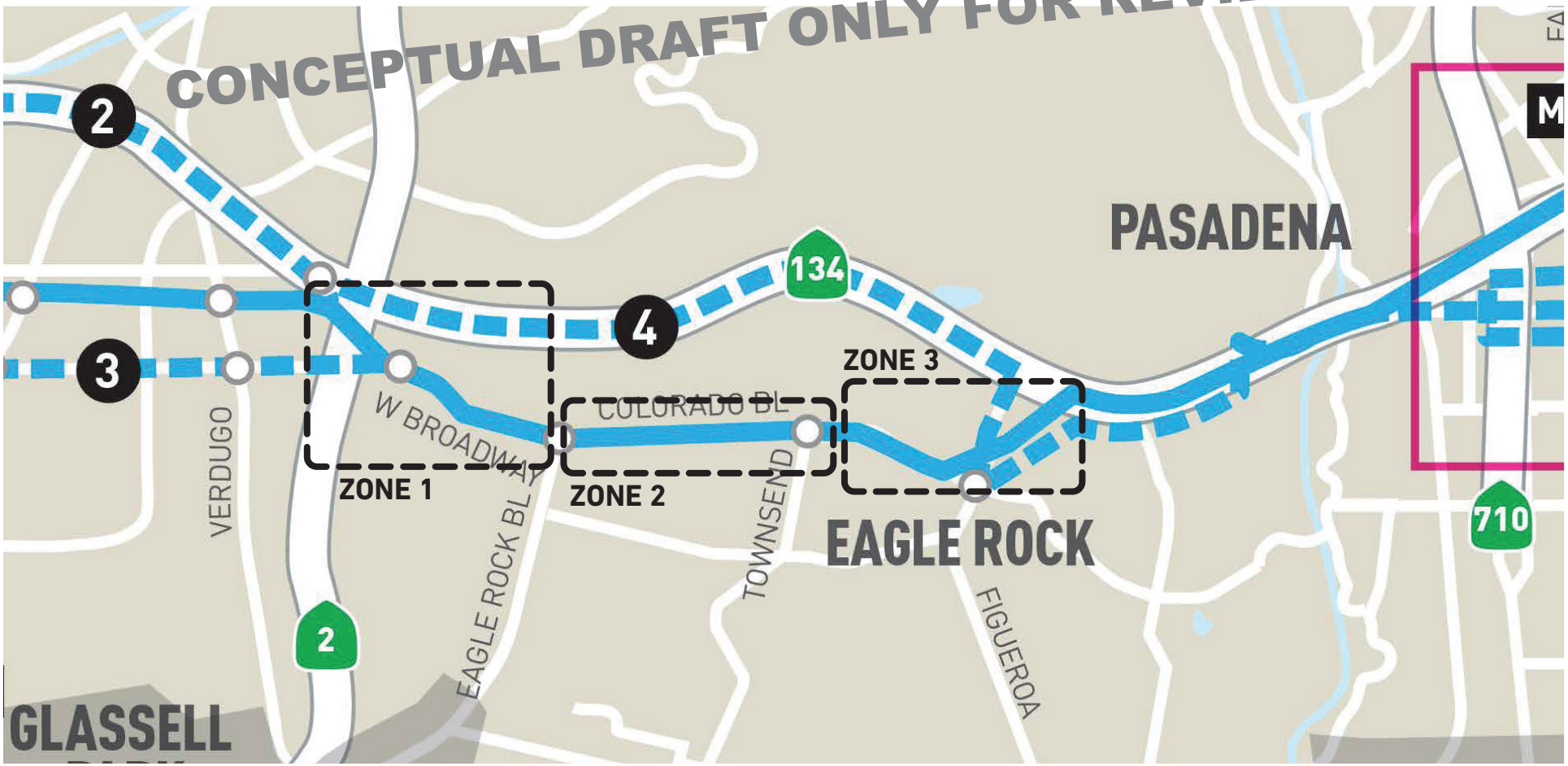
Desiree Gates Valdivieso

President, Dahlia Heights Elementary School PTA

(This letter was adopted and approved by the Dahlia Heights PTA Association on December 1, 2020)

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN



ZONE 1: Community Connector
Glendale Border to Eagle Rock Blvd.

2 dedicated bus lanes
4 vehicle lanes (East of Broadway)
2 dedicated bike lanes
planted medians
street parking/curb extensions

ZONE 2: Downtown Eagle Rock
Eagle Rock Blvd. to Dahlia

2 dedicated bus lanes
2 vehicle lanes
2 elevated protected bike lanes
existing 16' planted medians
street parking/curb extensions

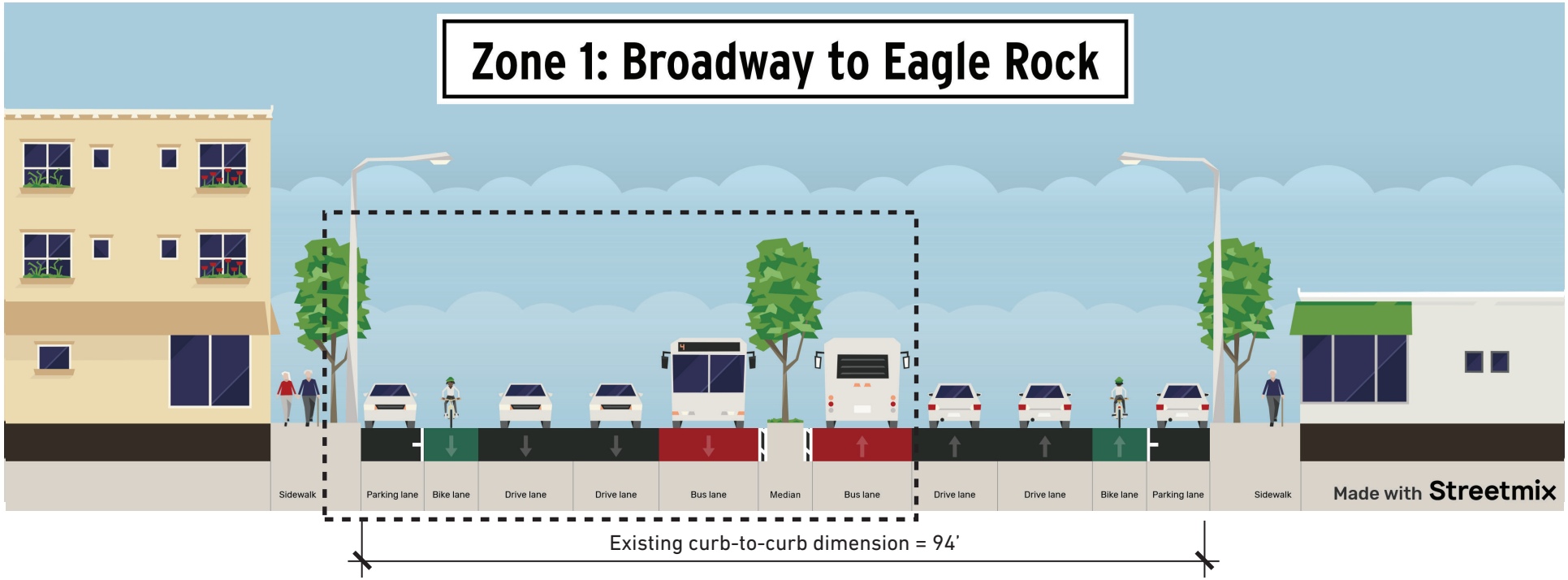
ZONE 3: Business & Community Access
Dahlia to Linda Rosa/134 Fwy

2 dedicated bus lanes
4 vehicle lanes (approaching 134 Fwy)
2 protected bike lanes
planted medians
street parking/curb extensions

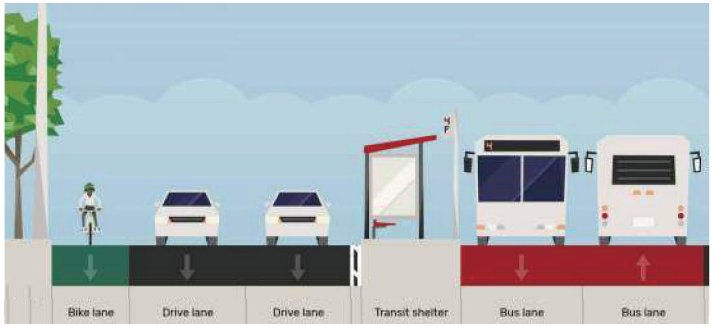
THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



Layout at BRT station

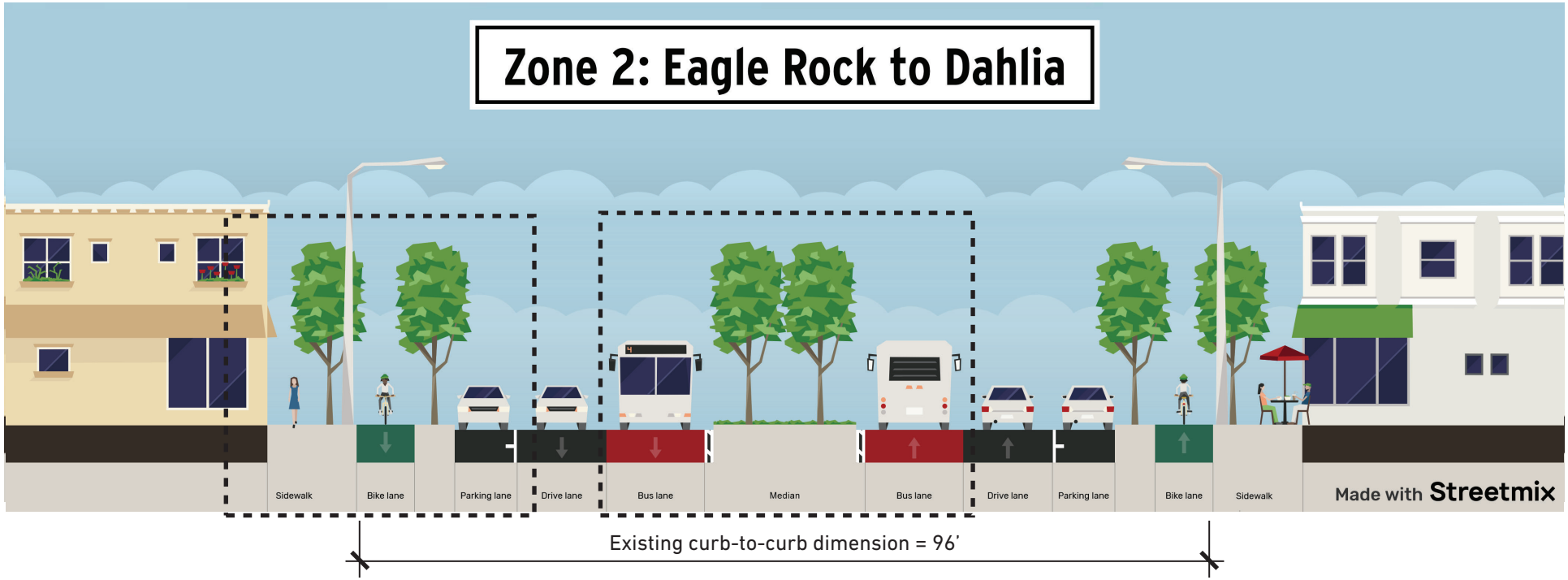


- Maintains car lanes
- Unprotected bike lanes that could be upgraded where street parking is not needed
- New planted median

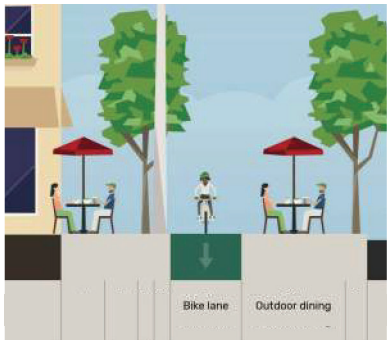
THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

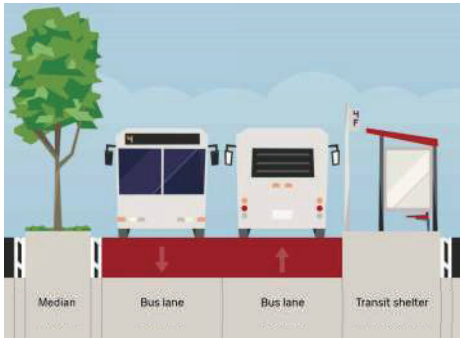
CONCEPTUAL DRAFT ONLY FOR REVIEW



Outdoor dining option (either side)



Median layout at staggered BRT station



- Improved safety at central business district
- Maintains/upgrades existing planted medians
- Upgrades bike lanes to protected
- Provides additional locations for trees/ shade
- Options to use curbside parking for outdoor dining/retail areas

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW

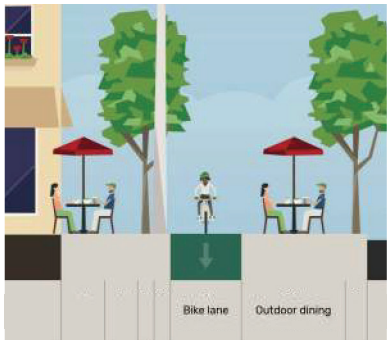


Outdoor dining example

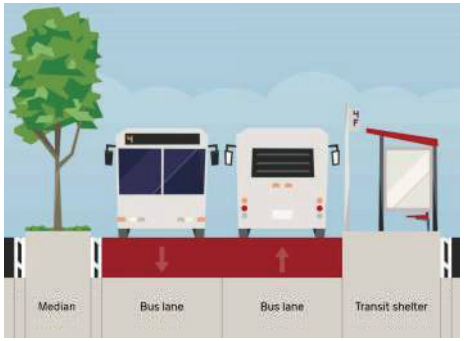


Raised bike lane example

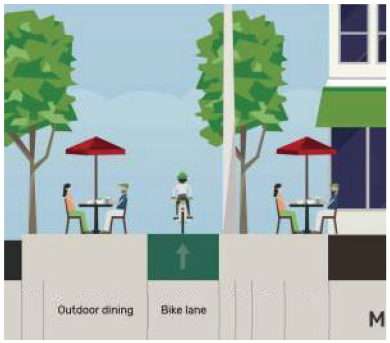
Outdoor dining - North side



Median layout at BRT station



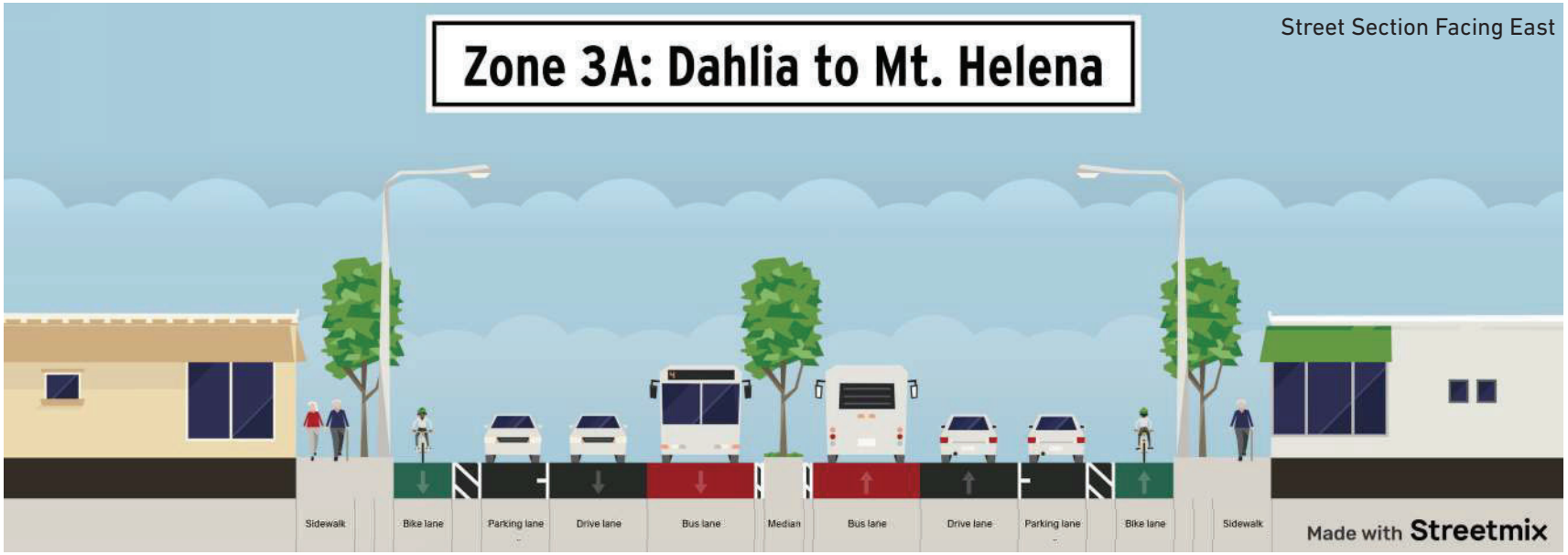
Outdoor dining - South side



THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



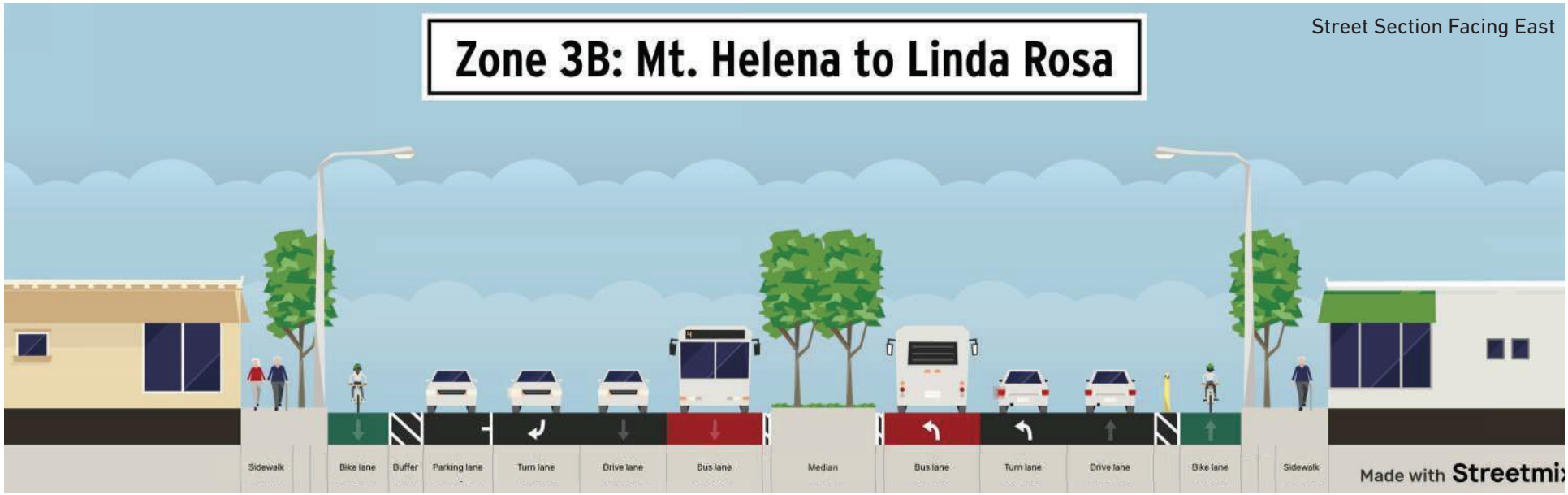
Existing curb-to-curb dimension = 80’

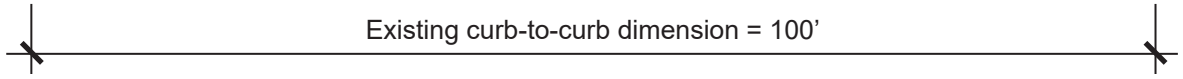
- Upgrades bike lanes to parking protected
- New planted medians

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



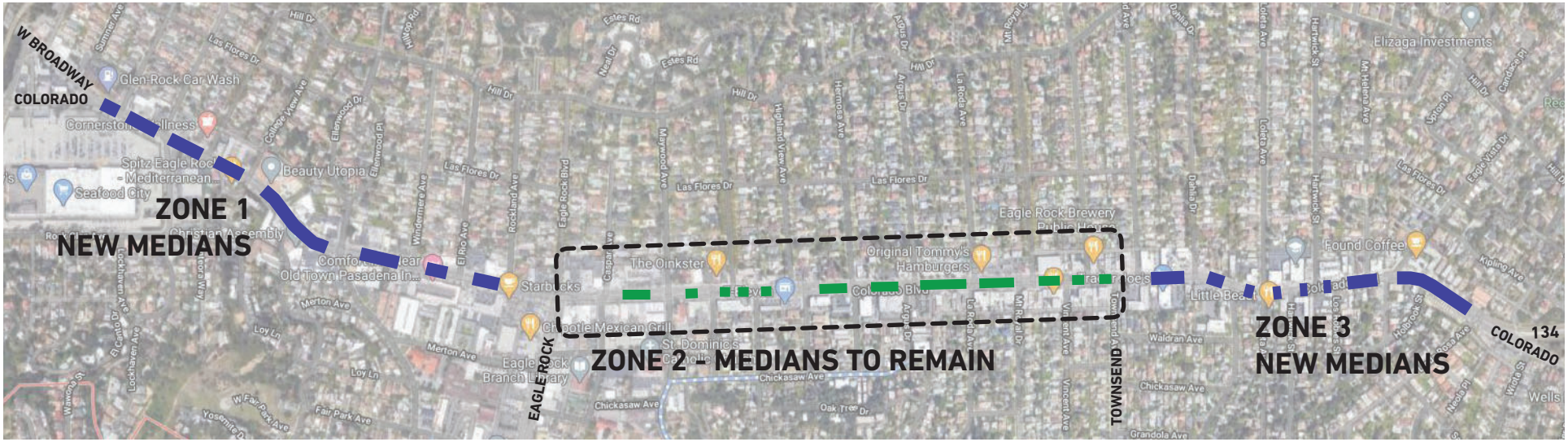


- Maintains car lanes at 134 Fwy onramp/ offramp
- Upgrades bike lanes to protected
- New planted medians

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



ZONE 1: New Medians
Glendale Border to Eagle Rock Blvd.

Approx. 8 new medians added

ZONE 2: Existing Medians
Eagle Rock Blvd. to Dahlia

Medians to be maintained/upgraded

ZONE 3: New Medians
Dahlia to Linda Rosa/134 Fwy

Approx. 8 new medians added

COMMENT LETTER 12

Stephany Somoza

From: Emily Carlin <president@eaglerock-pta.org>
Sent: Sunday, December 27, 2020 12:25 PM
To: nohopasbrt@metro.net; JacksonM@metro.net; councilmember.kevindeleon@lacity.org
Subject: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Eagle Rock Elementary PTA support for the "Beautiful Boulevard" Eagle Rock alignment proposal

December 27, 2020

To: Scott Hartwell, Metro Project Manager,
Metro Board Secretary Michele Jackson, Los Angeles City Councilmember Kevin de León

Dear Mr. Hartwell, Councilmember de León, and the Metro Board of Directors,

The North Hollywood to Pasadena Bus Rapid Transit project is an important investment in building a higher quality and more equitable transportation system within Los Angeles County. Improved transit access is an important component of ensuring more convenient and affordable mobility for students, families, and teachers alike. Working to build a better transportation system, however, should not be a choice between high quality transit and safe streets, particularly in proximity to schools. Quality public schools are the heart of our communities in Los Angeles. Unlike neighboring Pasadena, Eagle Rock is populated with families who support public schools. In fact, our highly competitive housing market is driven largely from the success of our public schools and the walkability of our neighborhood. Eagle Rock is currently described as "very walkable" on www.walkscore.com - this metric attracts people to our neighborhood because most errands can be accomplished on foot. There are many families who cross school zones to attend each of the elementary schools in our neighborhood - many of whom walk and bike their children to school. 12-1

The Eagle Rock Elementary PTA supports the "Beautiful Boulevard" proposal put forth by Eagle Rock parents and community members for the North Hollywood-Pasadena BRT project, which would provide high quality transit service to and from the Eagle Rock community, while improving roadway safety for students, families, and teachers traveling on and across Colorado Boulevard. 12-2

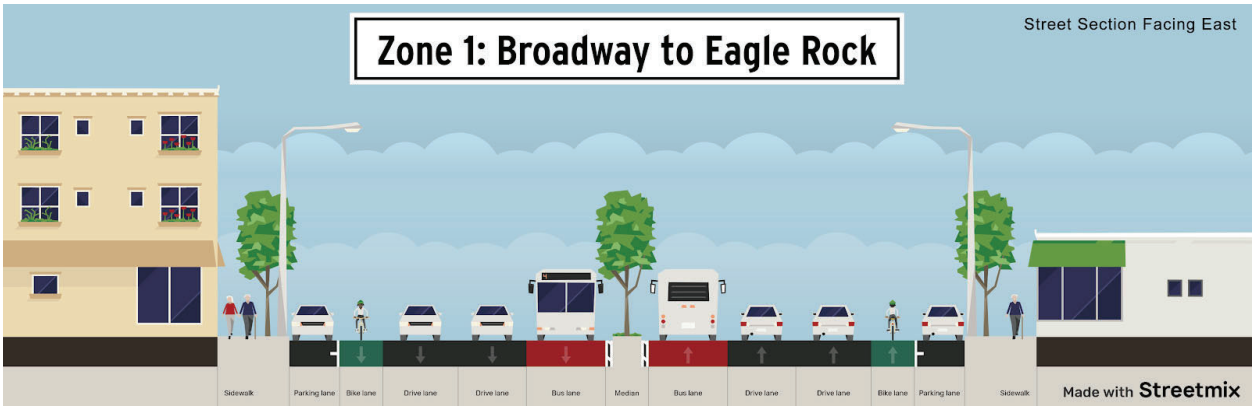
We are concerned that the current options proposed (and in particular the current side-running option, "F2") will actively make Colorado Boulevard more-dangerous because of the following project elements:

- The proposed elimination of the existing buffered bike-lanes on Colorado Boulevard in front of Dahlia Heights Elementary School
- The conversion of Colorado Boulevard from a four-lane roadway to a six-lane roadway in front of Dahlia Heights Elementary School, which would make pedestrian crossings less safe for students, and result in higher driving speeds on a street that is already designated with a 35 mph speed limit
- The lack of crosswalk enhancements or comprehensive traffic calming measures which negatively impact the safety of students, teachers, staff, parents, and families who must cross Colorado Boulevard as part of their daily walk to school for Dahlia, Rockdale, Eagle Rock Elementary, and Eagle Rock High.

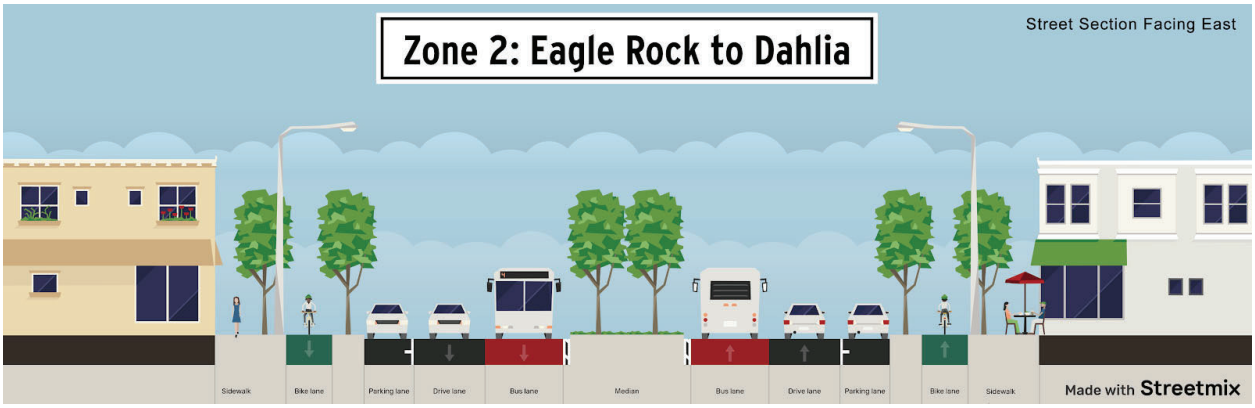
12-3

Metro's provided Eagle Rock alternative alignment options are also problematic. The provided center-running alternate ("F1") would remove existing landscaped medians on Colorado Boulevard that provide speed calming. A freeway-running alternative ("F3") would bypass Eagle Rock and reduce transit service to Eagle Rock schools. 12-4

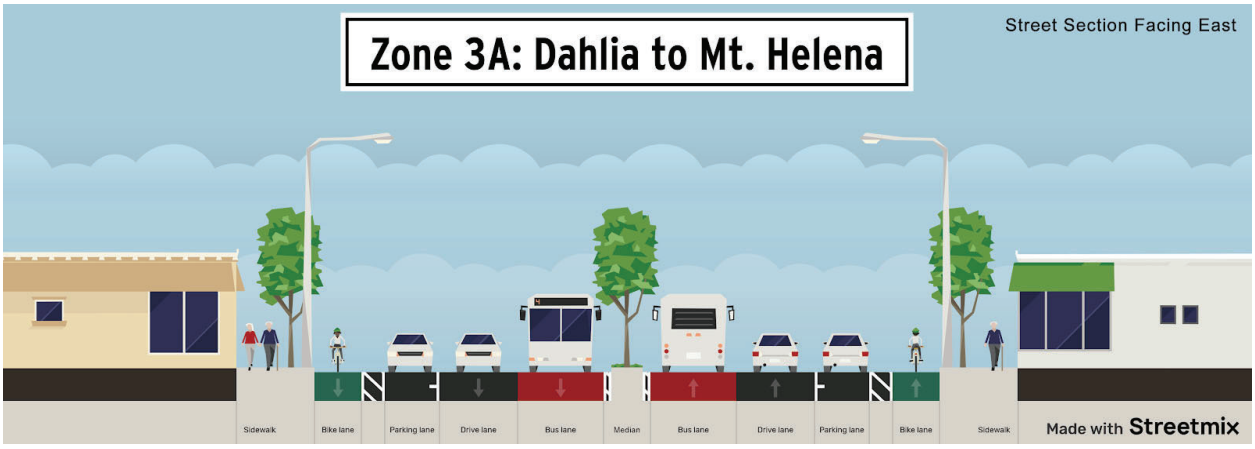
Instead, the Beautiful Boulevard proposal would improve safety, walkability, and bikeability on Colorado Boulevard, while preserving existing landscaped medians. This proposal would make a more vibrant street to support our important local small businesses:



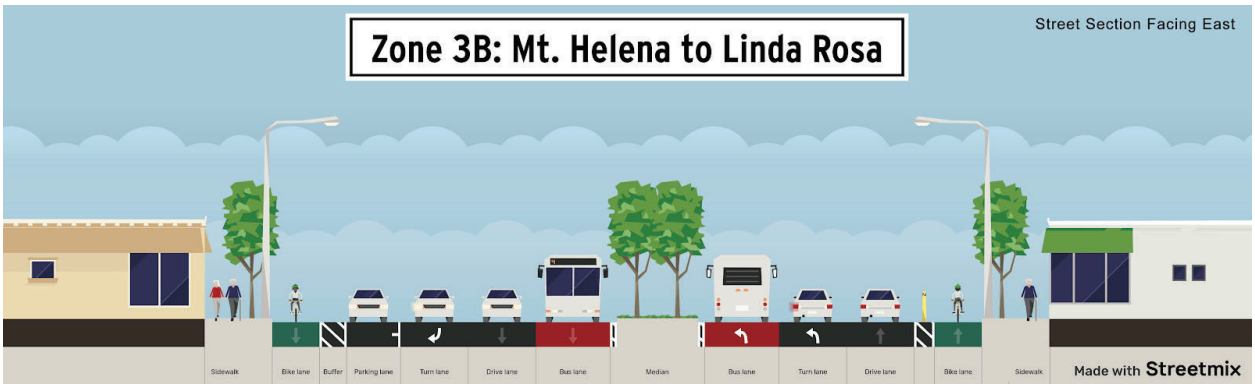
Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated bus lanes would be incorporated adjacent to new landscape medians. Existing buffered bike lanes may be downgraded to bike lanes where necessary in order to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where street parking is not heavily utilized. 12-5



Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate upgraded landscaping. One travel lane in each direction would be reallocated as new dedicated median-running bus lanes, providing significant benefits in roadway safety and improving the safety of existing and new crosswalks on Colorado Boulevard. Existing sidewalks would be expanded to incorporate new raised protected bike paths, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to be raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised protected bike lane. Existing parking would be maintained along new sidewalk curbs.



The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be “flipped” in order to be upgraded to parking protected bike lanes.



12-5 (cont.)

Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from the 134 Freeway, as well as through traffic to Colorado Boulevard. New bus lanes will be incorporated along with new landscaped medians. Existing buffered bike lanes and parking on the North side of the street would be flipped in order to be upgraded to parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to bollard protected bike lanes.

Roadway safety—particularly for our students—must be a priority for Metro in its development of the North Hollywood-Pasadena BRT project. This includes providing safe mobility for all modes that our students and parents use to get to school: for pedestrians, cyclists, vehicular passengers, and transit riders alike.

The Eagle Rock Elementary PTA urges Metro to study this proposal in full, and adopt it as Metro’s proposed alignment alternative within Eagle Rock in order to prioritize the safety of our students, teachers, staff, and families.

Thank you,

Emily Carlin
President
Eagle Rock Elementary PTA
2057 Fair Park Ave.
Eagle Rock, CA 90041

COMMENT LETTER 13



December 27, 2020

Via Email: Scott Hartwell, Metro Project Manager
Metro Board Secretary Michele Jackson
Los Angeles City Councilmember Kevin de León

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Support for the "Beautiful Boulevard" Eagle Rock alignment proposal

Dear Mr. Hartwell, Councilmember de León, and the Metro Board of Directors,

We write to collectively urge Metro to study a revised project alternative that incorporates a reduction of existing vehicle travel lanes to accommodate dedicated bus lanes. Specifically, we urge Metro to consider and study the community-generated "Beautiful Boulevard" compromise solution (described below) that calls for a reallocation of one vehicle travel lane in each direction within Eagle Rock's central business district on Colorado Boulevard approximately between Eagle Rock Boulevard and Mt. Helena Avenue in order to maintain existing medians and provide dedicated bus lanes, protected bike lanes, an improved pedestrian experience, and additional street trees. 13-1

In 2019, during Metro's Alternatives Analysis for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, many of the undersigned organizations urged Metro to set efficient transit as a primary goal for this project, and to incorporate first mile/last mile improvements to provide safe and convenient access to this transit line for transit users who access bus service on foot, in wheelchairs, transferring from other transit lines, and by bicycle. These priorities are particularly important for the section of the transit line that is designed for the Los Angeles community of Eagle Rock. 13-2

Unfortunately, all three of the alignment options that Metro has provided for Eagle Rock (F1, F2, F3) do not prioritize the quality of this transit line, but instead prioritize the convenience for drivers. Each of the options Metro has presented make a major sacrifice that would negatively impact the quality of transit service and the Eagle Rock community for the purpose of ensuring the ability for drivers to drive quickly on a street where speeds often exceed the posted speed limit of 35 miles per hour. Further, currently provided alternatives are not coordinated with roadway classification objectives identified in the City of Los Angeles' Mobility Element (Mobility Plan 2035). 13-3

I. Description of the "Beautiful Boulevard" Solution for Eagle Rock:

Residents, parents, and business owners within Eagle Rock have developed a project alignment concept that presents a win-win solution to address primary concerns that residents and stakeholders have communicated. This scheme:

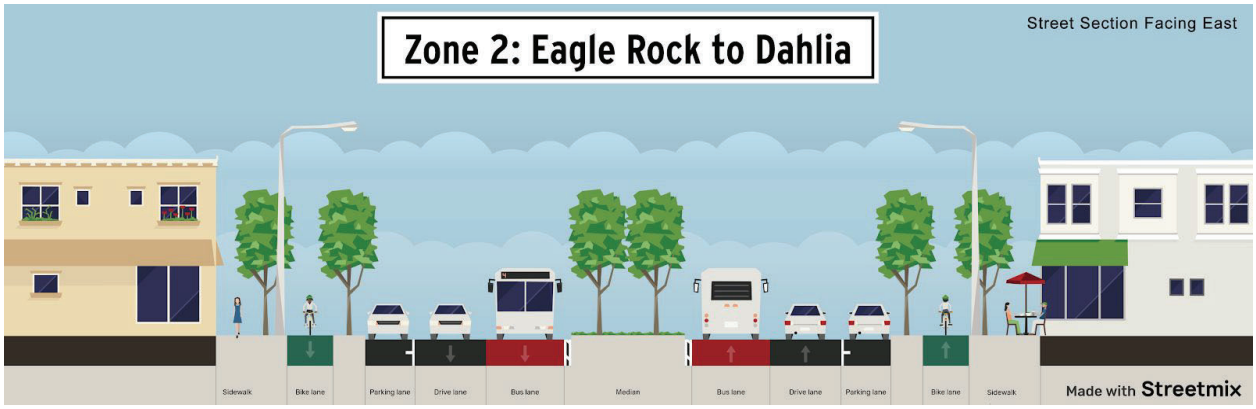
- Predominantly conforms to Transit Enhanced Network roadway classification objective of "Comprehensive Transit Enhanced Streets" set in the City of Los Angeles' Mobility Plan 2035 by incorporating efficient and safe dedicated bus lanes adjacent to center medians
- Predominantly conforms to Bicycle Enhanced Network roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by upgrading existing buffered bike lanes to Class IV raised- and parking-protected bike lanes through Eagle Rock's central business district and adjacent to local schools
- Predominantly conforms to Pedestrian Enhanced District roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by enhancing the pedestrian experience along Colorado Boulevard and not removing existing pedestrian infrastructure
- Preserves the existing landscape medians and incorporates additional landscape medians in accordance with the "Take Back The Boulevard" initiative in areas where no medians exist
- Avoids major impacts to travel lanes adjacent to freeway onramps/offramps or near the three-way intersection of Colorado Boulevard and West Broadway
- Generally maintains existing street parking
- Improves roadway safety in accordance with the City of Los Angeles' Vision Zero goals

13-4

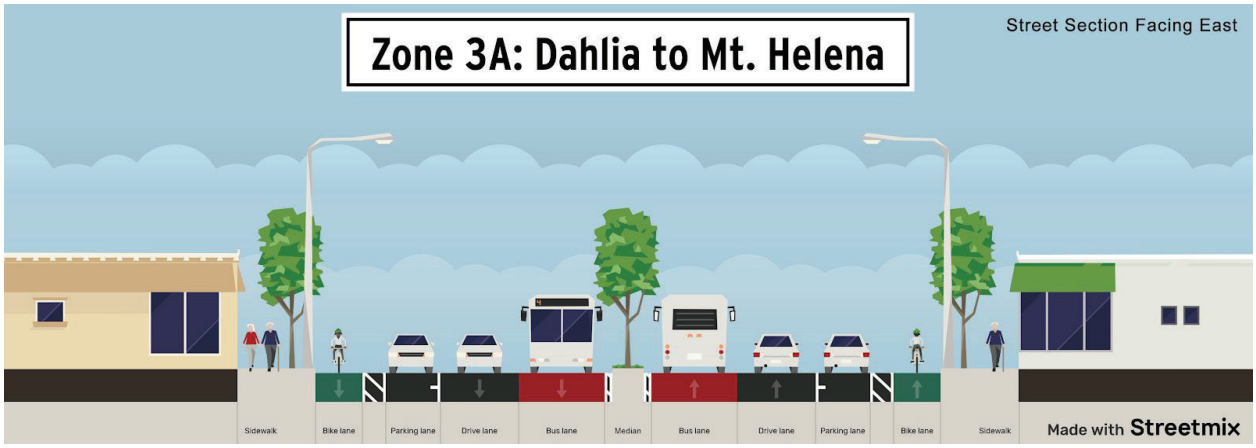


Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated red-painted bus lanes would be incorporated adjacent to new landscape medians. These would be planted with California native trees and a carefully designed native plant scheme to create a sound urban habitat for our endangered fauna of California birds and insects. Existing buffered bike lanes may be downgraded to green-painted bike lanes where necessary in order to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where street parking is not heavily utilized.

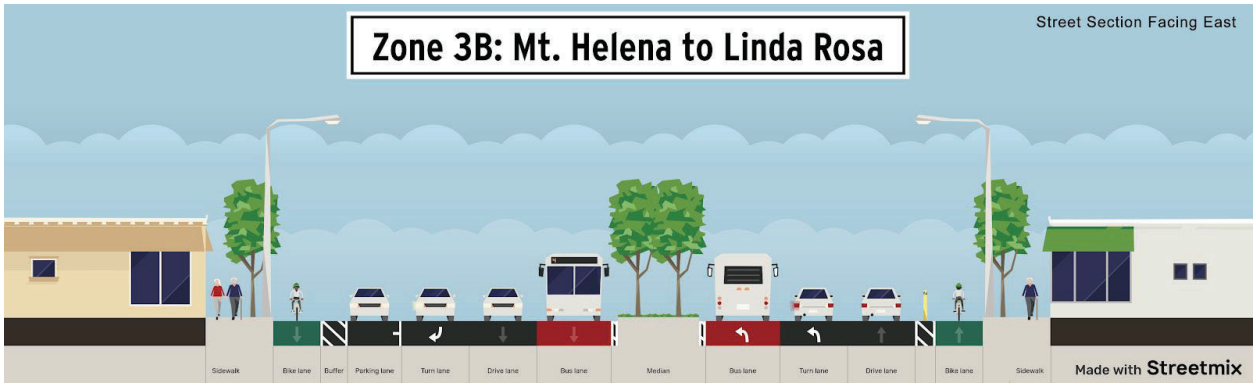
13-4 (cont.)



Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate newly designed native landscaping. One travel lane in each direction would be reallocated for new dedicated median-running and red-painted bus lanes, providing significant benefits in roadway safety and improving the safety of existing and new crosswalks across Colorado Boulevard. Existing sidewalks would be expanded to incorporate new raised separated bikeways with contrasting paving from sidewalk areas, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised separated bikeway. Existing parking would be maintained along new expanded sidewalk curbs.



The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new red-painted bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be "flipped" in order to be upgraded to green-painted parking protected bike lanes.



13-4 (cont.)

Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from SR-134, as well as through traffic to and from Colorado Boulevard. New red-painted bus lanes will be incorporated along new landscaped medians. Existing buffered bike lanes and parking on the North side of the street would be flipped in order to be upgraded to green-painted parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to planter protected green-painted bike lanes.

II. Ground Decision-Making in Equity:

Despite many of our groups individually urging that Metro actively engage transit users to frame decision-making, Metro's outreach related to the EIR process has almost entirely been focused on non-transit users, affluent residents, and English-speaking stakeholders. Metro must align

13-5

project outreach with its adopted Metro Equity Platform Framework, which calls for pursuit of an inclusive conversation at the front end of decision-making, and not the back end. Affluent and non-transit riding groups are not representative of Metro ridership, and do not adequately provide insight into the needs and priorities to implement a successful transit line. We urge Metro to focus sustained outreach as design alternatives are developed — and in advance of preparation of an FEIR — on existing transit users, low-income residents who desire more affordable transportation options, people who work in businesses on and adjacent to Metro's proposed transit line, and non-English speakers. The priorities, feedback, and goals from these stakeholder groups should be heavily weighted in the decision-making process for the North Hollywood-Pasadena BRT line.

13-5 (cont.)

III. Focus on Vehicle Miles Traveled in Review of Impacts of Lane Reallocation:

As Metro studies a scheme that considers select reallocations of vehicle lanes to accommodate more efficient transit and better first mile/last mile access, Metro should work with LADOT to focus on Vehicle Miles Traveled (VMT) metrics, rather than obsolete Level Of Service (LOS) metrics.

Traffic congestion is not an environmental impact under CEQA, and it should be recognized that providing a quality transit alternative to individual vehicle use is inherently a mitigation to traffic impacts. Transit investments of this scale offer modality choices that should encourage and plan for a reduction in automobile use. For any route alignments in Eagle Rock that Metro is considering, Metro should study VMT metrics and their impact on encouraging mode shifts from driving to transit by prioritizing transit service over driving convenience. Any review of traffic impacts on Colorado Boulevard should incorporate reasonable assessments of the reality that many through-traffic drivers will opt to travel on the 134 Freeway instead of using neighborhood streets for travel beyond Eagle Rock. Additionally, any reviews of traffic impacts should incorporate consideration of how BRT signal prioritization will provide resulting travel time reductions to parallel vehicular travel.

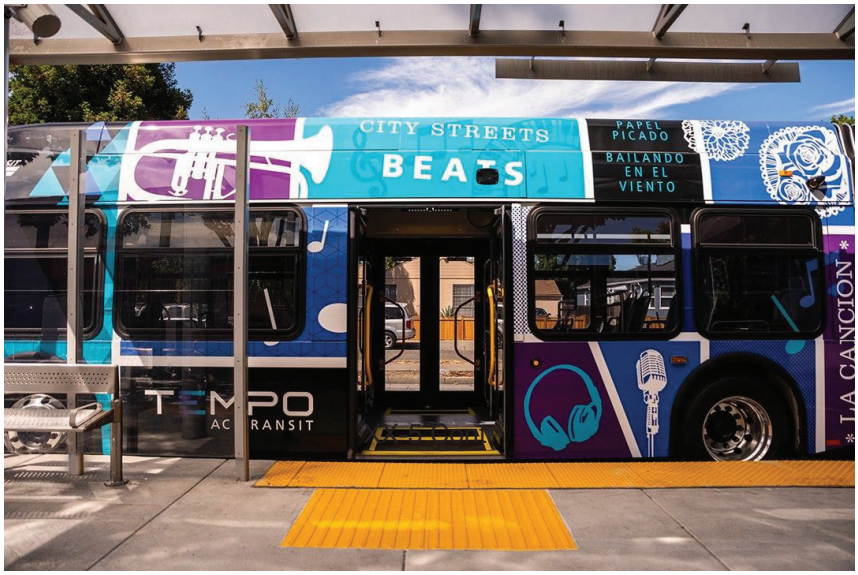
13-6

IV. Study and Consideration of Left-Side Boarding Buses:

The Metro Board recently directed Metro staff to study the feasibility and benefits of buses that allow for left-side boarding, including for BRT projects currently under development, due February 2021. At a December 3rd, 2020 Metro Board meeting, Board Members Solis, Bonin, and Najarian noted that the use of buses that board from both sides would provide greater flexibility to BRT projects in development, provide higher quality service to transit riders by allowing buses to operate in center running lanes, and Supervisor Solis specifically suggested that Metro "could utilize that left-door boarding especially on Colorado Boulevard in Eagle Rock"

13-7

to improve the North Hollywood-Pasadena BRT project. Metro's project team should coordinate with this study and incorporate consideration of buses that board from both sides.



Both-sides-boarding buses would offer the following benefits to Metro's project:

- Operate more like the light rail systems that the North Hollywood-Pasadena BRT project is aimed to emulate
- Provide greater flexibility in operating within the roadway conditions that occur along the project alignment
- Accommodate a consolidated centrally located stations that service travel in both directions
- Help mitigate impact to existing businesses by minimizing the amount of roadway reconstruction required at existing landscape medians
- Maximize the amount of roadway area that can be allocated for landscape areas and stormwater retention, minimizing stormwater runoff impacts as a result of the project

13-7 (cont.)

Considering that Metro is already planning to expand its bus fleet with new electric buses to utilize for the North Hollywood-Pasadena BRT line, Metro should review the ability of both-side-boarding buses to mitigate project impacts, including 1) stormwater runoff, 2) loss or expansion of existing landscape median areas, 3) BRT station access, 4) aesthetic impacts of consolidated stations, 5) impact to quality of transit service, and 6) construction phase disruption to existing small businesses.

Even if buses that board from both sides are deemed infeasible, Metro should consider use of central boarding platforms with right-side boarding buses similar to the Metro Silver Line.

V. Design for Accessibility and Transit User Comfort:

We urge Metro to design for accessible and comfortable transit stops, including shade cover for riders, elevated platforms for quick and efficient boardings for all users inclusive of those with disabilities, strollers, and bikes. Metro should provide safe and comfortable first mile/last mile connections for people on foot, people in wheelchairs, people transferring from other transit lines, and people on bikes, including bike infrastructure improvements, and day-use bike lockers at stations. Where sidewalks and crossings are adjusted, Metro should design to incorporate accessible curb ramps parallel to the path of travel and avoid use of 45° corner curb ramps in any locations. Where raised bike paths are located within Zone 2, Metro should incorporate raised crosswalks to improve safety for pedestrians and cyclists and to discourage unsafe driver turns across protected bike lane infrastructure.Metro should consider station location opportunities that maximize pedestrian access and convenient pedestrian signal timing, such as an Eagle Rock Boulevard-area station at Caspar Avenue. 13-8

VI. Consider Needs of Existing Small Businesses:

At a time when local small businesses are struggling due to economic impacts of the COVID-19 pandemic, it is important that Metro not overlook the needs of business owners and employees who may not have the privilege to engage in Metro's EIR process for the North Hollywood-Pasadena BRT project.

During recent surveys in Eagle Rock, managers at local businesses indicate that often 50% or more of employees rely on Metro service to work. The needs of these employees to access quality jobs should be prioritized, by providing high quality service, convenient transfers to local bus service, and with safe and comfortable first mile/last mile connections to places of work. 13-9

Additionally, Metro's DEIR forecasts 34,950 daily boardings by 2042. Existing business owners in Eagle Rock should be afforded the opportunity to provide services to these 34,950 daily riders by providing street-running BRT service on Colorado Boulevard in Eagle Rock. Metro's F3 alternative for Eagle Rock would bypass all businesses on Colorado Boulevard and is wholly unacceptable.

VII. Technical Considerations:

The introduction of median-running buses in order to provide high quality transit service requires careful consideration of impacts to vehicle left turns. Metro should fully study accommodation of left turns across bus lanes and locations for incorporation of left turn pockets, with an emphasis on maintaining access to businesses and for local resident access. 13-10

The possibility of cut-through traffic on residential streets as a result of the project is a significant concern for many residents. Metro should study and provide mitigation measures to discourage cut-through traffic, particularly adjacent to the Zone 2 and Zone 3A areas where the Beautiful Boulevard proposal calls for reallocation of travel lanes. Mitigation measures should include:

- Raised crosswalks parallel to Colorado Boulevard to ensure safer driver turns across pedestrian and bike crossings and to deter unsafe driving into residential streets
- Installation of speed bumps on residential streets between Colorado Boulevard and Hill Drive, and between Colorado Boulevard and Chickasaw Avenue
- Consideration of physical diverters at select intersections along Colorado Boulevard where there is concern for cut-through traffic
- Installation of mini-roundabouts and/or stop-controlled Neighborhood Traffic Circles to deter speeding, such as on Hill Drive and Townsend Avenue
- Coordination with the Los Angeles Department of Transportation in consideration of the in-progress Slow Yosemite initiative, set to provide traffic calming on Yosemite Drive

13-11

With appropriate mitigation measures in place, Metro should be able to ensure that cut-through traffic does not adversely impact local residential streets, and that pass-through drivers choose to drive on the 134 Freeway instead of local streets.

VIII. Additional DEIR Deficiencies:

Metro's DEIR does not provide sufficient study of impacts of relevant trends in commuting that impact ridership forecasts and vehicle travel along Metro's project route. Metro should incorporate study of telecommuting trends on travel, use of ride share options and related trends in vehicle ownership, and driving trends as related to the COVID-19 pandemic. Each of these items should be studied relative to reductions in driving demand and increases in demand in mobility options outside of private cars.

13-12

Additionally, Metro's DEIR does not provide sufficient study of roadway safety impacts as a result of its proposed project, and ability for the City of Los Angeles to achieve its Vision Zero goals as a result of roadway reconfigurations implemented within Eagle Rock. Metro's analysis inaccurately states in Sections 6 & 3.1 of its DEIR that unprotected, shared bicycle/bus facilities can be made consistent with the City of Los Angeles' Mobility Plan 2035 designation of Colorado Boulevard for "Protected Bike Lanes" and as a "Comprehensive Transit Enhanced Street." Metro's proposed mitigation related to this impact, TRA-5, is insufficient and is also inconsistent with the Mobility Plan 2035's "Safety First" policy, as a working group meeting will not resolve the impact of the design of a more unsafe and less accessible street.

13-13

Metro should fully study projected design speeds as a result of its proposed design alternates, and the projected impact on traffic collisions which result in deaths and serious injuries (SWITRS 1 & 2 / KSI) within the project area. Roadway safety should be a primary focus of

Metro's project, with a goal of ensuring that streets within the project area are safer as a result of the project, and that the project enables achievement of stated Vision Zero goals.

13-13 (cont.)

Conclusion:

As the COVID-19 pandemic has shown, the Los Angeles region needs more robust and equitable transportation options to serve residents and keep communities safe. The North Hollywood-Pasadena Bus Rapid Transit project is an important investment towards building a more efficient, comfortable, reliable, and resilient regional transit system. But Metro cannot reasonably ensure that its projects are providing a net benefit to the communities that it runs through if Metro's solution is to expand roadway width in order to accommodate new bus rapid transit lines, or if it undercuts active transportation options in order to prioritize driving as an alternative to transit.

13-14

The community-generated "Beautiful Boulevard" Eagle Rock alignment concept provides a thoughtful, balanced, and context-sensitive solution to meeting a diverse set of concerns while prioritizing the goal of creating a quality transit service. We urge Metro to fully study this concept, and adopt its framework as Metro's proposed alignment for the Eagle Rock section of the North Hollywood-Pasadena Bus Rapid Transit project.

Thank you for the opportunity to provide comment on this important project,

David Diaz
Executive Director
Active SGV

Laura Raymond
Director
Alliance for Community Transit - Los Angeles

Eric Mann
Director
Bus Riders Union / Labor Community Strategy Center

Jennifer Gill
Chair, Engineering Subcommittee*
City of Los Angeles Bicycle Advisory Committee

Kent Strumpell
Chair, Planning Subcommittee*
City of Los Angeles Bicycle Advisory Committee

Deborah Murphy
Chair*
City of Los Angeles Pedestrian Advisory Committee

Jonathan Parfrey
Executive Director
Climate Resolve

Christy Zamani
Executive Director
Day One

Bryn Lindblad
Steering Committee Member
EnviroMetro

Felicia Garcia
Steering Committee Chair
Equitable Eagle Rock

Hilary Norton
Executive Director
FAST: Fixing Angelenos Stuck in Traffic
FAST Link DTLA

Timothy Hayes
Organizer
Ground Game LA

David Levitus
Executive Director
LA Forward

Eli Akira Kaufman
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Los Angeles County Bicycle Coalition

John Yi
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Los Angeles Walks

Denny Zane
Executive Director
Move LA

Scott Gamzon
Founder
Neighborhoods United for Safe Streets

Colin Bogart
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Darrell Clarke
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Sierra Club Angeles Chapter

Michael Schneider
Founder
Streets For All

Steering Committee
Walk Bike Glendale

Elise Kalfayan
Steering Committee Member
Glendale Environmental Coalition

Jessica Meaney
Executive Director
Investing in Place

Crissi Avila and Mona Field
Co-Presidents
League of Women Voters of Los Angeles

Christine Louise Mills
Director
Los Angeles River Communities for Environmental Equity

Alfonso Directo Jr.
Vice-Chair*
Metro Westside/Central Service Council

Carter Rubin
Mobility and Climate Advocate
Natural Resources Defence Council

Emily Kate Spokes
Co-Founder
NELA Climate Collective

Allen Compton
Co-Founder, Take Back The Boulevard
President, SALT Landscape Architects

Mark Strickert
President
Southern California Transit Advocates

Los Angeles Hub
Sunrise Movement Los Angeles

* Titles with an asterisk are listed for identification purposes only and not on behalf of an organization

COMMENT LETTER 14

December 28, 2020

Via Email: Scott Hartwell, Metro Project Manager
Metro Board Secretary Michele Jackson
Los Angeles City Councilmember Kevin de León

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Please study and adopt the "Beautiful Boulevard" Eagle Rock alignment proposal

Dear Mr. Hartwell, Metro Board of Directors, and Councilmember de León,

As Eagle Rock residents and stakeholders, we write to provide comment on and propose an alternate alignment solution for the Eagle Rock section of the North Hollywood to Pasadena Bus Rapid Transit Corridor Project as detailed in the Draft Environmental Impact Report issued in October 2020. We are a multicultural, multigenerational, socioeconomically diverse coalition of Eagle Rockers including renters, homeowners, parents, service workers, small-business owners, car and bike commuters, and transit riders who care deeply about our neighborhood. Metro's proposed one-size-fits-all alignment options for Eagle Rock are unacceptable. Metro's proposal would sacrifice quality transit service, landscaped medians, bike lanes, and/or curbside parking within Downtown Eagle Rock. Eagle Rock residents should not have to choose between quality transit, safety, a vibrant and green street, or convenient access to our local small businesses. 14-1

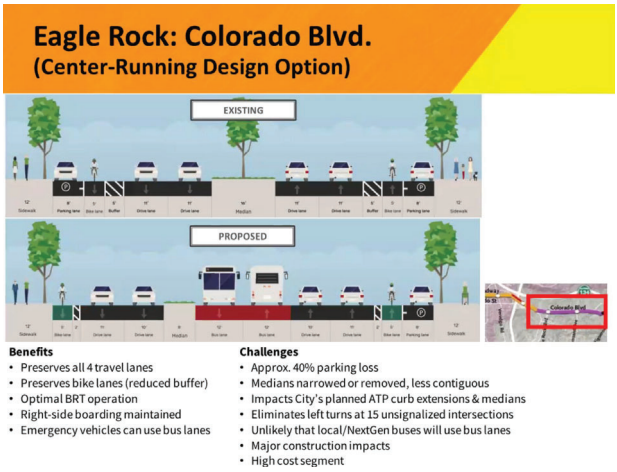
The "Beautiful Boulevard" proposal is a community-generated BRT alignment solution that would provide a context-sensitive solution that addresses the primary concerns that Eagle Rock residents have consistently communicated to Metro in its Alternatives Analysis and Environmental Impact Report outreach. The Beautiful Boulevard plan calls for a reallocation of one vehicle travel lane in each direction within Eagle Rock's central business district on Colorado Boulevard approximately between Eagle Rock Boulevard and Mt. Helena Avenue in order to maintain existing medians and provide dedicated bus lanes, protected bike lanes, an improved pedestrian experience, additional street trees, and additional traffic calming elements on adjacent streets. The Beautiful Boulevard plan calls for dedicated median-running bus lanes accessed from center transit stations on Colorado Boulevard within Eagle Rock to provide efficient and convenient transit service to and from Eagle Rock. 14-2

A. Response to Metro Alternates "F1," "F2," and "F3"

None of three of the alignment options that Metro has provided for Eagle Rock (F1, F2, F3) meet the needs and goals that the Eagle Rock community has communicated to Metro. These needs and goals include: 14-3

1. Quality transit service for Eagle Rock on Colorado Boulevard
2. Maintain and improve existing landscaped medians on Colorado Boulevard that provide a small town feel for Eagle Rock
3. Maintain curbside parking on Colorado Boulevard within Downtown Eagle Rock that provides convenient access to businesses and space for outdoor dining and retail
4. Provide a Complete Street on Colorado Boulevard as identified in Los Angeles' Mobility Plan 2035 with "Protected Bike Lane" infrastructure and dedicated bus lanes as part of the Comprehensive Transit Enhanced Network
5. Provide a safer street that enables the City of Los Angeles' 2025 Vision Zero goal by discouraging deadly speeding

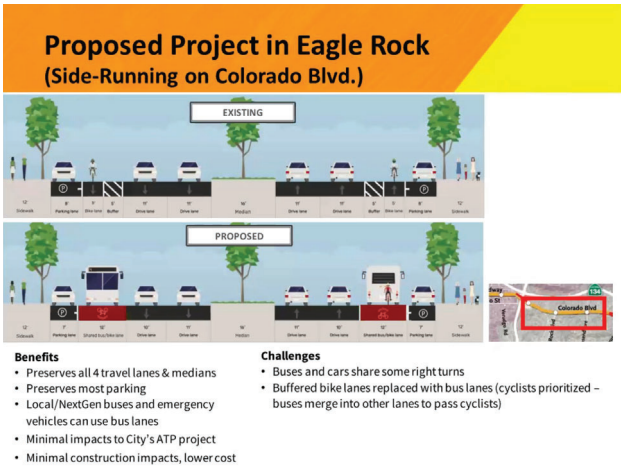
14-3 (cont.)



Metro "F1" Alternative

14-4

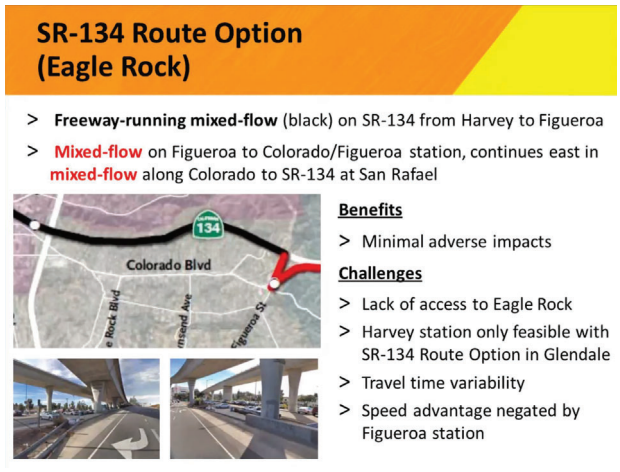
Alternative "F1" ("Center-Running Design Option") would remove existing landscaped medians and 40% of curbside parking in order to expand Colorado Boulevard into a 6-lane roadway. This alternative directly contradicts many key concerns that Eagle Rock residents have communicated about not ending up with a more dangerous street, not removing character-defining landscaped medians, not increasing impervious roadway surface and stormwater runoff impacts, and not removing convenient access to existing small businesses by car. In the context of the COVID-19 pandemic, this scheme would also hurt existing small businesses by reducing opportunities for outdoor dining and outdoor retail operations. We urge Metro to adopt the Beautiful Boulevard proposal as a complete revision to option "F1."



Metro "F2" Alternative

14-5

Alternative "F2" ("Side-Running on Colorado Blvd.") unacceptably proposes to eliminate dedicated buffered bike lanes and force buses and bicycles to share a single unprotected travel lane. This alternative is in conflict with Mobility Plan 2035 designations for Colorado Boulevard and would result in higher speeding, a more unsafe street, and a lack of access by bike for people of all ages and abilities. Metro's mitigation measure TRA-5 is insufficient to address these deficiencies. If this alternate is pursued, Metro should provide additional study to understand reasonable projected 85th percentile driving speeds on Colorado Boulevard as a result of this alternate, and the resulting impact on roadway safety, including the impact on the safety of crosswalks on Colorado Boulevard. We urge Metro to abandon this option by acknowledging F2's inability to mitigate issues of safety and coordination with Mobility Plan 2035.



Metro "F3" Alternative

14-6

Alternative "F3" ("SR-134 Route Option") would provide no direct or convenient access for this transit line to Downtown Eagle Rock. This option would reduce transit access to Eagle Rock, and prohibit Eagle Rock business from serving the 34,000+ potential customers this transit line is projected to have. Additionally, this option would limit access across the region and in

adjacent housing hubs in Glendale, Burbank, and Pasadena to Eagle Rock jobs. This alternative runs in direct conflict with Metro's service and climate action goals for this project, and would conflict with ongoing efforts to provide a more efficient transit system through Metro's NextGen project. We urge that Metro abandon this option by acknowledging its inability to meet project and overall Metro goals to build a more convenient transit system, and the negative impact it will have on existing Eagle Rock small businesses.

14-6 (cont.)

B. The "Beautiful Boulevard" Proposal for Eagle Rock:

The Beautiful Boulevard proposal would address and mitigate deficiencies of Metro's F1, F2, and F3 alternates by providing median-running BRT in dedicated lanes on Colorado Boulevard with roadway safety, median, bike lane, sidewalk, and crosswalk improvements to Colorado Boulevard, and traffic calming improvements to adjacent streets. In doing so, this scheme:

- Predominantly conforms to Transit Enhanced Network roadway classification objective of "Comprehensive Transit Enhanced Streets" set in the City of Los Angeles' Mobility Plan 2035 by incorporating efficient and safe dedicated bus lanes adjacent to center medians
- Predominantly conforms to Bicycle Enhanced Network roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by upgrading existing buffered bike lanes to Class IV raised- and parking-protected bike lanes through Eagle Rock's central business district and adjacent to local schools
- Predominantly conforms to Pedestrian Enhanced District roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by enhancing the pedestrian experience along Colorado Boulevard and not removing existing pedestrian infrastructure
- Preserves the existing landscape medians and incorporates additional landscape medians in accordance with the "Take Back The Boulevard" initiative in areas where no medians exist
- Avoids major impacts to travel lanes adjacent to freeway onramps/offramps or near the three-way intersection of Colorado Boulevard and West Broadway
- Generally maintains existing street parking
- Improves roadway safety in accordance with the City of Los Angeles' Vision Zero goals

14-7

B.1. Provide Three Distinct Zones of Roadway Configurations:

Colorado Boulevard in Eagle Rock is not a monolithic element, and Metro's proposal for a one-size-fits-all reconfiguration on Colorado Boulevard neglects the diverse needs along the street. The City of Los Angeles has formalized these zones in its Zoning Code since the 1992 adoption of the Colorado Boulevard Specific Plan, which identified three sub-areas on Colorado Boulevard:

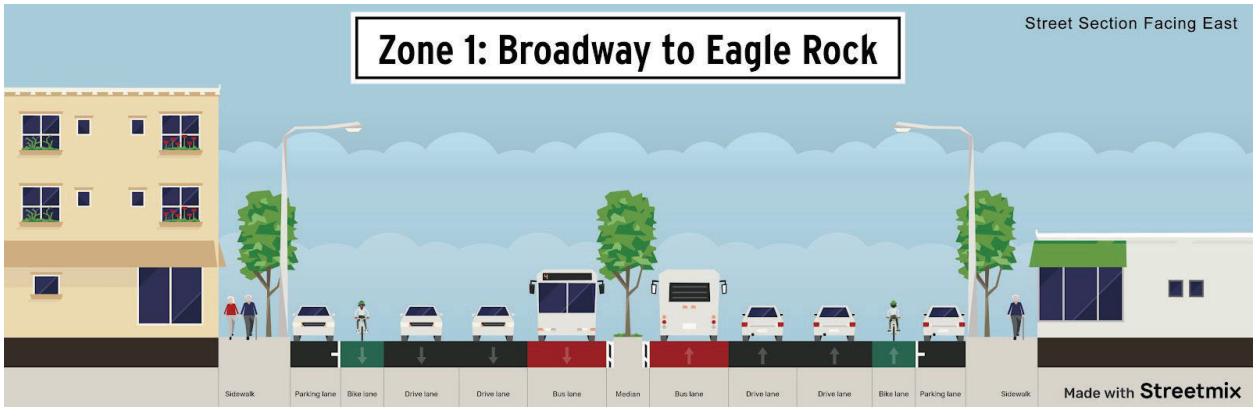
- Subarea I: Between SR-2 and Eagle Rock Boulevard
- Subarea II: Between Eagle Rock Boulevard and Dahlia Drive

- Subarea III: Between Dahlia Drive and Holbrook Street

We urge Metro to adopt the Beautiful Boulevard's context-sensitive solution, which utilizes these same basic zones to maximize the quality of transit experience, safety, and support for a vibrant Downtown Eagle Rock, and mitigates issues that are unresolved in Metro's DEIR-proposed alternatives.

ZONE 1: Glendale City Border to Eagle Rock Boulevard





14-7 (cont.)

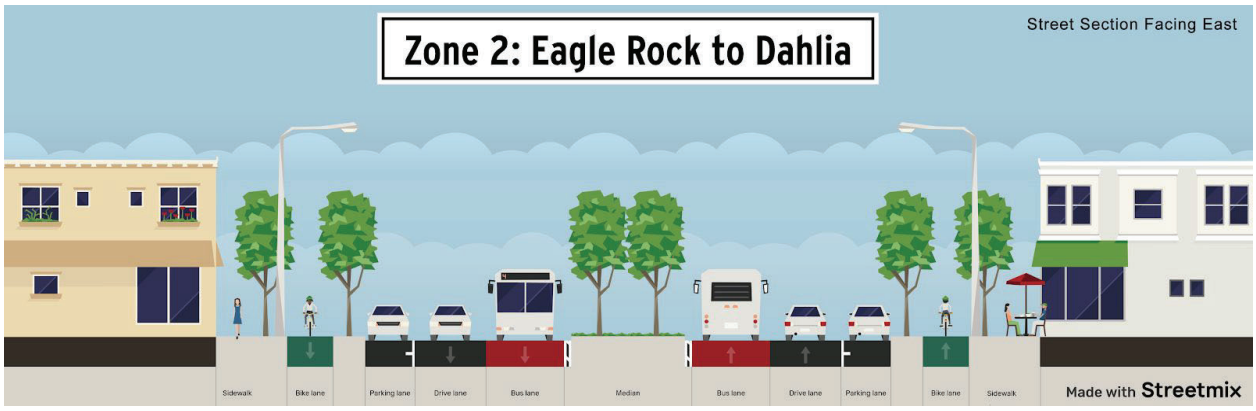
Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated red-painted bus lanes would be incorporated adjacent to new landscape medians. These would be planted with California native trees and a carefully designed native plant scheme to create a sound urban habitat for our endangered fauna of California birds and insects. Existing buffered bike lanes may be downgraded to green-painted bike lanes where necessary in order to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where

street parking is not heavily utilized. Within Zone 1, Metro should consider placement of a BRT station at the intersection of Sierra Villa Drive to maximize local bus transfer opportunities and provide connections to Eagle Rock Plaza and local businesses, as well as convenient pedestrian access.

Metro should consider the possibility of upgrading unprotected bike lanes in Zone 1 to be protected bike lanes, if feasible through use of narrow engineering lane standards or reduction in street parking, particularly on the westbound uphill portion of the street between Ellenwood Drive and College View Avenue. Metro should give consideration to the possibility for drivers to merge across the eastbound bus lane to left turn pockets to accommodate driver left turns. Select curbside parking may need to be reduced to accommodate space for left turn pockets.

ZONE 2: Eagle Rock Boulevard to Dahlia Drive

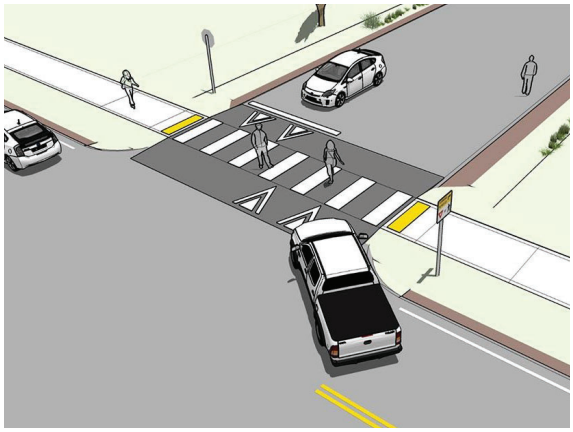




14-7 (cont.)

Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate newly designed landscaping, based on creating a native habitat for our endangered

California fauna of birds and insects with native trees and mostly native plants, which would serve to reduce irrigation water use by as much as 40%. One travel lane in each direction would be reallocated for new dedicated median-running and red-painted bus lanes, providing significant benefits in roadway safety and improving the safety of existing and new crosswalks across Colorado Boulevard. Existing sidewalks would be expanded to incorporate new raised separated bikeways with contrasting paving from sidewalk areas, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised separated bikeway. Existing parking would be maintained along new expanded sidewalk curbs. Native and drought tolerant landscaping and two or three species of native sidewalk trees would be incorporated within the expanded sidewalk area. Within Zone 2, Metro should consider placement of median BRT stations at Caspar Avenue and Townsend Avenue, with an intention to provide comfortable crosswalk access and work with LADOT to ensure signal cycles that prioritize and encourage pedestrian access.



Example of raised crosswalks



Example of raised bikeway showing physical barrier

14-7 (cont.)

Inclusion of raised crosswalks at intersections parallel to Colorado Boulevard will help to reduce unsafe driver turns across the protected bike path and mitigate concerns about visibility of people within the protected bike lane. Additionally, raised crosswalks will discourage cut-through traffic on residential streets, and provide improved accessibility for people with disabilities. We encourage Metro to incorporate 90° curb ramps parallel to the direction of travel at all intersections, and to maximize the number of crosswalks across Colorado Boulevard. We further urge Metro to work with LADOT to study potential signal timing for crosswalks with a goal of maximizing crossing times and ensuring that time allotted for pedestrian crossing exceeds ADA minimums.

The inclusion of raised bike paths provides a family-friendly upgrade from existing unprotected bike lanes, and maximizes ADA accessibility within the sidewalk area. Use of raised bike lanes will help to mitigate issues of accessibility from curbside parking across the area for bike travel to destinations. Additionally, the use of raised bike lanes with slight elevation changes at intersections will discourage unsafe bicycle speeds that might otherwise create conflict with pedestrian space. We encourage Metro to incorporate physical landscaped barriers between

spaces for pedestrians and people on bikes, and to maximize the width of the bikeway as much as possible to allow for 1) families on bicycles to ride side by side, 2) bicyclists to pass one another, and 3) to safely plan around trends towards use of private and shared e-scooters and bicycles.

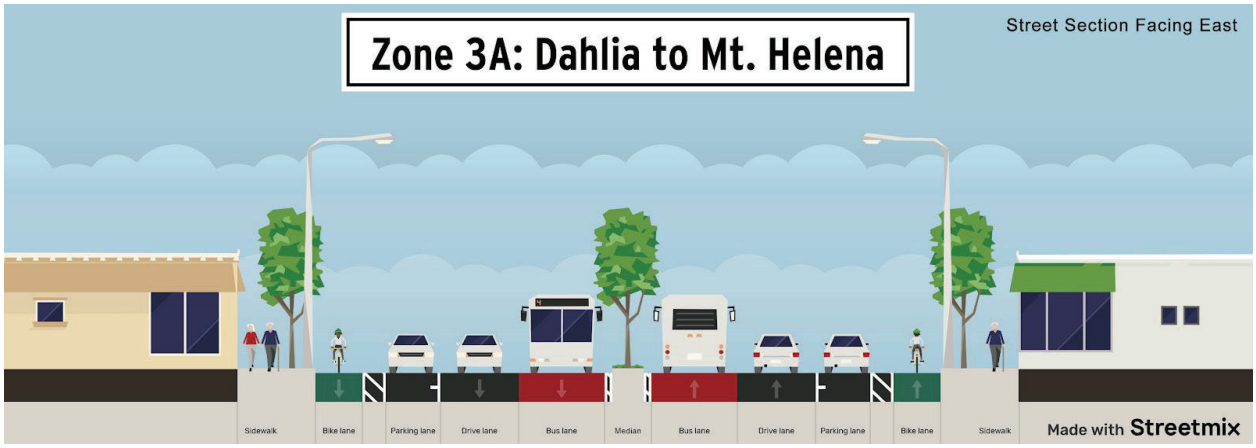


Proposed layout within Zone 2 showing expanded sidewalks, raised bike paths & crosswalks, maintained parking

14-7 (cont.)

Within Zone 2, Metro should work with LADOT to study opportunities for incorporation of additional marked crosswalks with consideration of the improved safety provided by reallocation of #2 travel lanes in each direction and shortened crossing distances created by expanded sidewalks. Metro's study should include completing existing 3-leg intersections with 4th marked crosswalks on Glen Iris Avenue, Hermosa Avenue, and Townsend Avenue; as well as providing new crosswalks on both sides of intersections that currently lack crosswalks such as Shearin Avenue, Highland View Avenue, La Roda Avenue, and Vincent Avenue. Where crosswalks are not provided with traffic signals, Metro should consider installation of HAWK beacons and other traffic control elements to improve pedestrian visibility and ensure driver compliance. Providing plentiful marked crosswalks on Colorado Boulevard will improve the pedestrian-friendliness of Colorado Boulevard by accommodating convenient access to businesses and destinations. An improved pedestrian experience is critical to ensuring a successful transit line.

ZONE 3: Dahlia Drive to SR-134

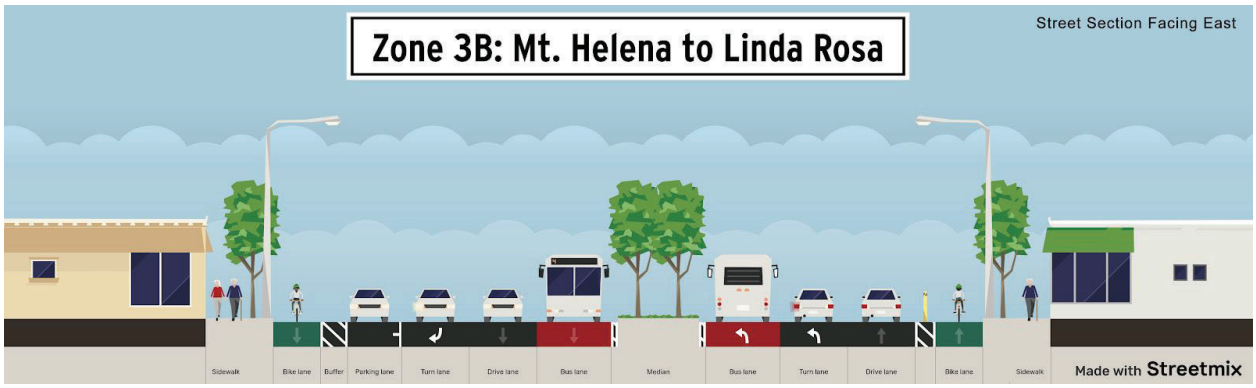


The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new red-painted bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be "flipped" in order to be upgraded to green-painted parking protected bike lanes.

14-7 (cont.)

Within Zone 3A, Metro should work with LADOT to study provision of additional marked crosswalks at intersections that currently lack crosswalks, with consideration of the improved safety provided by reallocation of #2 travel lanes in each direction. Metro should consider opportunities to reduce crossing distances through creation of median pedestrian refuges, as well as pedestrian refuges within protected bike lane buffers and in line with parking lanes. Metro should study incorporating new high-visibility and/or signalized crosswalks on both sides of intersections providing access to Dahlia Heights Elementary School at Dahlia Drive and Floristan Avenue. Metro should also study opportunities to provide marked crosswalks on both sides of the street at Hartwick Street and Los Robles Street. Where crosswalks are not provided with traffic signals, Metro should consider installation of HAWK beacons and other traffic control elements to improve pedestrian visibility and ensure driver compliance.





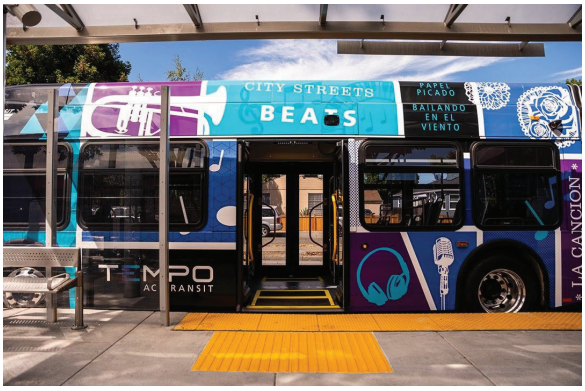
14-7 (cont.)

Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from SR-134, as well as through traffic to and from Colorado Boulevard. New red-painted bus lanes will be incorporated along new landscaped medians. Existing buffered bike lanes and parking on the North side of the street would be flipped in order to be upgraded to green-painted parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to planter protected green-painted bike lanes.

B.2. Utilize Median-Running Buses Boarding from Center Medians



Example central station for left-side boarding



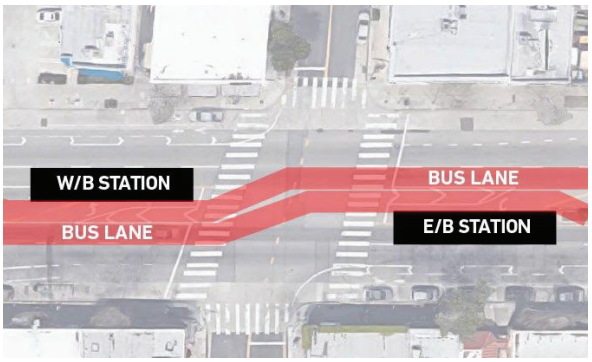
Example bus with both-side boarding

The Metro Board recently directed Metro staff to study the feasibility and benefits of buses that allow for left-side boarding, including for BRT projects currently under development, due February 2021. At a December 3rd, 2020, Metro Board meeting, Board Members Solis, Bonin, and Najarian noted that the use of buses that board from both sides would provide greater flexibility to BRT projects in development, provide higher quality service to transit riders by allowing buses to operate in center running lanes, and improve the design options available for the North Hollywood-Pasadena BRT project. Metro's project team should coordinate with this study and incorporate consideration of buses that board from both sides.

14-8



Central station from left-side boarding buses



Alternate offset option utilizing right-side boarding

Buses that board from both sides would help mitigate potential removal of portions of existing landscaped medians, provide more efficient boardings and a more intuitive customer experience, reduce construction cost, provide additional options to provide left turn lane pockets, and more closely align with Metro's explanation of the North Hollywood-Pasadena BRT line as operating similar to light rail service. While the Beautiful Boulevard concept is feasible with either buses that board from both sides or buses that only board from the right side, we urge Metro to prioritize consideration of buses that board from both sides to provide a higher quality experience for transit users.

B.3. Utilize Native Landscaping:

We urge Metro to incorporate native landscaping into new medians, within expanded sidewalk areas, and within existing medians. Native landscaping provides more sustainable, drought-tolerant greenery that supports local fauna and is able to thrive without extensive use of irrigation.

Continuity needs to be provided in the choice of trees, and Metro should not exceed two or three different species. These trees should not tower in height, or be too dense with regard to visibility across the boulevard such that they block visibility to business signage. Leaf and seed litter is also a consideration.

For lower landscaping elements, native Chaparral landscapes as found in the hills and valleys surrounding Eagle Rock seem to have a perfect design of high and low species, with a sparseness that will be important to maintain for a pleasing aesthetic result. For Colorado Boulevard, the species should be chosen for height, habit (the shape of the mature plant), leaf and bloom color, and if possible, an extended blooming period. Some native plants go through a summer dormancy that needs to be taken into account, with evergreen plants added here and there: succulents and Mediterranean species that will retain foliage during the hot months. 14-9

All medians should show continuity, with a few selections of species of plants planted all along, as “foundation planting.” A variety of lower plants can then be added to the scheme, and some bare patches left to allow for annual wildflowers.These plantings can be chosen carefully from all other species with an attention to height. A native landscape should not be overplanted.

Tree Options:

- Ceanothus ‘Ray Hartman’ ++
- Cercis occidentalis (CA redbud) +++
- Catalina or Hollyleaf cherry (prunus lyonii or illicifolia) +
- Toyon or CA Holly (heteromeles arbutifolia) +++
- Palo Verde (Parkinsonia aculeata ‘Desert Museum’ +++

Foundational Plant Options:

- Larger buckwheats such as eriogonum arborescens, giganteum and even the ubiquitous fasciculatum
- White sage; Cleveland sage, black sage, salvia leucophylla
- Artemisia californica
- Coyote bush

Succulent Options:

- Dudleyas
- Hesperoyucca whipplei
- Opuntia

Plants Under Trees in Shade:

- Carex tumulicola (like a shade lawn)
- Festuca rubra (like a shade lawn)
- Heuchera sp.
- Ribes viburnifolium

Shrub Options:

- Abutlion palmerii
- Artemisia californica
- Buckwheats (eriogonum sp.) of different sizes, habits and leaf color
- Catalina silverlace (eriophyllum nevinii)
- Coyote Bush (baccharis pilularis sp.)
- Datura
- Encelia farinosa and californica
- Epilobium ‘Catalina’
- Iva hayesiana
- Jojoba (simmondsia chinensis)
- Lavatera sp.
- Matilija poppy (romneya coulterii)
- Mirabilis sp.
- Monkey flower (mimulus sp.)
- Myrica californica
- Sages: white sage (salvia apiana), black sage (s. mellifera); Cleveland sages (s. ‘Aromas’, s. ‘Allen Chickering’, s. ‘Winifred Gilman’); salvia leucophylla (‘Amethyst Bluff’); salvia ‘Shirley’s Creeper’ -- salvia ‘Carl Nielsen’, dorryi, ‘Emerald Cascade’, etc. for smaller sizes
- Verbena lilacina

Mediterranean species to be added:

- Rhagodia spinescens for large ground cover
- Aloes of all sizes, from small for ground cover to large as specimens
- Agave sp.
- Other succulents in modest quantities, cotyledons, kalanchoe, crassula, calandrina, etc.
- Helichrysum sp.
- Rockrose (cistus sp.)
- Santolina sp.

14-9 (cont.)

Lower Shrub Options:

- Artemisia pycnocephala ‘David’s Choice’
- Coyote bush, specifically baccharis pil. ‘Pidgeon Point’
- Epilobium - low species (‘Everett’s choice’)
- Erigeron glaucus sp.
- Eriogonum grande rubescens
- Penstemon ‘BOP’

Options for Grasses:

- Aristida purpurea
- Carex sp.
- Leymus ‘Canyon Prince’ or arenarius “Glaucus’
- Muhlenbergia rigens and dubia
- Sporobulus airoides

Mature trees, particularly those at sidewalks, provide significant aesthetic value and invaluable shade cover for pedestrians. Where sidewalks or curbs are being expanded or adjusted, Metro should make every effort to protect-in-place existing trees. Non-native Magnolia trees within existing medians in Downtown Eagle Rock were originally donated by the non-profit Northeast Trees and Eagle Rock community activist and educator, John Stillion. These trees have special significance to the Eagle Rock community considering their history. Should Metro need to relocate these trees to protect them during the construction phase, we urge Metro to take extra

care to ensure their health, and to work with the City of Los Angeles to determine an appropriate location to dedicate a grove of these Magnolia trees in John Stillion's honor within Eagle Rock Recreation Center, Yosemite Recreation Center, or a new park space within Eagle Rock so they can thrive with needed irrigation, and continue to be enjoyed by Eagle Rock residents for generations to come.

14-9 (cont.)

B.4. Provide Traffic Calming Elements on Adjacent Residential Streets



Speed bumps



Traffic diverters



Mini-roundabouts

The primary driving route that is parallel to Colorado Boulevard is SR-134, and Metro should provide consideration that pass-through drivers utilize SR-134 as an alternative to Colorado Boulevard, rather than local residential streets. To mitigate the possibility of cut-through driving on residential streets, Metro should implement raised crosswalks, speed bumps, traffic diverters, and mini-roundabouts and/or stop-controlled Neighborhood Traffic Circles adjacent to Colorado Boulevard.

14-10

- Raised Crosswalks: should be installed at all intersections parallel to Colorado Boulevard within Zone 2 to discourage unsafe turns from cut-through drivers onto residential side streets
- Speed Bumps: should be considered for installation on residential side streets such as Chickasaw Avenue, Las Flores Drive, and Hill Drive.
- Traffic Diverters: should be considered at strategic locations to vastly reduce the likelihood of cut-through driving
- Mini-Roundabouts and/or stop-controlled Neighborhood Traffic Circles: should be considered for installation on residential side streets such as Hill Drive, Townsend Avenue, and Yosemite Drive

Metro should coordinate with LADOT on implementation of speed calming and safety improvements on Yosemite Drive as currently being considered under The Eagle Rock Association's "Slow Yosemite" initiative to document and enhance mitigations to discourage cut-through driving on Yosemite Drive.

B.5. Incorporate an Art Program:

Metro's BRT project should seek to provide a vibrant and welcoming street to support local businesses and a community that is invested in active transportation options. As such, we urge Metro to incorporate an art program that provides unique art elements, improved community identity, attractive stations, street beautification, and reinforces Eagle Rock as a unique community within the greater Los Angeles region. 14-11

C. Prioritize Safety:

As Metro develops its Final EIR, it must prioritize roadway safety to enable transit users safe access to the BRT line, as well as to mitigate any possible degradation in safety from implementation of the project. Metro's study should fully analyze the anticipated resulting design speeds on Colorado Boulevard, and the impact of these prevailing vehicle speeds on the City of Los Angeles' Vision Zero goal. Metro should ensure that its project does not result in increases to existing 35 mph speed limits on Colorado Boulevard as a result of speed surveys. Where possible, but particularly in Zones 2 and 3a, Metro should seek to create 25 mph design speeds on Colorado Boulevard to improve the safety of vulnerable road users and transit riders. 14-12

Numerous scientific studies and NACTO design guidelines show that wider travel lanes encourage faster vehicle speeds and increase dangers to all road users. In review and development of the Beautiful Boulevard proposal, we urge Metro to work with LADOT to incorporate narrow travel lane widths as much as possible to discourage unsafe speeding on Colorado Boulevard. Where possible, Metro should incorporate 9.5' and 10' wide vehicle travel lanes, and 10.5' or 11' wide transit lanes. With a median-running alternative, Metro should identify whether local bus lines will utilize bus-only lanes for local service, or will utilize vehicle travel lanes, to ensure vehicle travel lanes can be made as narrow as possible. Utilizing narrower lane widths also provides opportunity to maximize space provided for pedestrians and people on bikes, improving accessibility and ensuring functional active transportation infrastructure.

D. Expand Metro's Business Interruption Fund:

Any substantial adjustment of the public right-of-way can be incredibly detrimental to small businesses, and even a short construction timeframe may be challenging for Eagle Rock businesses on and adjacent to Colorado Boulevard. Metro should mitigate the potential danger to local small businesses that are already being strained by the COVID-19 pandemic by working with the Metro Board to expand the Business Interruption Fund. Providing assistance to local small businesses will be helpful to make sure that these businesses are ready to support this transit line from day one. 14-13

Conclusion:

When voters approved Metro's Measure M ballot measure in 2016, the goal was very clear to provide the Los Angeles region with more robust and equitable regional transportation options. The North Hollywood-Pasadena Bus Rapid Transit project is an important investment towards building a more efficient, comfortable, reliable, and resilient regional transit system. But Metro cannot reasonably ensure that its projects are providing a net benefit to the communities that it connects if Metro's solution is to expand roadway width in order to accommodate new bus rapid transit lines, or if it short-changes active transportation options in order to maintain an existing transportation hierarchy that prioritizes driving as a more attractive alternative to transit. 14-14

The "Beautiful Boulevard" proposal for an alignment within Eagle Rock was community-generated and sensitive to the unique set of factors that Metro has thus far failed to account for in its planning for BRT service. The proposal thoughtfully balances the complex set of considerations within Eagle Rock to provide a workable solution that makes tangible improvements for the Eagle Rock community. We urge Metro to study this proposal and adopt it—in full and without cost-reducing compromises to the above described elements—as Metro's proposed alignment for the Eagle Rock section of the North Hollywood-Pasadena Bus Rapid Transit project.

Thank you for your consideration,

Jared Berenholz, Eagle Rock Resident
Michael Blanchard, Eagle Rock Resident
Claire Bowin, Eagle Rock Resident
Lenore Carlson, Eagle Rock Resident
Annie Choi, Eagle Rock Resident & Business Owner, Found Coffee
Stephen Collins, Eagle Rock Resident
Angelyn de la Garza, Eagle Rock Resident & Business Owner, Kumquat
Natalie Freidberg, Eagle Rock Resident
Felicia Garcia, Eagle Rock Resident
Jessie George, Eagle Rock Resident
Laura Gonzalez, Eagle Rock Resident
David Greene, Eagle Rock Resident
Herb Gualpa, Eagle Rock Business Owner, Pub 1954
Luis Lopez, Eagle Rock Resident
Michael MacDonald, Eagle Rock Resident
Maggie Mackay, Eagle Rock Non-Profit Director, Vidiots Foundation
Birgitta Martinez, Eagle Rock Resident
Robert Martinez, Eagle Rock Resident
Augustine Mukul, Eagle Rock Resident
Pat Niessen, Eagle Rock Resident
Cyndi Otteson, Eagle Rock Resident
Javier Pardini, Eagle Rock Business Owner, Malbec Market
Eli Presser, Eagle Rock Resident
Monica Sigsby, Eagle Rock Resident & Business Owner, The Fable
Thom Sigsby, Eagle Rock Resident & Business Owner, The Fable

Darren Hall, Eagle Rock Resident
Eileen Hatrick, Eagle Rock Resident
Wade Harpootlian, Eagle Rock Resident
Andrew Jacobs, Eagle Rock Resident
Hans Johnson, Eagle Rock Resident
Jeff Johnson, Eagle Rock Resident & Business Owner, Walt's
Ryan Johnson, Eagle Rock Resident
Lisa Kable-Blanchard, Eagle Rock Resident
John Kerr, Eagle Rock Resident
Stephen Kia, Eagle Rock Resident & Business Owner, ROCK Coffee House
Bryn Lindblad, Eagle Rock Resident
Michael Sweeney, Eagle Rock Resident
Erin Tanaka, Eagle Rock Business Owner, Acorn
Adalia Vidarte, Eagle Rock Resident
Jonathan CK Williams, Eagle Rock Resident
Corey Wilton, Eagle Rock Resident & Business Owner: Four Cafe, Penny Oven, Good Fire & Holi
Michelle Wilton, Eagle Rock Resident & Business Owner: Four Cafe, Penny Oven, Good Fire & Holi
Chloé Renée Ziegler, Eagle Rock Resident & Business Owner, globe gardens

COMMENT LETTER 15

Subject: Metro Noho-Pasadena BRT: EAPD Transit Committe support for Beautiful Blvd.
Date: Monday, December 28, 2020 at 1:17:52 PM Pacific Standard Time
From: Christine Mills
To: Scott Hartwell
CC: Michele Jackson, Martin Reyes, Wagas Rehman
Attachments: 122820_Metro NOHO-Pasadena_BRT.pdf

Dear Mr. Hartwell and Metro Board of Directors,
I have already submitted this letter of support as an email, and am writing here to submit as a pdf with signatures.
Yours,
Christine

15-1

--
Christine Louise Mills
Transit Committee Chair, EAPD
Editor (AVID, Premiere)
www.larcee.org

Christine Louise Mills, Chair, East Area Progressive Democrats Transit Committee
Hans Johnson, President, East Area Progressive Democrats*

December 28, 2020

To: Scott Hartwell <nohopasbrt@metro.net>

cc: Michele Jackson, Metro Board Secretary <JacksonM@metro.net>
Martin Reyes, Office of County Supervisor Hilda Solis <mreyes@bos.lacounty.gov>
Wagas Rehman, Office of County Supervisor Hilda Solis WRehman@bos.lacounty.gov

Metro's NoHo-Pasadena BRT project: East Area Progressive Democrats Transit Committee support for "Beautiful Boulevard" Eagle Rock alignment proposal

Dear Mr. Hartwell and the Metro Board of Directors,

On behalf of the Transit Committee of the East Area Progressive Democrats (EAPD) we are writing to support the "Beautiful Boulevard" proposal for Metro's North Hollywood to Pasadena Bus Rapid Transit project. For Los Angeles to move forward in a truly equitable, sustainable and livable way, our Metro system must not only serve existing public transit riders, but be well designed and efficient enough to attract new ones. People will choose the bus when the bus is the best option.

We have followed Metro's Colorado BRT, and wrote previously in support of the street-running option. Having reviewed Metro's current three designs as part of the Draft EIR, we feel strongly that the "Beautiful Boulevard" proposal **best incorporates feedback from stakeholders**, **respects and builds the character of the community**, and **synthesizes what he have learned from the Metro studies and meetings**. 15-2

This proposal **provides a solution** to improve transit that acknowledges and learns from the important conversations about transportation within the Eagle Rock that have taken place over the **past two years**. The Beautiful Boulevard proposal offers a **thoughtful and balanced compromise** that saves existing medians; enhances safety for bicyclists, pedestrians, transit riders, and drivers; and promotes a more vibrant Downtown Eagle Rock. The Beautiful Boulevard proposal for Metro's BRT project carefully considers the three distinct parts of Colorado Blvd. as corridors AND as a whole and cohesive artery; it would incentivize sustainable travel and transit use, while respecting and building Eagle Rock's community character.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, to eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org 15-3

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. The EAPD Transit Committee supports the Beautiful Boulevard proposal for Eagle Rock, because it is centered on making a safer, greener, more vibrant street – the kind of street we need for a safer, greener, more vibrant city. We urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock. 15-4

Respectfully,



EAPD Transit Committee Chair, and member of Streets LA Advisory Council*



Eagle Rock resident and person who walks, EAPD President*, and member of EAPD Transit Committee

*Affiliation listed for identification purposes

COMMENT LETTER 16

Glendale Environmental Coalition

December 22, 2020

Via Email to: Scott Hartwell, Metro Project Manager; Metro Board Secretary Michele Jackson; Glendale City Councilmember Ara Najarian

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project DEIR - Support for Glendale street alignment and the "Beautiful Boulevard" Eagle Rock alignment proposal

Mr. Hartwell, Ms. Jackson, Councilmember Ara Najarian, and Metro Board of Directors,

The Glendale Environmental Coalition strongly supports Metro's preferred street alignment through Glendale to increase access to transit in parts of the city where more walking and biking occurs, as it provides for more transportation options and can thereby reduce GHG emissions. GEC also supports the Eagle Rock community–generated "Beautiful Boulevard" three-zone solution for the North Hollywood–Pasadena Bus Rapid Transit Project, as it enhances the usability, convenience, safety, sustainability, and economic benefits of the proposed project. 16-1

Residents, parents, and business owners within Eagle Rock have worked together diligently to craft the Beautiful Boulevard detailed project alignment concept. It is a win-win compromise that addresses primary concerns residents and stakeholders in Eagle Rock communicated about the original project. It is also a win-win for Glendale residents, families, and employers, as it provides quality regional connections and access to jobs and local businesses.

The joint letter of support for the Beautiful Boulevard concept, signed by the Glendale Environmental Coalition and several other local organizations, explains how it best meets criteria in the City of Los Angeles Mobility Plan 2035. We urge Metro to adopt this proposal and design accessible and comfortable transit stops, including shade cover for riders, elevated platforms for quick and efficient boardings, and safe, comfortable first mile/last mile connections for all users. 16-2

The North Hollywood–Pasadena Bus Rapid Transit Line Glendale street alignment and Eagle Rock Beautiful Boulevard design with above-mentioned amenities will provide climate-friendly alternatives for trips to North Hollywood, the Burbank airport, Eagle Rock, Pasadena, and employment centers throughout. We urge Metro to adopt the Glendale street alignment and the Beautiful Boulevard proposal.

Glendale Environmental Coalition Steering Committee

Monica Campagna	Kathy Kottaras	Jane Potelle
David Eisenberg	Nick Martins	Paul Rabinov
Elise Kalfayan	Jennifer Pinkerton	Kate Unger

COMMENT LETTER 17

December 28, 2020

Via Email: Scott Hartwell, Metro Project Manager
Metro Board Secretary Michele Jackson
Los Angeles City Councilmember Kevin de León

Employee petition in support of Eagle Rock "Beautiful Boulevard" concept

Dear Mr. Hartwell, Councilmember de León and the Metro Board of Directors,

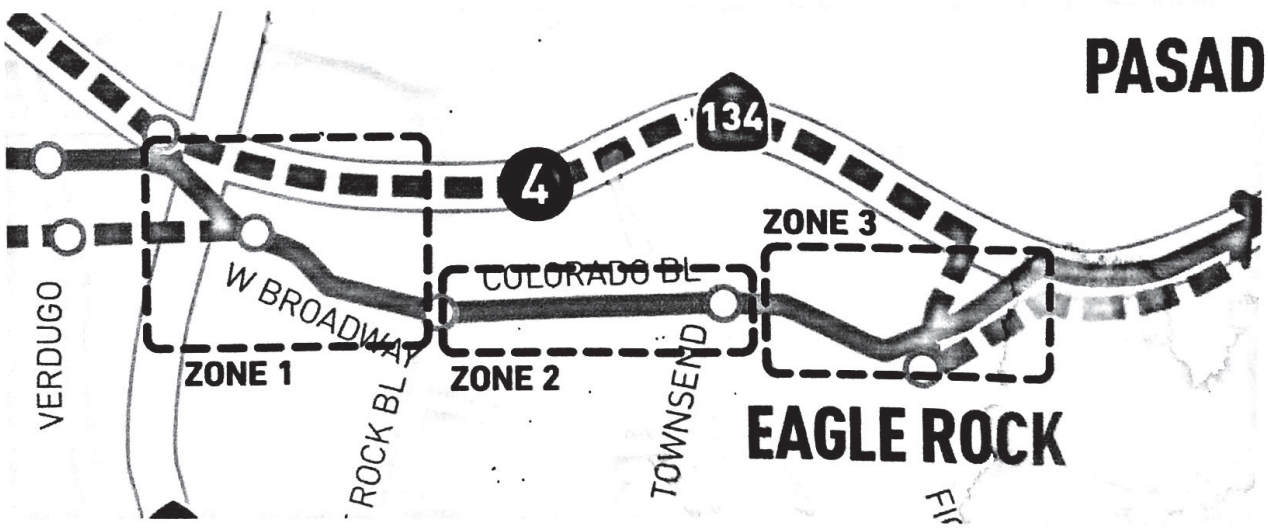
As people who work on or near Colorado Boulevard in Eagle Rock, we support the "Beautiful Boulevard" community-generated Eagle Rock design concept for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, as described online at www.eaglerockforward.org

Petición de los empleados en apoyo del concepto de Eagle Rock "Beautiful Boulevard"

17-1

Estimado Sr. Hartwell, Concejal de León y la Junta Directiva de Metro,

Como personas que trabajan en o cerca de Colorado Boulevard en Eagle Rock, apoyamos el concepto de diseño "Beautiful Boulevard" generado por la comunidad de Eagle Rock para el Proyecto del Corredor de Tránsito Rápido de Autobuses de North Hollywood a Pasadena que se describe en línea en www.eaglerockforward.org



Signed/Firmado/Firmada,

Name/Nombre	Business/Trabajo	Date/Fecha
JAVIER PARDIHI	MALBEC MARKET	12/24/2020
Lucero Medrano	Malbec Market	12/27/2020
Deybi Munoz	Malbec Market	12/27-2020
Josue Mancia	Malbec Market	12/27-2020

Name/Nombre	Business/Trabajo	Date/Fecha
Guadalupe Sigala	Malbec market	12/27/2020
Daniel Venencia	Malbec market	12/25/2020
Laura La Rosa	Malbec Market	12/26/2020.
camila pardini	malbec market	12/26/2020
Alicia EIBEN	MALBEC MARKET	12/27/20
Laura Pardini-Venencio	Malbec Market	12/27/20

COMMENT LETTER 18

From: Paul Little <Paul@pasadena-chamber.org>
Sent: Thursday, December 10, 2020 12:38 PM
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments

Hello.

First, is now the time to be considering expenditures to expand or add bus lines?

Is the project even necessary? Commuters do not want to ride buses, hence the discussions about changing the dedicated bus lines in the San Fernando Valley to light rail.

There was a line from Pasadena to North Hollywood previously that was terminated due to lack of interest or patrons. Admittedly, not a rapid bus, but I believe a real and serious needs assessment should be done before undertaking this effort (or spending further funds to support it).

In Pasadena, we have been led to understand there will not be dedicated bus routes on our surface streets. Is that the case? Your draft EIR still has routes on Pasadena surface streets which seems wasteful and unnecessary. Wouldn't it make more sense to terminate the line in Pasadena at the Memorial Park light rail station and shuttle passengers east on the train? 18-1

Pasadena surface streets already suffer from significant congestions during peak hours as a result of the (perfectly wonderful) extension of the 210 Freeway to the 15 and the 10. Adding more buses to the streets, especially when the light rail already travels to Pasadena City College seems a needless burden on our surface streets.

The appropriate terminus of any new rapid bus line to Pasadena would be at the Memorial Park light rail station that is easily accessed from the 210 Freeway via Fair Oaks Avenue. That would create little impact on Pasadena streets.

I still would like to see a justification for the line in the first place, especially now that transit ridership has plummeted as a result of the pandemic and may never return.

Thank you,

Paul Little

COMMENT LETTER 19

T E R A

THE EAGLE ROCK ASSOCIATION

SINCE 1988

December 28, 2020

Mr. Scott Hartwell
Project Manager
Los Angeles County Metro

via email

Dear Mr. Hartwell:

The Eagle Rock Association (TERA) has over three decades of experience advocating for the Eagle Rock community. TERA has also led multiple initiatives to make Eagle Rock streets safer and more accessible for pedestrians, bicyclists, and transit users. This includes Take Back The Boulevard (TBTB), an ongoing initiative to improve safety, landscaping, and mobility options on Colorado Boulevard.

As Metro has developed the North Hollywood-Pasadena Bus Rapid Transit project, TERA has helped convene Eagle Rock residents and provide feedback to Metro on the critical priorities that residents seek from this project. To summarize, these priorities are as follows:

1) Quality Service for Eagle Rock: A scheme that bypasses Eagle Rock will provide no benefits to residents, employers, or visitors. Therefore, it is essential that the proposed project alignment serve the Eagle Rock community.

2) Consistency with Take Back The Boulevard Initiative: Take Back The Boulevard is arguably TERA's most prominent initiative of the past decade. We spent three years developing a community process that engaged a broad spectrum of residents and businesses that culminated in the TBTB Vision Plan. We do not believe BRT is inherently inconsistent with the Vision Plan, but Metro must make a special effort to respect this vision and components of the plan that have received funding.

3) Maintain or Enhance Existing Bicycle Infrastructure: The first phase of TBTB involved the addition of bike lanes to Colorado Boulevard. We recognize that street space is limited and that the existing Class II bike lanes may need to be modified. However, we insist any changes imposed by BRT maintain Class II bike lanes or enhance them to Class IV bikeways.

19-1

4) Maintain Landscaped Medians: We recognize the limited right-of-way on Colorado Boulevard creates constrained conditions for BRT implementation. Just as with the bike lanes, we acknowledge that existing medians may need to be narrowed or modified in select locations to accommodate BRT. However, simply put, TERA opposes any proposal that eliminates landscaped medians. Landscaped medians on Colorado Boulevard reduce the scale of a wide public right of way, provide greenery within an urban context, and serve as pedestrian refuges to reduce crossing distances. TERA is not opposed to adjusting existing medians to better serve a vibrant, green, and multi-modal boulevard. But TERA considers wholesale removal of medians or a scheme that transforms Colorado Boulevard into a freeway-like street as unacceptable.

5) Maintain Street Parking: The reason Colorado Boulevard has blossomed into a thriving main street for Eagle Rock is in large part due to the 1992 adoption of the Colorado Boulevard Specific Plan. The Specific Plan empowered small businesses by limiting the requirement to provide off-street parking in the adaptive reuse of existing buildings. As such, our businesses generally have limited on-site parking options outside of those available on public streets. This reduction in required on-site parking has allowed additional businesses to spring up and limited the blight of creating additional surface parking lots or costly parking structures. With this reality, the existing street parking supply is valuable and essential towards sustaining vehicular access to businesses. Understandably, a limited number of parking spaces may need to be repurposed near potential BRT stations. However, TERA will oppose any proposal to fully or substantially remove parking on either side of Colorado Boulevard and which ignores our community's context-sensitive needs.

19-1 (cont.)

RESPONSE TO METRO'S DRAFT EIR

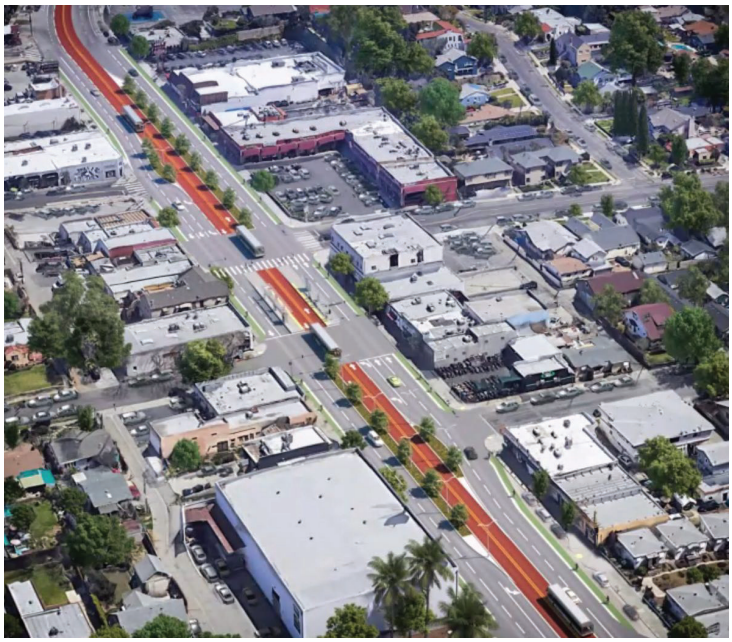
TERA is disappointed none of the alternatives provided by Metro address all these priorities simultaneously. Instead, Metro has presented unacceptable trade-offs between safety or quality transit service, and between improving access to existing businesses or preservation of character-defining medians. Eagle Rock residents should not have to choose between safety or access. We strongly suggest Metro study and adopt an alternative that meets all Eagle Rock's priorities and needs, rather than asking residents to choose between multiple unacceptable compromises.

19-2

F1 ALIGNMENT COMMENTS

Metro's Alternate "F1" alignment proposes elimination of existing landscaped medians between Eagle Rock Boulevard and removal of 50% of street parking to expand the existing 4-lane roadway to accommodate center-running bus lanes.

19-3



This alignment as designed is unacceptable for the following reasons:

1. Conflicts with Eagle Rock community's Take Back The Boulevard vision by eliminating existing landscaped medians and prohibiting installation of pending new landscaped medians west of Eagle Rock Boulevard and east of Townsend Avenue;

2. Conflicts with the Eagle Rock community's Take Back The Boulevard initiative by eliminating newly installed curb extension at Colorado Boulevard/Glen Iris Ave and prohibiting installation of additional curb extensions along Colorado Boulevard. Metro's DEIR states that F1 conflicts with most of the ATP curb extensions currently in design, but that "most locations where crosswalks are present new medians proposed in conjunction with the bus lanes would provide refuge for pedestrians crossing Colorado Boulevard." While refuge islands are appreciated and can improve pedestrian safety, they serve a different function than curb extensions. Notably, curb extensions reduce a street's overall crossing width, promote safer vehicle turns, and provide more usable sidewalk width. By contrast, a refuge island offers temporary protection from vehicle exposure while crossing the street, but it does not enhance the sidewalk (a pillar of Take Back The Boulevard) where pedestrians spend the majority of their time. Accordingly, refuge islands do not adequately mitigate the loss of existing and planned sidewalk extensions;

3. Negatively impacts Eagle Rock's existing small businesses by eliminating approximately 50% of curbside parking within Downtown Eagle Rock (Eagle Rock Boulevard to Townsend Avenue);

19-3 (cont.)

4. Metro has not demonstrated how this scheme will impact roadway safety, needed reductions in dangerous vehicle speeds and posted speed limits, or how it will allow the City of Los Angeles to meet its 2025 Vision Zero goal one year after project completion;

5. Reduces permeable surface and landscape areas that support local fauna and insects within Eagle Rock;

6. Prohibits left turn movements by car and bike across Colorado Boulevard by proposing to eliminate approximately 20 left turn pockets. Metro has not provided sufficient study or mitigation to justify these limits on local access by bike and car to residences and businesses due to Metro's proposed elimination of existing medians.

19-3 (cont.)

TERA urges Metro to abandon or fully rework the F1 alternative as the context-sensitive "Beautiful Boulevard" median-running alignment as an option to study to satisfy well-established community needs and priorities.

F2 ALIGNMENT COMMENTS

Metro's proposed "F2" alignment proposes elimination of existing buffered bike lanes on Colorado Boulevard and use of side-running BRT in shared bus/bike lanes. The implementation of buffered bike lanes on Colorado Boulevard was a foundational component of TERA's Take Back The Boulevard initiative, and came after a three-year-long process of extensive community conversations, many of which were hosted by TERA. Fifty businesses on or directly adjacent to Colorado Boulevard expressed formal support for implementation of these bike lanes.

19-4



This alignment is unacceptable for the following reasons:

19-5

1. Conflicts with City of Los Angeles' Mobility Plan 2035 Bicycle Enhanced Network designation of Colorado Boulevard for Class IV protected bike lanes;

19-6

2. Conflicts with Eagle Rock community's Take Back The Boulevard vision by reducing the safety and accessibility of multi-modal travel on Colorado Boulevard;

19-7

3. Metro proposes mitigation measure TRA-5 to mitigate conflicts associated with the removal of bike lanes on Colorado Boulevard. By removing dedicated bicycle infrastructure on Colorado Boulevard, the only viable mitigation would be to direct bicycle users onto a parallel roadway with low-stress conditions for bicycling. However, the nearest parallel street that can functionally satisfy similar travel is Hill Drive. If bicycle users are suddenly directed to travel on Hill Drive, they will be required to travel at minimum 2,000 feet out of their way to simply get to and from Hill Drive. In addition to this unacceptable detour, bicycle users are then expected to travel on a street that (as its name implies) has a series of hills that would place additional physical burden on bicycle users. Another parallel alternative would be Las Flores Drive, but this street is disjointed and does not fully parallel Colorado Boulevard. In short, this proposed mitigation cannot adequately resolve the conflict created by removing bicycle infrastructure as the existing street network will necessitate and should reasonably expect that bicycle users will need to travel on Colorado Boulevard;

19-8

4. Metro has not demonstrated how F2 will impact roadway safety, or how it will allow the City of Los Angeles to meet its 2025 Vision Zero goal one year after project completion

19-9

TERA urges Metro to abandon the proposed F2 alignment.

F3 ALIGNMENT COMMENTS

19-10

Metro's Alternate "F3" bypasses Downtown Eagle Rock and would represent a completely unacceptable downgrade from existing 780 Rapid bus service to and from Eagle Rock to Glendale and Pasadena while functionally duplicating the shortcomings of the existing Metro Express 501 line, which also bypasses Eagle Rock with only a stop at the western edge of Eagle Rock at Harvey Drive. F3 would bookend Eagle Rock with stops at Harvey Drive (in the City of Glendale) and at North Figueroa St (the easternmost part of Eagle Rock). Both these locations are extremely car-oriented and hostile to pedestrians. The Harvey stop would require bus passengers cross freeway ramps and physically wait next to a freeway ramp. Meanwhile, the North Figueroa stop places bus passengers next to a gas station and numerous surface parking lots. Deliberately designing transit stops to be located next to freeway ramps and gas stations is inhumane for those that depend on transit because there are immense and unavoidable safety, access, and air quality risks to transit users associated with such settings.

Further, placing transit in these desolate and car-oriented settings drastically limits the long-term potential growth of the transit line, in part because they are unappealing, inconvenient, and have limited accessibility.

This alignment is unacceptable for the following reasons:

1. Conflicts with City of Los Angeles' Mobility Plan 2035 Transit Enhanced Network designation of Colorado Boulevard for Comprehensive Transit Enhanced Network lanes;

2. Does not provide access for customers and workers to Eagle Rock businesses or benefit to Eagle Rock taxpayers;

3. Conflicts with Metro's Equity Platform Framework by proposing stations that do not provide direct access to Eagle Rock, and which are inhospitable, undignified, and non-accessible



Image showing the location of Metro's proposed station at Harvey shown in Appendix Z. This pedestrian-unfriendly landscape is unacceptable to serve as a transit stop.

19-10 (Cont.)

Quality transit is of critical importance in providing for equitable mobility in a region that too often does not provide affordable housing within any proximity to quality jobs. Quality transit is also critical towards meeting Los Angeles' climate goals. At a time when Angelenos are struggling to

make ends meet while simultaneously seeing the escalating impacts of climate change in the form of large scale fires, it is simply unacceptable for Metro to pursue a scheme within Eagle Rock that does not take meaningful steps towards building a more sustainable and equitable transportation system. TERA urges Metro to abandon the proposed F3 alignment. 19-10 (cont.)

GENERAL DEIR COMMENTS

TERA provides the following additional comments on Metro's Draft EIR:

1. Residents have consistently expressed concern regarding possible impacts to emergency vehicle access within Eagle Rock, particularly in light of extended and more severe fire seasons. DEIR Section 3.1.3.3 notes the project would have a less-than-significant impact in its operation of emergency vehicle access, noting that emergency vehicles could utilize dedicated bus lanes. Metro should confirm the ability of emergency vehicles to utilize bus lanes as in Metro's proposed project alignment with LAFD/LAPD in order to assuage resident concern and confirm the project will not negatively affect emergency response times; 19-11

2. Metro's DEIR provides insufficient analysis of crosswalks to be maintained or provided crossing Colorado Boulevard. Convenient crosswalks are critical to encouraging a comfortable pedestrian experience, and providing first mile/last mile connections to Metro transit service. Metro should make a complete assessment of crosswalks crossing Colorado Boulevard within the Eagle Rock section of the project, confirm it will maintain existing crosswalks, and provide new crosswalks at as many intersections as possible across Colorado Boulevard, particularly at intersections within Downtown Eagle Rock and accessing Dahlia Heights Elementary School (between Eagle Rock Boulevard and Loleta Avenue). Where crosswalks are currently considered infeasible across multiple vehicular travel lanes, Metro should study the feasibility of incorporating crosswalks through incorporation of pedestrian refuges, curb extensions, and/or in locations where a reallocation of travel lanes is proposed. TERA would like to see crosswalks provided at both sides of the intersection for all intersections within this area, and encourages Metro to work with LADOT to incorporate new crosswalks at intersections that do not currently have crosswalks, and to "complete" intersections that only provide 3 marked crosswalks; 19-12

3. In DEIR Section 3.1.3.3 and Section 2, it is noted that Metro's proposed F1 center-running alignment will maintain driver left turn movements at major intersections, but would restrict left turns at Lockhaven Avenue, Windermere Avenue, El Rio Avenue, Rockland Avenue, Caspar Avenue (partial), Shearin Avenue, Glen Iris Avenue, Highland View Avenue, Hermosa Avenue (partial), Argus Drive (partial), La Roda Avenue, Mount Royal Drive (partial), Townsend Avenue (partial), Floristan Avenue, Hartwick Street, Los Robles Street, Mt. Helena Avenue, and Holbrook Street. The extensive restriction of left turn movements will significantly impact the ability for residents to access their 19-13

properties, and customers to access businesses by car. To mitigate the restriction of access for drivers, Metro should more carefully study the ability to maintain existing left turn pockets without adversely affecting transit and consideration of relevant traffic signal devices, approaching bus signals, or signage elements to allow for safe and convenient left turns onto local streets. Metro should make every effort to mitigate the restriction of vehicular access by safely maintaining left turns as much as possible; 19-13 (cont.)

4. As noted above, Metro's F2 alignment proposes to eliminate buffered bike lanes on Colorado Boulevard and force people on bikes to utilize unprotected lanes shared with BRT and local buses. In acknowledging that Metro's F2 proposal is "inconsistent with the Mobility Plan 2035 by degrading the travel experience for bicycle riders," Metro has provided Mitigation Measure "TRA-5," and in Appendix B-Impact A, uses the phrase "if feasible" to imply that Metro's proposed project can be understood as compliant with Mobility Plan 2035 even while eliminating dedicated bike infrastructure on the entirety of Colorado Boulevard within the City of Los Angeles. TERA strongly objects to the strategy identified in TRA-5, and highlights that 1) the mitigation it proposes is wholly inconsistent with Mobility Plan 2035 and with TERA's Take Back The Boulevard initiative, and 2) Metro incorrectly identifies bus/bike conflict zones, and 3) Metro has not demonstrated insufficient feasibility in providing separate transit and Class IV protected bike lanes. TRA-5 proposes to convene a working group and provide small sections of protected bike lane detours at select bus stops. This does not adequately provide safe travel for people on bikes. Metro's analysis incorrectly assumes that bus/bike conflicts are limited to bus stops, but the entire shared bus/bike lane on Colorado Boulevard would be a conflict zone because of the delta in median travel speeds between buses (local and BRT) and bicycles. The purpose of the bus lane is to speed up buses, yet sharing that space with bicycles and other permissive users diminishes the utility and benefit of having a bus lane to begin with. Additionally, it is clear there are feasible alternatives to provide Mobility Plan 2035-compliant bicycle and transit infrastructure, including one possible solution shown in the Beautiful Boulevard proposal. Metro is incorrect to assume that separate transit and protected bike lanes are infeasible because from a geometric perspective this simply is not true. Colorado Boulevard is generally 94'+ wide which is more than enough space to safely accommodate buses and bicycles with dedicated infrastructure. Numerous transit agencies, including AC Transit and SFCTA in the Bay Area, have active projects underway (such as San Pablo Ave BRT) that are designing BRT lines in more constrained conditions while accomplishing what Metro suggests is infeasible. TERA strongly objects to the removal of dedicated bicycle lanes on Colorado Boulevard and encourages Metro to abandon the F2 alignment and proposed mitigation TRA-5. Should any mitigation be determined necessary in Metro's final proposed alignment, a working group should include representation from TERA and Council District 14 to ensure local streetscape plans are properly reflected and incorporated; 19-14

5. Small businesses are the heart of Downtown Eagle Rock. Sustaining and supporting Eagle Rock's small businesses was a key reason TERA advocated for the adoption of the Colorado Boulevard Specific Plan. The COVID-19 pandemic has been devastating for Eagle Rock small businesses. Well after the current pandemic, the strain of the pandemic and adjustments in lifestyles will continue to impact these small businesses for years. Even a short-term adjustment to Colorado Boulevard to accommodate implementation of Metro's project may be detrimental to Eagle Rock small businesses. TERA strongly urges Metro to work with the Metro Board to mitigate impacts to existing small businesses by expanding Metro's Business Interruption Fund to include businesses affected by construction and reconfiguration of Colorado Boulevard in Eagle Rock; 19-15

6. Metro's DEIR provides inadequate study of the type of vehicles that Metro will operate as part of its fleet, including consideration of buses that board from both sides and can accommodate street side boarding. Use of buses that can board from consolidated platforms at the center of the roadway will have dramatic impacts on the ability for Metro to accommodate preservation of existing landscaped medians and to accommodate existing left turn pockets. As such, buses that board from both sides should be considered as a mitigation measure to address impacts to the landscaping, character, and stormwater capture on Colorado Boulevard in Eagle Rock. In a review of its intended vehicle fleet for regional BRT lines within Los Angeles County, Metro should study the impacts of vehicle options on passenger experience, including efficiency of boarding, comfort and speed of boarding for people with disabilities and people with strollers, and whether bicycles and other mobility devices will be permitted to board the interior of the bus, or will be required to be mounted on bike racks mounted on the front of vehicles. If bicycles or other mobility devices will be mounted externally, Metro should determine the impact of such storage operations on BRT travel times and schedule consistency; 19-16

7. Parking for bicycles and other mobility devices is an important component of accommodating first mile/last mile connections for transit riders. Metro has provided inadequate study of how and where short and long term bicycle parking will be provided in proximity to stations along the entire BRT route. Metro should identify attractive options and locations for bike parking that are context-sensitive, consistent, and intuitive across the entire transit line. This includes giving consideration to the implementation of sheltered bike corrals that are safe, pleasant, and convenient to use. It is well-known by Metro that many riders already arrive by bicycle and making BRT more accessible by bicycle dramatically increases the number of people that can reach a station within a 5-10 minute catchment area; 19-17

8. Bike and scooter share services, including Metro Bike Share, have increased in popularity over the last few years. Metro has provided inadequate study of the ways in 19-18

which bike and scooter share services may interact with the BRT line, including the possibility of riders transporting dockless devices on the BRT line from neighborhoods that currently heavily utilize such devices, or the expansion of such services to communities like Eagle Rock. Metro should study the impact of bike and scooter share services as part of improved active transportation options, and design to incorporate safe, convenient, and ADA compliant storage of such devices; 19-18 (cont.)

9. Metro has provided inadequate review of trends in telecommuting and the resulting impact on transit demand and vehicular use. Metro should study the projected changes in mode shares due to increased telecommuting in the context of transit demand, and reductions in travel by private automobile; 19-19

10. The Eagle Rock Music Festival is a beloved local event within Eagle Rock that was provided as an open street event between 2006-2018 on Colorado Boulevard. Metro does not adequately identify how its intended project can accommodate open street events and/or what conflicts will occur with implementation of a Colorado Boulevard BRT alignment. Metro should analyze the ability of Colorado Boulevard to host full day or even full weekend open street events such as the Eagle Rock Music Festival, and how local bus and BRT service would operate during such an event. 19-20

REQUEST TO STUDY THE PROPOSED "BEAUTIFUL BOULEVARD" ALIGNMENT

Residents, parents, and business owners within Eagle Rock have developed a thoughtful and context-sensitive project alignment concept that presents a "win-win" solution to address primary concerns that residents and stakeholders have communicated to Metro and to TERA in our outreach. TERA supports study of the Eagle Rock community's Beautiful Boulevard proposal and urges Metro to review it in full. This scheme: 19-21

- Predominantly conforms to Transit Enhanced Network roadway classification objective of "Comprehensive Transit Enhanced Streets" set in the City of Los Angeles' Mobility Plan 2035 by incorporating efficient and safe dedicated bus lanes adjacent to center medians

- Predominantly conforms to Bicycle Enhanced Network roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by upgrading existing buffered bike lanes to Class IV raised- and parking-protected bike lanes through Eagle Rock's central business district and adjacent to local schools

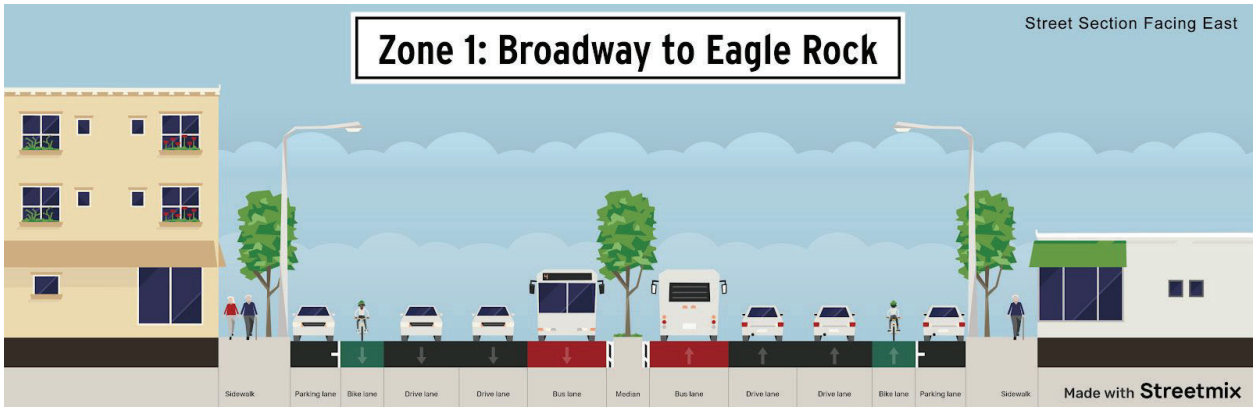
- Predominantly conforms to Pedestrian Enhanced District roadway classification objectives set in the City of Los Angeles' Mobility Plan 2035 by enhancing the pedestrian experience along Colorado Boulevard and not removing existing pedestrian infrastructure

- Preserves the existing landscape medians and incorporates additional landscape medians in accordance with the “Take Back The Boulevard” initiative in areas where no medians exist

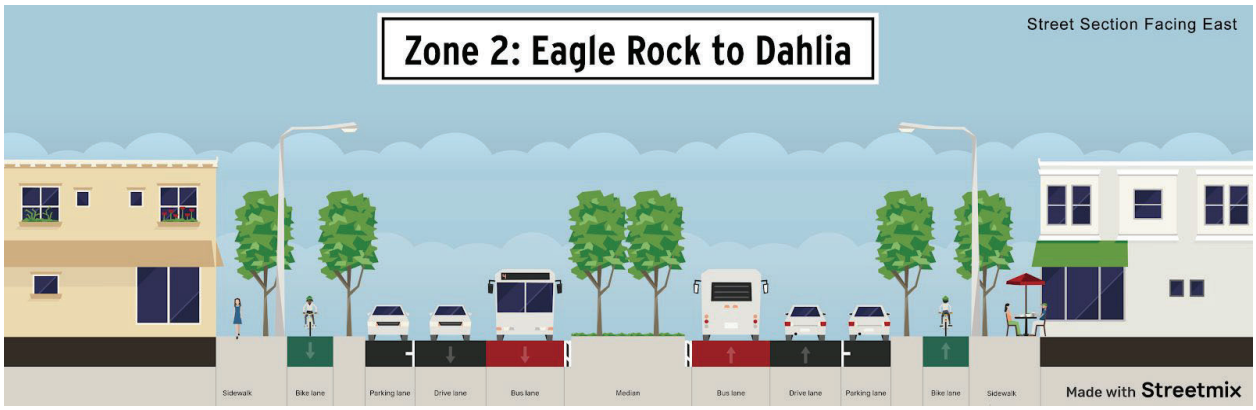
- Avoids major impacts to travel lanes adjacent to freeway on-ramps/offramps or near the three-way intersection of Colorado Boulevard and West Broadway

- Generally maintains existing street parking

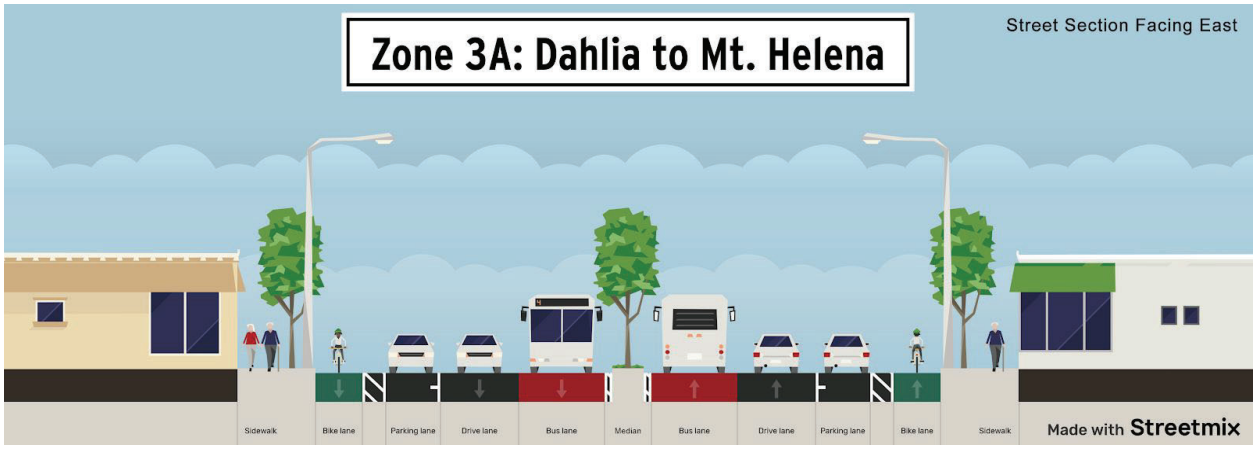
- Improves roadway safety in accordance with the City of Los Angeles’ Vision Zero goals



Between Broadway and Eagle Rock Boulevard, two vehicle travel lanes in each direction would be maintained. New dedicated bus lanes would be incorporated adjacent to new landscape medians. Existing buffered bike lanes may be downgraded to bike lanes where necessary to maintain existing street parking, or existing street parking may be eliminated to accommodate left turn pockets or protected bike lanes where street parking is not heavily utilized. This section is similar in layout to Metro’s alternate F1 as described in DEIR Appendix Z, but special consideration should be given to minimizing lane widths to promote safety and maintain street parking where possible. 19-21 (cont.)

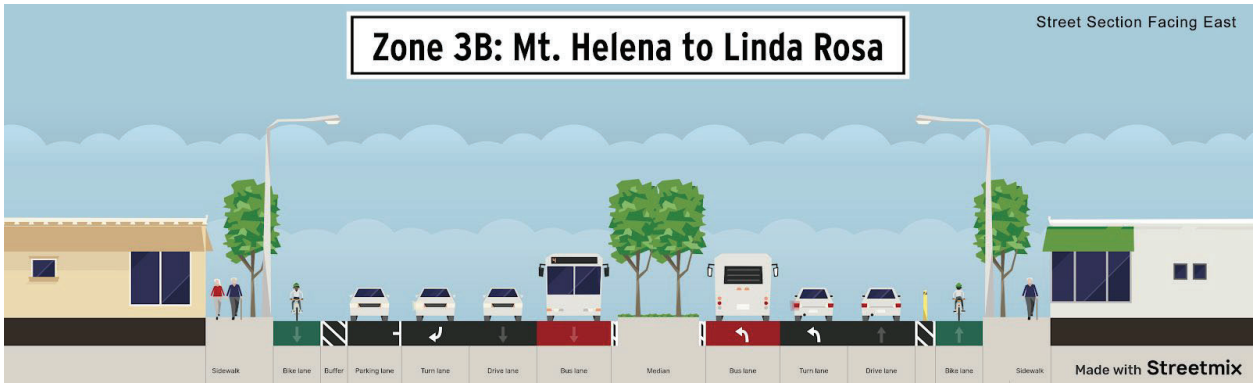


Between Eagle Rock Boulevard and Dahlia Drive, existing medians would be maintained and incorporate upgraded landscaping. One travel lane in each direction would be reallocated as new dedicated median-running bus lanes. Existing sidewalks would be expanded to incorporate new raised protected bike paths, and new street trees. Existing crosswalks parallel to Colorado Boulevard would be upgraded to be raised crosswalks to improve pedestrian experience and mitigate dangers from drivers turning across the raised protected bike lane. Existing parking would be maintained along new sidewalk curbs.



19-21 (cont.)

The area between Dahlia Drive and Mt. Helena Avenue is a short stretch of reduced roadway width. One travel lane in each direction would be reallocated as new bus lanes adjacent to new landscaped medians. Existing parking and buffered bike lanes would be “flipped” in order to be upgraded to parking protected bike lanes.



Between Mt. Helena Avenue and Linda Rosa Avenue, existing vehicle lanes would be maintained, including separate vehicle lanes for access to and from the 134 Freeway, as well as through-traffic to Colorado Boulevard. New bus lanes will be incorporated along with new landscaped medians. Existing buffered bike lanes and parking on the North side of the street

would be flipped in order to be upgraded to parking protected bike lanes. Existing buffered bike lanes on the South side of the street would be upgraded to bollard protected bike lanes. 19-21 (cont.)

In consideration of the Beautiful Boulevard proposal for Eagle Rock, we would like to offer the following suggestions and considerations to Metro:

- Use Innovative Design Solutions: Colorado Boulevard within Eagle Rock connects various community areas, sees varying roadway widths from 80' curb-to-curb to 100' curb-to-curb, and serves many different scales of businesses and schools. It is clear from Metro's proposals to-date that a one-size-fits-all solution is unacceptable to meet the diverse set of needs of the Eagle Rock community. We urge Metro to incorporate innovative design elements and context-sensitive roadway layouts to provide an improved, vibrant solution for Eagle Rock. Metro should incorporate innovative elements as described in the Beautiful Boulevard proposal, including expanded sidewalks, raised bike lanes, raised crosswalks, and traffic-calming elements on adjacent residential streets. Using these innovative tools can ensure Metro's project provides a well-utilized, high quality transit service for Eagle Rock. 19-22

- Look to Other BRT Projects: While the constraints and infrastructure being considered along Colorado Boulevard might be new to Los Angeles, they are not unique. For example, Van Ness Boulevard in San Francisco has already gone through the California environmental process to add BRT to the corridor. Van Ness Boulevard is generally 93 feet wide curb-to-curb and therefore makes for an appropriate comparison to Colorado Boulevard (which is generally 94 feet wide between Sierra Villa Drive and Eagle Rock Boulevard and 96 feet wide between Eagle Rock Boulevard and Townsend Avenue). The BRT lanes are proposed to be 10.5 feet wide on Van Ness Boulevard and are currently under construction. This project provides an important reference of a people-centered street for how a BRT project could be implemented within Eagle Rock. 19-23

- Consider Buses that Accommodate Driver-Side Boarding: BRT systems across the country are increasingly utilizing buses that allow for driver-side boarding to improve the customer experience. Metro must consider incorporation of innovative bus design for the Noho-Pasadena BRT project. Recently implemented examples of buses that provide driver-side boarding in addition to traditional curbside boarding include Oakland AC Transit BRT, Cleveland HealthLine BRT, and Albuquerque Regional Transit (ART). Manufacturers like New Flyer offer electric buses with boarding doors on both sides. 19-24

- Collaborate with LADOT to Incorporate Narrow Vehicular Travel Lane Widths: Oftentimes there may be an impulse at an early stage of design to use wide travel lanes that are 11 to 12 feet wide as a standard that incorporates a conservative margin of error. However, in constrained conditions, it is acceptable to use narrower lane widths. Consider that mere blocks away from the Colorado Boulevard corridor, our community's 19-25

other major street, Eagle Rock Boulevard between Fair Park Avenue and Westdale Avenue, has travel lanes that are 9.5ft and 10.5ft. These lane widths were introduced in 2013 to accommodate bike lanes on Eagle Rock Boulevard. In the seven years since travel lanes were narrowed on Eagle Rock Boulevard, there has been no noticeable increase in traffic collisions. In fact, research from UCLA graduate student Ryan-Taylor Gratzer in 2016 indicates that Eagle Rock Boulevard was made safer for bicycle users after these narrower lane widths were introduced. Therefore, we believe it should be acceptable to consider lane widths that range from 9.5ft to 10.5ft along Colorado Boulevard to accommodate necessary uses and discourage speeding.

We note dozens of streets throughout the City function well with lane widths narrower than 11 feet, including those that host local bus service. In addition to narrow travel lanes, it is common to encounter left and right turn lanes that are as narrow as 9ft wide. If narrower lane widths are sufficient for major streets in other parts of the City, they should be good enough for Eagle Rock.

City-adopted design guides like the National Association of Transportation Officials (NACTO) state that the minimum lane width for dedicated bus lanes may be 11 feet, though its literature on BRT suggests that in constrained conditions in urban settings (like Eagle Rock) that lane widths can be 10.5 feet wide. When there are various needs that must be satisfied, it is important to distinguish between a desired lane width to achieve functional and safety goals and the standard to be used as a baseline. For the purpose of achieving a safe, multi-modal condition on Colorado Boulevard, narrower may be better. Metro's DEIR incorporates use of 11 feet wide bus lanes on Glenoaks Boulevard in Burbank and Glendale (Appendix Z, sheets 16-21) in both center-running and side-running locations to accommodate existing medians within these cities. Other portions of the BRT line display 11 foot wide bus lanes next to 7 foot wide parking lanes and 10 foot travel lanes. It is not clear why Eagle Rock was not afforded the same consideration for the benefit of safety and to preserve Eagle Rock medians and bike lanes.

19-25 (cont.)

CONCLUSION

The North Hollywood to Pasadena Bus Rapid Transit project is an important investment in building a more reliable transportation system, and a key component of the vision for quality regional transit that voters resoundingly approved in the passage of Measure M in 2016. TERA believes there is a viable path forward for this project that can benefit the community, but it requires Metro address and design for the key goals and needs the Eagle Rock community has consistently communicated to Metro. TERA has heard these same goals for a greener, more equitable, and more vibrant street in our outreach to the Eagle Rock community.

19-26

TERA is eager to support Metro in its efforts to build a higher quality transit system and remains available to assist in facilitating productive community conversations about how to ensure a successful project. The commitment, passion, and vision of the Eagle Rock community to collaborate to solve challenging problems is well demonstrated in the community's development of the Beautiful Boulevard proposal. TERA encourages Metro to study this proposal in detail, and to consider its adoption as the Eagle Rock alignment of the North Hollywood-Pasadena BRT project. 19-26 (cont.)

Sincerely,

Greg Merideth
President

cc: Martin Reyes, Office of County Supervisor Hilda Solis
Waqas Rehman, Office of County Supervisor Hilda Solis
Dan Rodman, Office of Mayor Eric Garcetti
Julia Salinas, Office of Mayor Eric Garcetti
Alice Roth, Office of Councilmember Kevin de León
Sarah Flaherty, Office of Councilmember Kevin de León
Nate Hayward, Office of Councilmember Kevin de León
Emma Howard, Office of Councilmember Kevin de León
Michele Jackson, Metro Board Secretary

INDIVIDUALS

COMMENT LETTER 20

From: Aaron B Dehn
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 10:21:12 PM

Hi there!

As a car-free resident in North Hollywood and worker in Burbank, I have a few comments on the NoHo BRT!

The biggest issue I have is with the layout of the Lankershim/Vineland/Camarillo intersection. While I'm so excited to get the BRT & protected bike lanes, the current designed layout is a nightmare at that 6-way intersection. We desperately need a round-about in that area instead of what's been proposed. It would help with flow, would be safer for pedestrians, it's a big enough intersection to presumably fit it, and it would be much better aesthetically than the knot of lanes you're trying to design around. 20-1

Implementing a roundabout would be a real chance to make NoHo unique as well as show that LA is serious about forward-thinking transportation design. Overall, I do hope to keep the Vineland alignment if possible (with or without the roundabout).

Secondary, the proposed alignment along the freeway in Eagle Rock is obviously a poor decision and all routes should go along Colorado Blvd. Freeway alignments are bad for passengers in regards to noise & air pollution and pretty much fails any environmental review check. Appearance, accessibility, integration, etc. And a freeway alignment would be fairly useless anyway considering no one wants to get dropped off in the middle of a highway...any destination in Eagle Rock would be useless to me if the bus doesn't travel along central Eagle Rock. 20-2

Very excited to have a strong connection between NoHo & Downtown Burbank! It's going to make my commute ten times easier. Thank you!

Aaron Dehn
Sent from my iPad

COMMENT LETTER 21

Subject: NoHoToPasBRT Comments
Date: Sunday, November 8, 2020 at 7:02:44 PM Pacific Standard Time
From: Adam Linder
To: NoHoPasBRT

Hello all,

Please see my comments below in regards to the DEIR for the NoHo to Pas BRT project.

1) In the North Hollywood area, the route down Vineland should continue down Vineland, south of Camarillo instead of transferring to Lankershim. The turn required for the Lankershim/Riverside Dr freeway entrance is a disaster. 21-1

2) The intersection of Lankershim, Camarillo, and Vineland is already a pedestrian & vehicular nightmare and should be studied as a aerial grade separated station. In lieu, due to financial reasons, the study should allow for the removal of the parking lots parallel to the south running side of Vineland. The center running option here is unacceptable. 21-2

2) the project completely bypasses the Toluca Lake area. There should be further study to a Riverside Dr station, at both Lankershim/Riverside and at Forman/134. 21-3

3) I support the Colorado option in Glendale. 21-4

4) I FULLY support the Colorado option in Eagle Rock. 21-5

5) I'd like to put on record that removing bike lanes should never be considered when removing vehicular parking or landscaped medians is an alternative. 21-6

Thank you,

Adam Linder

COMMENT LETTER 22

Subject: North Hollywood to Pasadena Bus Rapid Transit Corridor Project comment
Date: Sunday, December 27, 2020 at 4:01:34 PM Pacific Standard Time
From: Adam Modiano
To: NoHoPasBRT@metro.net

Hi,

I think it would be a great idea to include the potential stop on Olive. 22-1

Thanks,

- Adam

COMMENT LETTER 23

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Saturday, December 26, 2020 at 11:21:38 PM Pacific Standard Time

From: Aisha Dixon-Peters

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Dear Metro Administrators,

I am an Eagle Rock resident of over 19 years. As an Eagle Rock resident, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

As a psychologist, I know well the impact of ascetics and plants on mental health. Providing beautiful, accessible, and usable spaces matters. As a psychologist, mother of three, and resident safe, walkable streets are a priority as well.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

23-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Aisha Dixon-Peters

Eagle Rock Resident of 19 years

90041

Aisha Dixon-Peters, Psy.D., CCTP
Licensed Clinical-Community Psychologist
Psy22768
Senior Adjunct Professor | PsyD Program in Clinical Psychology | University of La Verne
www.draishadixonpeters.com<http://www.draishadixonpeters.com/>

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COMMENT LETTER 24

Subject: I support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 9:02:50 AM Pacific Standard Time

From: Akiva Gottlieb

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm an Eagle Rock resident and a bus rider, writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 24-1

Thank you,

Akiva Gottlieb

COMMENT LETTER 25

Subject: Eagle Rock Transit and Beauty/Bikes/Pedestrians
Date: Thursday, December 24, 2020 at 2:58:25 PM Pacific Standard Time
From: Aleem Hossain
To: nohopasbrt@metro.net
CC: JacksonM@metro.net, councilmember.kevindeleon@lacity.org

Dear Metro and Council Member DeLeon,

During the debate over the NoHo Pasadena BRT, opponents of mass transit pushed the argument that adding bus lines would make Eagle Rock less beautiful and less pedestrian and bike friendly.

As someone who lives and works in Eagle Rock (I am a professor at Occidental College) and as someone who strongly supports expanding mass transit... I would love to show these opponents that the new bus line will NOT make the neighborhood less beautiful or less bike friendly/pedestrian safe. This is how we will win over the opponents of mass transit and reduce NIMBYism.

Please devote significant financial and planning resources to keeping the median and to planting trees and other plants and maintaining or enhancing pedestrian and bike access. I think this should be a requirement of the project *and the current options do nowhere near enough and will, in fact, make things worse*. I think the Beautiful Boulevard plan (https://www.eaglerockforward.org/) is a great approach and urge you to adopt its guidelines.

25-1

Ask yourself a simple question... put aside numbers and stats on paper about what will be done to mitigate this and that... just really ask yourself: *when the project is done and an average citizen stands on Colorado Blvd, will they say the Boulevard looks and feels as nice as it did before the bus line?* If they say it feels worse you will have dealt mass transit - and all the good it represents - a major blow. Devote the time and resources to creating great transit that also keeps the neighborhood feeling great to those who live there.

Aleem Hossain
Professor, Occidental College
Eagle Rock Resident

--
Aleem Hossain
Writer/Director of *After We Leave <http://www.afterweleave.com>*, winner Best Feature Film at Sci Fi London. "A shining example of indie filmmaking at its finest" - Film Threat
Now streaming on *Amazon Prime Video <https://www.amazon.com/gp/video/detail/B084CT9T11/ref=atv_dp_share_cu_r>*.
Sign-up for my newsletter about indie sci-fi and diversity in genre films: *www.aleemhossain.com <http://www.aleemhossain.com>*

COMMENT LETTER 26

Subject: dont ditch the bike lanes on Colorado - make them better
Date: Thursday, December 17, 2020 at 2:47:13 PM Pacific Standard Time
From: Alek Bartrosouf
To: nohopasbrt@metro.net

Hi Metro,

I support Eagle Rock's efforts to redesign the street to accommodate both dedicated bike lanes AND a dedicated bus lane through the community. As a Glendale resident that takes transit and bikes, I ask that Metro consider these two modes of transit as complimentary, not in competition.

You'll lose the reluctant rider by suggesting that a bus can share the lane with a bicyclist. I also think that a more robust design like that of Beautiful Boulevard is far more pedestrian oriented and reinforces place-making in Eagle Rock. Please support both through an exclusive design that meets the needs of everyone.

26-1

Best,

--
Alek Bartrosouf

COMMENT LETTER 27

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Wednesday, December 23, 2020 at 4:43:50 PM Pacific Standard Time

From: Aleksandra Sherman

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7Cd5575e590b8d466f976508d8a7a4fc77%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637443674350483930%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=kUIdPUiT9BZswkipVZrFWU8N9UadzLq8x0oYZFPyn3Q%3D&reserved=0 27-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Aleksandra Sherman
90042

Sent from my iPhone

COMMENT LETTER 28

Subject: I Support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 5:44:15 PM Pacific Standard Time

From: lakersalex

To: Mayor Eric Garcetti, mike.bonin@lacity.org, anajarian@glendaleca.gov, Kathryn@bos.lacounty.gov, firstdistrict@bos.lacounty.gov, jacksonm@metro.net, FourthDistrict@bos.lacounty.gov, jbutts@cityofinglewood.org, EquitableEagleRock@gmail.com, nohopasbrt@metro.net, councilmember.kevindeleon@lacity.org, Markridley-thomas@bos.lacounty.gov, sheila@bos.lacounty.gov, councilmember.krekorian@lacity.org, Mayor@LongBeach.gov, fasanaj@accessduarte.com

Hello!

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. Please stop listening to nimbys and start acting on behalf of generations to come, meaning encourage decarbonization, pedestrian access and safe cycling opportunities in our public commons. Do not force cyclists and buses to compete with each other to prioritize private automobiles.

28-1

Thank you,

Alex de Cordoba

COMMENT LETTER 29

Subject: BRT along Colorado Blvd in Eagle Rock - No thanks!
Date: Wednesday, November 11, 2020 at 11:32:56 AM Pacific Standard Time
From: Lex Halaby
To: nohopasbrt@metro.net

As a homeowner in Eagle Rock I am vehemently against the BRT line running along Colorado Blvd. I live a block from Colorado and the addition of this line will severely increase side street traffic in front of my residence. It will ruin business development on Colorado Blvd and further the wasteland of autobody shops and motels currently dominating the stretch. All the inroads made for pedestrian based small businesses will be lost. 29-1

I strongly suggest the 134 route, fully bypassing Colorado Blvd in Eagle Rock. It will have better environmental effects and almost no fiscal impact. My neighbors and I will fight tooth and nail to keep the noisy and congestion causing buses off Colorado Blvd in Eagle Rock. 29-2

Alexander Halaby

COMMENT LETTER 30

Subject: A Burbank Resident's Comment
Date: Monday, December 28, 2020 at 10:03:07 PM Pacific Standard Time
From: Alexander Shirley
To: NoHoPasBRT@metro.net

Hello LA Metro,

I am a resident of Burbank, recently moved to the neighborhood near Glenoaks/Alameda, as depicted in Figure ES-7 and ES-8 of the Executive Summary. Previously I had been living in the Grandview neighborhood near Glenoaks/Western for several years. In both cases, I had often relied on the bus to commute to work first in Glendale, and then in Downtown LA, for which I would take the Red Line at Studio City Station, when a personal car was not available to me. The bus was often unreliable in its schedule, and otherwise too infrequent to plan effectively. As soon as I was able to get access to a car, I did, believing it would make commuting easier.

Despite my newfound mobility and the trip to both places of work being shortened by time overall, this has proven far more expensive, stressful, and dangerous than is sustainable for me, with consideration to gas, parking, and the whims of traffic. This same traffic often delayed the buses I had been relying on, only now I was bearing its brunt and found myself poorer for it, literally.

30-1

When news of the new Noho-Pasadena Bus Rapid Transit Corridor came out, I was elated, especially because I had recently moved to an affordable apartment near a proposed station. Although I understand it will be some years before the line officially opens, I am looking forward to a faster and more reliable service to the Red Line and to Glendale. *I know that countless of my working-class neighbors in Burbank and beyond would also benefit immensely from this line, cutting cross-Valley trips considerably with Orange or Red Line transfers.*

Some of my neighbors may be frustrated by the thought of a rapid bus "cutting" or "ramming" through their supposedly quiet residential neighborhoods. Some may even be angry that a lane in our massive boulevards will be reserved for public transit. These are the same boulevards that jam with the traffic of thousands of individual car owners, many of whom drive recklessly, and upon which there are many collisions and fatalities every year. *For every lane of these avenues, demand is induced, encouraging driving and causing worse and more dangerous traffic. It's not safe to walk and cross the street in much of the Valley, Burbank and Glendale included. *

I would immediately commute by the BRT once it's opened - that's one car off the road and out of, say, the Galleria parking garage. Easier driving for my neighbors lucky enough to afford a single family home here*, faster and more regular transit service for the many thousands of essential service workers who make the city work as expected every day*, and hopefully, another step closer to safer streets for bikers and pedestrians. We all can afford to lose a single car lane on our widest streets for that and more benefits.

I wholeheartedly support the North Hollywood-Pasadena Bus Rapid Transit Project. I want to express my personal preference for Route Options A2, E1, F1/F2, G2, and H2. I feel, based on my experience, that this combination might best support fluid movement between densely-populated communities who need it and the most common destinations. I also support curb-running configurations wherever possible, median-running where applicable, and to minimize any use of mixed-flow operations, so as to provide the fastest and most reliable service that can be.

30-1 (cont.)

As a related aside, along these main routes and beyond, *protected bike lanes should be prioritized over vehicle parking - we absolutely need to make biking safer in the Valley.* Mixed-flow vehicle and bike lanes are not sufficient, they are extremely dangerous and discourage bicycle use. Our children and neighbors need that assurance of safety and support, especially as we are redesigning our public transit system.

30-2

Don't pare it down! Don't relent to calls to minimize changes for the benefit of drivers. We need safer streets and more reliable public transit for everyone. *NohoPasBRT is the opportunity to do right by the Valley.*

Thank you very much, I look forward to seeing this project realized!

- Alexander Shirley, Burbank Resident

COMMENT LETTER 31

Subject: Feedback on NoHo-Pas BRT design
Date: Thursday, November 12, 2020 at 12:35:15 PM Pacific Standard Time
From: Alissa Walker
To: NoHoPasBRT
Attachments: Screen Shot 2020-11-12 at 10.46.58 AM.png, Screen Shot 2020-11-12 at 10.47.21 AM.png, Screen Shot 2020-11-12 at 10.47.32 AM.png, Screen Shot 2020-11-12 at 10.47.45 AM.png, Screen Shot 2020-11-12 at 10.48.18 AM.png, Screen Shot 2020-11-12 at 10.48.26 AM.png, Screen Shot 2020-11-12 at 10.48.42 AM.png, Screen Shot 2020-11-12 at 10.48.53 AM.png, Screen Shot 2020-11-12 at 10.49.02 AM.png, Screen Shot 2020-11-12 at 10.50.10 AM.png, Screen Shot 2020-11-12 at 10.50.50 AM.png, Screen Shot 2020-11-12 at 10.51.29 AM.png,

Hi Metro,

I haven't seen a reaction to a transportation project quite like the reaction that this one received when Urbanize LA shared the latest renderings. I've captured 15 responses for you below that convey the deep disappointment, frustration, and anger people are expressing over this design.

I highly suggest that the people who are designing this project spend some time reflecting on these comments from local transit users while standing in the middle of these streets where you propose we are supposed to bike, wait for buses, and race to the other side of the road with our children and parents. This isn't acceptable for a transportation agency that claims it wants to reduce carbon emissions, eliminate traffic deaths, or deliver mobility justice to communities that massive rail expansions have left behind.

31-1

In addition to the 15 tweets below, you can see all the quote tweets here:
https://twitter.com/UrbanizeLA/status/1326208809849790464/retweets/with_comments

And the comments to the original tweet here: https://twitter.com/UrbanizeLA/status/1326208809849790464

We'll be looking forward to the next round.

Thank you!
Alissa

Paraj @AFewBees · Nov 10
if you ever want to know Literally Everything Wrong
want it in like a pill sized form, "we added public tra
have to sprint across 4 lines of highway speed traffi
just about do it

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywood-Pa
> transit line urbanize.la/post/heres-loo...



Laura J. Nelson @laura_nelson · Nov
I think I'd be a year older by the time I got to t

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywo
> transit line urbanize.la/post/heres-loo...



Josh Greene @Joshua_Greene14 · N
What reasonable human would ever w
for people not cars.

> **Urbanize.LA** @UrbanizeLA · No
> Here's a look at the proposed North
> transit line urbanize.la/post/heres-lo



Luke Yarnall @lbyay · Nov 10
"hi yes please take your kids on this lovely safe prot
for the entirely unprotected 250 yard section where
intersections with no refuge or abort option and just
ever be inattentive"

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywood-Pa
> transit line urbanize.la/post/heres-loo...



1 2

Michael Jacobo @mikecjacobo · Nov 10
Where do the passengers get off??? On the s

> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywo
> transit line urbanize.la/post/heres-loo...



1

kate wagner, bianchi prince @mcmansionhe
can't wait to die in that bike lane

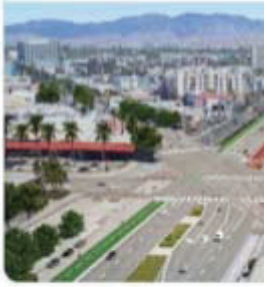
> **Urbanize.LA** @UrbanizeLA · Nov 10
> Here's a look at the proposed North Hollywo
> transit line urbanize.la/post/heres-loo...



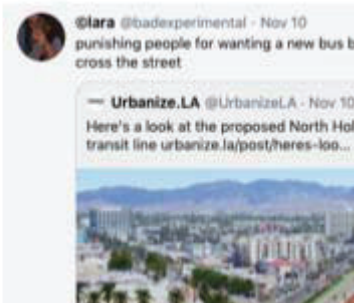
28 66 1K

Toot Poot @walkthruwater · Nov 10
love to cross several hundred feet of v
car modes of transportation!

> **Urbanize.LA** @UrbanizeLA · Nov
> Here's a look at the proposed North
> transit line urbanize.la/post/heres-loo

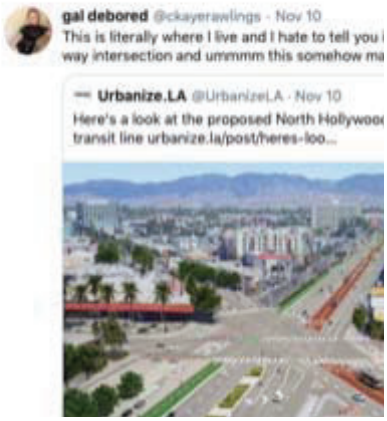


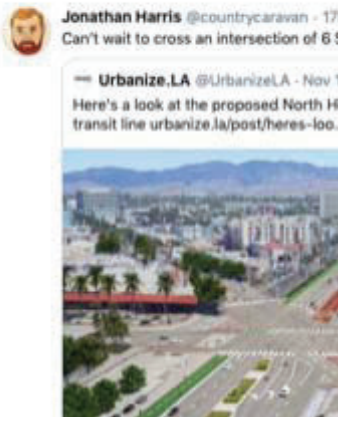

"Dracula
@CarolineEAnd · Nov 10
Without doxing myself this intersection is outsi
and I hear at least one accident daily as it is.
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollywoo
transit line urbanize.la/post/heres-loo...


Clara @badexperimental · Nov 10
punishing people for wanting a new bus
cross the street
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Ho
transit line urbanize.la/post/heres-loo...


@enobacon · Nov 11
Adding bike lanes and bus lanes to a few streets wh
every car lane on every other street... is the same th
It doesn't work. Just stop widening roads. I'm looki
Portland.
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollywood-Pa
transit line urbanize.la/post/heres-loo...


Americana at Brand Memes @americanam
"Uncut Gems: The Intersection"
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollyw
transit line urbanize.la/post/heres-loo...


gal debored @ckayerawlings · Nov 10
This is literally where I live and I hate to tell you
way intersection and ummmm this somehow ma
Urbanize.LA @UrbanizeLA · Nov 10
Here's a look at the proposed North Hollywoo
transit line urbanize.la/post/heres-loo...


Jonathan Harris @countrycaravan · 17
Can't wait to cross an intersection of 6
Urbanize.LA @UrbanizeLA · Nov
Here's a look at the proposed North H
transit line urbanize.la/post/heres-loo.

COMMENT LETTER 32

Subject: Pasadena
Date: Monday, October 26, 2020 at 7:13:18 PM Pacific Daylight Time
From: Allen Hubsch
To: NoHoPasBRT@metro.net

At the eastern end of the route, buses should NOT circle the PCC campus. The streets bordering the PCC campus on the east and south sides of the campus are single family residential streets. Instead, the route heading east should turn south on Lake Avenue, then east on Green Street, then north on Hill, then either west on Colorado. Lake, Green, Hill and Colorado are all commercial streets, and suitable for this use.

32-1

Alternatively, the bus route heading east should turn south on Lake Avenue, then east on Cordova or Del Mar, then north on Hill. This route would provide access to the CalTech campus and also the most dense employment centers and commercial areas on Lake Avenue.

Allen Hubsch

COMMENT LETTER 33

Subject: Fwd: Support for the BRT but with concerns
Date: Wednesday, November 18, 2020 at 2:02:50 PM Pacific Standard Time
From: Allen N
To: Metro NoHo to Pasadena Transit Corridor

Hello,
My name is Allen Natian, resident of LA county.
I am writing to you to express my support for this plan, with some conditions I would like to point out.

1) All bus lanes must be physically inaccessible to regular traffic. We have seen this happen many times with bus lanes in DTLA and even with bike lanes. Simple paint won't do, unless there is an aggressive enforcement system. So they can be separated via simple bollards (ideal) or use a dedicated ROW, when possible, like the Orange Line

2) Avoid freeway routes as much as possible. This might increase transit speed, but at reduced ridership. Dedicated ROW on city streets, much like the Orange Line is idea since the bus would go through places where most people are. 33-1

3) At intersections, make sure busses get signal priority, as in, the light will change favoring the buses, such that the buses will not have to stop or reduce speed, much like most LRT intersections.

Overall, center running, physical separation, and non-freeway alignments are ideal here. I hope I am not alone with this. Please heed. (Basically, copy orange line)

-A

COMMENT LETTER 34

Subject: Noho BRT feedback
Date: Wednesday, November 18, 2020 at 12:21:20 PM Pacific Standard Time
From: Amanda K. Dobbins
To: NoHoPasBRT@metro.net

Hi! I'm an Eagle Rock resident and would like to offer feedback on the proposed Colorado Blvd options -- I strongly prefer the 134 bus route option. Disrupting bike lanes, foot traffic and medians is not a sustainable, pedestrian-safe, or environmentally-safe solution, especially when there is already a major freeway running the same route less than half a mile away. Colorado Blvd currently has regular bus service that could be expanded without disrupting the multiple modes of transportation -- walking, bikes, buses, and cars -- it already offers our neighborhood. The proposed Colorado Blvd routes would make conditions unsafe for walkers and bikers, and with minimal improvement to the bus options. 34-1

Thanks for your time,
Amanda Dobbins

COMMENT LETTER 35

From: Amber Sealey
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 9:00:05 PM

Hi,

I am a resident of Eagle Rock and I am very against the installing of a bus lane all the way from NoHO to Pasadena that runs through our small neighborhood. The Colorado Blvd stores and area are all for walking and already the traffic there is terrible since you installed a bus lane. The air quality has gotten much worse since you installed the bus lane and took out one of the car lanes, as now the cars go much slower and are releasing exhaust into the air for longer, it takes the cars longer to get through eagle Rock, there is more traffic. I am very against a high speed bus route being installed in our neighborhood. This neighborhood is special because it's one of the only neighborhoods where you can park your car and walk around from stores to restaurants, to the library, etc. If you put in a high speed bus lane and take out the median trees or the parking spots you will RUIN this neighborhood and make the main thoroughfare look terrible. PLEASE do not do this. Put the bus lane on the 134 freeway where it belongs!!! Fast bus lanes should go on the freeways, not in residential neighborhoods that are already clogged with too few lanes for the cars.

35-1

Thank you,
Amber Sealey
LA 90041

Sent from my iPad

COMMENT LETTER 36

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 at 9:38:52 AM Pacific Standard Time
From: Ana K. Davis
To: nohopasbrt@metro.net

Hi,

Thank you for doing all this great work. I am an Eagle Rock resident, and a lot of my neighbors, who are 60+ are anti having the bus going down Colorado. Their concerns are varied, but ultimately, centered on mild inconvenience and theoretical scenarios.

I am in my 30s, and I literally beg you to run this bus down Colorado Boulevard in Eagle Rock. We desperately need a usable bus, not one that skirts by overhead. I understand that my older neighbors are used to sidelining public transit, and have done so successfully, but for those aware to realize that our "car city" is headed for a crash course in being unlivable, we need a solution that actually solves the problem. 36-1

So here is my and my husband's vote for putting the bus on Colorado.

Thank you!

--
Ana K. Davis

COMMENT LETTER 37

Subject: I am in favor of the proposed improvement

Date: Tuesday, December 1, 2020 at 5:12:51 PM Pacific Standard Time

From: Anastasia

To: NoHoPasBRT@metro.net

I commute daily (pre-Covid anyway) from the Glendale/Burbank border to near Warner Bros Studios in Toluca Lake. Currently, this requires multiple buses and/or a good deal of walking.

The proposed new BRT NoHo to Pasadena would enable me to take one bus each way. In addition, I would be able to stay on that same bus for the occasional times when I need to continue into downtown Glendale or Pasadena for doctor visits, the library, or to meet friends after work. 37-1

Thank you for considering this alternative route. The current 501 is not useful to me on a daily basis.

Anastasia McGee
Metro Commuter

COMMENT LETTER 38

Subject: I Support BRT in Eagle Rock

Date: Monday, November 30, 2020 at 10:18:40 AM Pacific Standard Time

From: Andrew Thomas

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Hello everyone,

I am an Eagle Rock resident writing to voice my support for BRT in Eagle Rock on Colorado Boulevard. That said, I am hoping that you can develop another option for Colorado Boulevard that fits with the City's Mobility Plan. Keeping our public transportation options climate-friendly needs to be a top priority in our city. A plan that provides bus-only lanes as well as bike lanes and curb extentions would help keep our city safe and sustainable. Please consider this!

38-1

Thank you for your time,
Andrew Thomas

COMMENT LETTER 39

From: Andy P
To: NoHoPasBRT@metro.net
Subject: NoHo to Pasadena
Date: Sunday, December 27, 2020 11:16:18 AM

Hello.

Let's be honest here, creating such a massive public transportation retrofit on roads where streetcar and train routes were removed is going backwards instead of forward. It may seem like forward but it's not. Los Angeles is not a small concentrated European city, nor is it densely populated like NYC where something like this would (and is) more practical. LA's Metro should be an option. That's really it, not an end-all-be-all mode of transportation. Los Angeles is filled with so many different types of work, rather than a traditional 9-5 culture with a vibrant nightlife like NYC has. There are always exceptions but for the most part, European cities and most of the cities in the US cease to operate after 6pm. Nightlife is a separate thing and not everyone enjoys going out and certainly will reevaluate their options after the pandemic is under control. The birth of the car culture gave LA a new found freedom they didn't have with public transportation and no matter how you try and slice it, it's not going back. I understand that's your job to try and spin it in your favor but I am against this new route as are anyone I've ever spoken to about it. LA has a limited subway and supplemental bus service. Taxis and ride share make up the difference. Improve what is already in place rather than expand it beyond realistic use expectations and predictions. This video on your page is already 2 years old and all the numbers are pre-pandemic. Instead of punishing people for wanting to use their own vehicles with superfluous plans such as congestion pricing, fees to travel downtown, removing lanes for bicycles (who don't pay taxes to use said roads or register their bikes), removing lanes and parking for buses to use etc in the *hopes* that someone will take public transportation rather than drive their car is an unrealistic fantasy. 39-1

Before, during and after the pandemic, you will never catch me set foot on a bus or train in Los Angeles. They're unsafe during the day and at night, safety is a huge issue for me. You only live once and I am safer in my own vehicle than being on public transportation with people I don't know.

Thanks for reading even if my email isn't positive.

Happy New Year.

Andy

COMMENT LETTER 40

From:	Annette
To:	nohopasbrt@metro.net
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Sunday, December 27, 2020 12:18:51 PM

Dear Metro,

I know you don't give a damn about how I feel or anything I'm about to say. I attended your meetings, gave input, and rallied my neighbors. I spoke personally to Hilda Solis and I recorded my thoughts and point-of-view at the Open Houses at Oxy, and others. I sat at a table at Yosemite Park Rec Center where we moved little cutouts around on a paper "Colorado Blvd." All for naught.

You didn't listen to anything we said. Nothing has persuaded you to consider a different plan. You still intend (you always did and it was a "done-deal" before it was EVER presented to the residents of Eagle Rock) to destroy Colorado Blvd. by putting your bus routes on it. You weren't satisfied to put pristine virgin bike lanes there--please set up a camera and leave it there a month to see if anyone actually uses them--in spite of residents' vehement objections. 40-1

Your plan does not benefit Eagle Rock residents at all. In order to use your buses, most of us would need to drive to Colorado Blvd., park, and wait for one to arrive. Although I only live two blocks from the boulevard, much of Eagle Rock is hilly, and some are quite steep. Many residents will find physical difficulty getting to your proposed bus stops--and back home again twice a day--in the heat, wind, cold and--yes, maybe even rain.

There are two perfectly-usable lanes right above us on the 134 freeway, which would disrupt nothing and no one, and move all the bus traffic you care so deeply about. Bus riders could use their bus passes to board free shuttles to drop them all along Colorado Blvd; but no, that makes too much sense. You could use all the funds that you save to improve other infrastructure in your purview. I am sure local residents could flood your email with suggestions that would benefit everyone--including your riders.

With utmost sincerity,
Annette Hill
Eagle Rock resident since 1947

War STILL is not healthy for children and other living things.

COMMENT LETTER 41

Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 13, 2020 at 10:41:24 PM Pacific Standard Time
From: Annie Molina
To: nohopasbrt@metro.net

I would again like to express my objection to the nohopasbrt being routed thru Colorado Blvd in Eagle Rock. To go ahead with this project while our community struggles to recover from the hardships caused by Covid is ruthless. Our businesses will only suffer more from traffic, construction and loss of pedestrian access.. i just say "Not Now". It would be wishful thinking to say "Not Ever". Go away, and leave Eagle Rock alone. 41-1

COMMENT LETTER 42

VOICEMAIL

Date: November 17, 2020
From: Anonymous

The North Hollywood to Pasadena California is a very very bad idea. Do not let it happen. It costs too much money. This is not necessary to have this. The traffic in Glendale, Eagle Rock, Pasadena, and Eagle Rock and Highland Park is very very busy. Also, we need more buses, more 83 buses, we need more 181 buses, we also need more 176 buses. And also [inaudible] in Highland Park, Eagle Rock, etc. 42-1

COMMENT LETTER 43

Subject: Metro NoHo-Pas DEIR Comment
Date: Saturday, November 21, 2020 at 7:02:28 AM Pacific Standard Time
From:
To: nohopasbrt@metro.net

Good day.

I need to see a proposed map of the Metro NoHo-Pas project. Where it starts, areas affected and boundaries. 43-1

Thank you in advance for your immediate response.

An Eagle Rock Resident and a Business Owner

COMMENT LETTER 44

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 3:51:40 PM Pacific Standard Time
From: Arjun Kolachalam
To: NoHoPasBRT

Dear Metro,

While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane.

Our city has so few biking areas as it is, it would be terrible to remove our biking lanes to make room for BRT when there are plenty of car space that can removed instead to accommodate both biking and buses. If we ever want to control climate change, we need to incentivize biking and public transportation and lower our dependence on cars. 44-1

Thanks,
Arjun Kolachalam
Highland Park, Los Angeles, 90048

COMMENT LETTER 45

From: Barbara Kremins
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Friday, December 25, 2020 6:44:41 PM

My name is Barbara Kremins. I have lived in Eagle Rock since 1974. I primarily like it's small town feel. As a retired nurse, I am concerned about the Colorado option. That is the only evacuation route in case of a natural or man-made disaster. To further tie up auto traffic during and after construction seems dangerous. I also believe that the side lane option would hurt the small businesses that are so vital to out community. Thank you.

45-1

COMMENT LETTER 46

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Wednesday, December 16, 2020 at 7:06:54 PM Pacific Standard Time

From: barrett cooke

To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I live north of Colorado between Target and Eagle Rock Blvd and drive, recreate, bike, dine, and shop on Colorado daily.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

46-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Barrett Cooke

90041

--
barrett cooke

COMMENT LETTER 47

Subject: Don't remove bike lanes on Colorado Blvd!
Date: Saturday, November 7, 2020 at 11:29:34 AM Pacific Standard Time
From: Ben Creed
To: NoHoPasBRT

Dear Metro,

While I support the creation of a BRT on Colorado Blvd, I oppose removing the existing bike lanes to make room for a bus lane. This false choice would deprive people that ride bikes safe passage on the street. To meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 47-1

Please prioritize clean, safe, efficient modes of transportation over dirty, deadly, inefficient modes.

Thank you,

Ben Creed
Valley Village, 91607

COMMENT LETTER 48

Subject: NO HO Pas BRT Comment
Date: Tuesday, December 1, 2020 at 10:37:04 AM Pacific Standard Time
From: btomimatsucunard
To: NoHoPasBRT@metro.net

Hello!

After reading through the Draft EIR I am really liking what I am reading, however knowing what the community response has been and what it will probably be going forward I do have a few questions/comments to make. For starters I think it is imperative that the route go down Colorado in Eagle Rock since I cannot see the line being a fantastic competitor for car traffic between No Ho and Pas, but it would make a great feeder line for the downtowns of the communities that the line will be serving. Additionally, I think it's important that the line utilize the infrastructure footprints that already exist within the street corridors it runs along, especially since residents in Eagle Rock are very concerned about loss of driving lanes, and parking lanes. The route down Vineland, Chandler Blvd, and Colorado Blvd all used to have streetcar service of some kind down them, and almost all of them still have the medians they ran on. I think it would behoove Metro to reevaluate how the lanes are built to mimic other countries around the world (like Australia) and have a busway that isn't completely paved in asphalt or concrete. Other cities are able to get away with busways that have concrete/asphalt for the parts of the road that the bus wheels are on, with the rest of the corridor being used to plant grass, and flowers. I think that by having a construction option like that, may be a middle of the road compromise that would appease all parties involved when it comes to the BRT route.

48-1

Best,

Ben Tomimatsu

COMMENT LETTER 49

Sent: Tuesday, December 15, 2020 10:07 AM

To:

Cc: NoHoPasBRT <NoHoPasBRT@metro.net>; mayor.garce`@lacity.org <mayor.garce@lacity.org>; firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>; anajarian@glendaleca.gov <anajarian@glendaleca.gov>; Kathryn@bos.lacounty.gov <Kathryn@bos.lacounty.gov>; mike.bonin@lacity.org <mike.bonin@lacity.org>; mayor@cityofinglewood.org <mayor@cityofinglewood.org>; Jackson, Michele <JacksonM@metro.net>; fasanaj@accessduarte.com <fasanaj@accessduarte.com>; Mayor@LongBeach.gov <Mayor@longbeach.gov>; hahn@bos.lacounty.gov <hahn@bos.lacounty.gov>; councilmember.krekorian@lacity.org <councilmember.krekorian@lacity.org>; sheila@bos.lacounty.gov <sheila@bos.lacounty.gov>; markridley-thomas@bos.lacounty.gov <markridley-thomas@bos.lacounty.gov>
Subject: Re: Opposition to LA Metro's Rapid Bus Plan Through Glendale

Dear Metro Board:

I have lived in the Glenoaks Canyon area of Glendale for 45 years and am writng to express my strong personal opposition to the proposal for LA Metro's Rapid bus lines running through Glendale. 49-1

I know that Mayor Najarian is on the Metro Board, and I am not sure how engaged the City of Glendale is on this issue. 49-2

Metro plans to expand its transit network with bus rapid transit (BRT) to run a new bus line that would connect North Hollywood to Pasadena by way of Burbank, Glendale and Eagle Rock. The link below describes the background and controversy surrounding this issue:
https://laist.com/2019/07/16/eagle_rock_metro_rapid_bus_route_noho_to_pasadena.php

The proposals are for the bus to go south at Central Avenue and continue on one of three potential routes:

* Hop on the 134 Freeway, bypassing surface streets in downtown Glendale
* Take Central down to Broadway, continuing until it merges into Colorado Boulevard
* Take Central down to Colorado Street, continuing until it merges into Colorado Boulevard

The cheapest route is the one that includes freeway travel.

We definitely do not want the bus ramming down Central, Broadway or Colorado or any Glendale street. Our traffic has gotten so incredibly bad already in Glendale due to all the new construction, apartment buildings, etc.

The projects will affect motor vehicle traffic, parking and roadways. I have serious concerns over the potential fewer car lanes, lost medians and parking chaos. We do NOT want dedicated bus lanes. 49-3

The City's infrastructure simply cannot handle this added burden, and this project will negatively impact the character of the neighborhoods in Glendale. Also, the buses are dirty and unsafe with the astronomical increase of the homeless population in the area. 49-4

Another serious concern is about "up-zoning" which would take local control out of the hands of our City government and into the hands of State politicians being lobbied hard by real estate developers. Senate Bill 50 is an example of this problem. Creating a new mass transit corridor raises the possibility for developers to build taller, denser housing along that route - and a risk that communities currently zoned for single-family homes could see that change. This is especially important in Glendale, where a lot of the land is occupied by single-family homes. 49-5

We have already seen the disastrous consequences that foolish "road diets" have caused in other cities such as Los Angeles which resulted in public outcry over traffic nightmares. The political blunder resulted in bad press, reputation damage and costly litigation that ended up compelling the City to add back the car lanes that had been removed. 49-6

We don't need this type of social experiment in Glendale. I feel this would destroy our community. Please help us stop this ill-advised idea. 49-7

Thank you for your attention to this important matter.

Regards,

Bethsaida A. Castillo

COMMENT LETTER 50

Subject: Truly Equitable BRT in Eagle Rock -- Along Colorado Blvd and with Bike Lanes

Date: Friday, November 13, 2020 at 10:14:14 AM Pacific Standard Time

From: Betsy

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Hello,
I'm a resident of Highland Park, a bike rider and a bus/rail user. I'm writing to support BRT in Eagle Rock on Colorado Blvd.

However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 50-1

Shared BRT/Bike lanes have had only limited success in other parts of the city and removing the bike lane along Colorado Blvd would be a step backwards. It is important to have Colorado Blvd continue to be a safe passageway for bike riders, as well as create fast, reliable and accessible connection between Pasadena and NoHo.

Thank you for your time.
Betsy

Thank you,

--

Betsy Medvedovsky is
withandagainst.com

COMMENT LETTER 51

From: The Real Bev
To: NoHoPasBRT@metro.net
Subject: NoHo-Pasadena dedicated bus lane
Date: Sunday, December 27, 2020 10:06:02 PM

I actually drove into Eagle Rock via Colorado Blvd. for the first timein my life so was able to observe the actual traffic late in the afternoon on a Thursday. The idea of eliminating one or more trafficlanes for a dedicated bus lane is even more ludicrous than the 'road diets' already inflicted on Pasadena.

51-1

If you're counting, please believe that my resounding NO WAY reflectsthe opinions of six Pasadena residents.

Beverly Ashley
91107

COMMENT LETTER 52

Subject: Initial Thoughts
Date: Saturday, November 7, 2020 at 10:32:09 AM Pacific Standard Time
From: Bhavin Shah
To: NoHoPasBRT

To the Metro team,

Thank you for moving forward with this project. It will bring much needed mobility to my community, located in North Glendale.

52-1

Two points of feedback
1) Please proceed with the street alignment and NOT the 134 freeway option. A freeway BRT is far *less* useful for residents looking to access commercial areas within Glendale.
2) Please push for some sort of barrier between bus lanes and other lanes so that cars do not occupy the space meant for the BRT. In reading the proposal, this is mentioned as an option but it doesn't seem like you've made a decision on it.

52-2

3) Is it possible to equip buses with cameras to detect license plates of cars illegally entering the bus lane?

52-3

Also, unrelated but I hope Metro makes greater effort to connect Glendale to DTLA with faster transit. For example, I would use this far more if it connected to the Glendale Metrolink station so that I could transfer to enter the city. Right now, I'd have to go east or west and then use the Red Line / Gold Line to get to DTLA.

52-4

Thanks!

--
Yours,
Bhavin Shah

COMMENT LETTER 53

Subject: I support NoHoPas BRT
Date: Friday, November 6, 2020 at 7:41:01 PM Pacific Standard Time
From: Bin Lee
To: NoHoPasBRT

Hi,

Thanks for the presentation. It was pretty intuitive and informative. As a Pasadena resident, I support both options. But if we're doing Union/Green, I strongly urge looking into dedicated lanes, as most of them are 3 lanes and can use lane reduction and traffic calming.

53-1

As for Eagle Rock, I strongly support the Colorado Blvd proposal, for better access, more inviting bus stops, and economic opportunities.

Thanks,
--
Bin Lee
Pronouns: he | him | his

- Delegates the comic book is now available in print (via Artithmeric) and digitally (via comiXology Unlimited)!
- Office Ninja the movie is now on Amazon, YouTube, Google Play, and TubiTv!
- ImagineBin.com

COMMENT LETTER 54

Subject: Eagle Rock corridor
Date: Thursday, October 29, 2020 at 4:14:21 PM Pacific Daylight Time
From: Bob De Wees
To: NoHoPasBRT@metro.net

I drive through Eagle Rock quite regularly and traffic can be heavy.
If you have a bus running Colorado just have it use one of the existing lanes. Limiting car traffic to one lane is a crazy idea. Alternative take out the center divider and use that area for a bus lane. You could get by with one lane with proper scheduling or have a couple of turnouts for passing. That was the 5 car route of the streetcar years ago. I use to ride that to downtown. 54-1

Bob De Wees

COMMENT LETTER 55

Subject: Comment on the Draft EIR for the NOHO to Pasadena BRT
Date: Monday, December 28, 2020 at 6:18:18 PM Pacific Standard Time
From: Bobby Babajian
To: NoHoPasBRT@metro.net

Hello Metro,

I am a nine-year resident of Eagle Rock. I am excited about the BRT link to the nearby communities to the east and west. After reviewing the Draft EIR, I think it is vital for Metro to choose the F1 Route Option along Colorado Boulevard through Eagle Rock. As a native Californian, I know it is hard to get Angelenos to use their private auto less and public transit more. I think the best way to incentivize the public to use public transit is to provide options where transit times are as fast or faster than using a private auto. Protected BRT lanes are a way to do this. They bypass traffic and don't have to worry about obstructions.

The F1 Option does just that. Buses won't have to change lanes to get around bicyclists and they won't have to wait behind cars that want to make a right turn. The bus will be fast, efficient, and safe. The "preferred" F2 route through Eagle Rock will slow down the bus and be dangerous. Buses will have to merge over if the come upon a bicyclist and cars will be weaving in and out of the bus lane to make right turns or to parallel park. If you are going to invest millions of dollars on this route, it should be done correctly. More people will ride the route if it is fast and safe. Bicyclists should feel safe too and the F1 option will preserve our bike lanes along Colorado. Bicyclist should not have to feel paranoid that a bus could be fast approaching from behind. Remember, the F2 "preferred" option will make bicyclists share the lane with the bus. That is crazy. We need a true multi-modal street through Eagle Rock where all users will feel safe. 55-1

For those reasons, I urge Metro to choose the F1 Route Option through Eagle Rock.

Thank you for your consideration,
Bob Babajian

COMMENT LETTER 56

From: Brandon James Yung
To: nohopasbrt@metro.net
Subject: comment on DEIR
Date: Sunday, December 27, 2020 1:38:55 PM

Hello,

My name is Brandon Yung and I am a Pasadena resident urging Metro to pursue bus-only lanes while maintaining existing bike lanes and curb extensions along Colorado Boulevard. Metro's current alternatives do not go far enough to create a healthier, safer and more equitable route between Pasadena and North Hollywood. I am a cyclist and I can say that the biggest barriers for my friends who want to cycle but cannot is the danger involved in navigating streets prioritizing space for cars. Given the will of voters and Measure M, Metro must be more aggressive in advocating for non-automobile modes of transportation. 56-1

Thank you,

- Brandon Yung

--
Berkeley 2022
Urban Studies

COMMENT LETTER 57

From: BQ
To: NoHoPasBRT@metro.net
Subject: NoHo to Pasadena transit route
Date: Monday, December 28, 2020 11:49:56 AM

Hi,

I'll admit I haven't read the Environmental Impact report, but as someone who grew up around Pasadena and has been wanting something like this to happen for a long time, I am very excited about it. 57-1

I am all for whatever makes this work best.

Brendan Quinn
Pronouns: he, him, his

COMMENT LETTER 58

Subject: Project
Date: Friday, December 18, 2020 at 1:43:23 PM Pacific Standard Time
From: Metro Rail In Los Angeles Production
To: nohopasbrt@metro.net

Hi I would love to comment on the North Hollywood To Pasadena Bus Rapid Transit Corridor Transit ! I really love this project because it will help people who live in the middle Of North Hollywood And Pasadena who can't get to the train or bus. This line will change on how people spend time waiting for Uber Ride-shares and Buses . One thing that I would love to see is this line being a rail , Train line because I think it will be much faster and help people get to there destinations faster but although it's a good line to begin with. Thank You Metro !

58-1

COMMENT LETTER 59

Subject: Comment on Metro Pasadena-Noho BRT
Date: Monday, November 16, 2020 at 10:18:54 AM Pacific Standard Time
From: Brian Bruegge
To: nohopasbrt@metro.net

Hi Metro Team,

I wanted to reach out to give my feedback on the Noho-Pasadena BRT proposal, that in its current state, this project fails to sufficiently prioritize the public and active transit options on the route. In particular, the Eagle Rock portion of the route must include a center running bus lane on Colorado, and preserve the existing bike lanes.

I am a regular metro rider, a driver, and a cyclist. I can tell from first hand experience that the lack of quality bus service and bike routes actively discourages the use of these modes and perpetuates the cycle of ever increasing car dependence, pollution, and gridlock. In order to be a success, this plan needs to put the needs of riders first, by minimizing conflicts between buses, and cars/bikes, and having stops close to the businesses and amenities that riders are trying to get to.

59-1

Please do not sell LA's future short by watering down this important project. If you compromise away the benefits of true BRT, decreased ridership will become a self-fulfilling prophecy.

Thank you
Brian Bruegge

COMMENT LETTER 60

From: Brian McDaniel
To: NoHoPasBRT@metro.net
Subject: Eagle Rock Resident of 15 years
Date: Sunday, December 27, 2020 11:10:12 PM

Hello,

As a longtime member of the Eagle Rock community I wanted to include a few comments on the proposed Colorado Blvd section of the NOHO/PAS BRT. 60-1

- There is a large constituency of folks who will never see the value in public transportation and have created a strong negative campaign against it. 60-2

- There is also a constituency of people who don't quite get why this rapid bus would be on surface streets here but not elsewhere on its route. To me answering that question and making the bus appealing to these folks might resolve a lot of the resolvable tension. To that end, your drawing shows three lanes remaining intact, plus parking. Is that true for the entire proposed section of Colorado Blvd? Your drawing also shows significantly greener medians than currently exist in Eagle Rock on Colorado Blvd. Does this project include resources for that work? That would definitely assuage a lot of concerns and could be a major selling point. I think it would need to be guaranteed. The map also shows a lot of turns for the bus if it needed to get off the freeway for stops in Eagle Rock and not take Colorado. That seems like it would be a hindrance on the bus trip. Those Eagle Rockers who don't want the bus on Colorado likely won't care that it makes the bus trip worse using the more freeway heavy route. However, and I think this point could use a lot of emphasis, if it is shown that the 134 freeway version of the route would actually cause worse local traffic because of the amount of turning buses at the major freeway junctions then you might pry considerable favor in the surface street version being the lesser of two evils. 60-3

I think resources for greener medians, a reminder that none of the major bustling retail streets nearby have more than 4 car lanes (Pasadena/Highland Park), and possible rebranding as the Northeast Connection/NELA Rapid anything of the general NORTH/NORTHEAST variety might be much more palatable to residents here than NOHO/PAS. That language leaves Eagle Rock feeling like it's carrying the worst of something that helps other neighborhoods (and we've seen how popular caring for others is this year, haven't we.) 60-4

Thank you for your continued work to make transportation safer, smarter, and more equitable,
Brian McDaniel

COMMENT LETTER 61

Subject: COMMENT: NoHo-Pas BRT DEIR
Date: Monday, December 28, 2020 at 4:42:14 PM Pacific Standard Time
From: Byron de Arakal
To: NoHoPasBRT@metro.net
Attachments: image001.png

TRC, owner of several commercial properties along the Colorado Boulevard corridor in Eagle Rock, appreciates the opportunity to offer
its comment on the Draft Environmental Impact Report (DEIR) for the North Hollywood to Pasadena BRT project.

Section 2 – Project Description - of the Draft Environmental Impact Report describes three prospective Project Segments through the Eagle Rock community:

* F1 Segment – Colorado Boulevard Hybrid Side-and-Center Running Configuration (Route Option F1)
* F2 Segment – Colorado Boulevard (Proposed Project Segment F2)
* F3 Segment - SR-134 (Route Option F3)

61-1

While the Colorado Boulevard F2 Project Segment is designated as the proposed or preferred project alignment with the least environmental impacts among the three options,
certain proposed station locations would appear to preserve or create inefficiencies along Colorado Boulevard that may be inconsistent with stated goals of Local Transportation Regulations identified in Section 3.1.1.4 Local Regulations of the DEIR's Transportation Analysis.

Specifically, Section 2.5 (Lane Configurations and Treatments) of the DEIR Project Description states: "For the F2/Proposed Project (side-running configuration) sidewalk stations with loading zones along curb extensions, including a bicycle pathway behind the station, would be provided near-side of the Colorado Blvd./Townsend Ave. intersection (eastbound station west of the south leg of Townsend Ave. and westbound station east of the north leg).

61-2

The location of the west bound station at the Colorado Blvd./Townsend Ave. intersection (east of the Townsend Ave. north leg) would preserve the absence of at least four on-street parking spaces due to the Red Curb associated with the existing Metro Bus Stop. This seems to contradict the goals of the City of Los Angeles' Mobility Plan 2035, which serves as "the policy foundation for achieving a transportation system that balances the needs of all road users."

We request Metro analyze placing the westbound Colorado Blvd./Townsend Ave. station to the west of the Townsend Ave. north leg. Placement of the westbound Colorado Blvd./Townsend Ave. station to the west of the Townsend Ave. north leg would likely result in the loss of one on-street parking space. However, this alternative placement would create an opportunity to gain at least four-on street parking spaces on Colorado Blvd. immediately east of the Townsend Ave. north leg where currently none exist due to the existing Metro Bus Stop, resulting in a net gain of three on-street parking spaces. The "complete streets" principle underlying Mobility Plan 2035 is best served if the proposed station locations support the needs of pedestrians, transit riders, bicyclists and motorists.

61-3

Thank you for your consideration and for the opportunity to comment.

Sincerely,

Byron de Arakal
[A picture containing drawing Description automatically generated]

COMMENT LETTER 62

From: **Byron de Arakal**
Subject: Side Running Configurations/Stations location
Date: December 7, 2020 at 5:15 PM
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team nohopasbrt@metro.net

Relative to route segments where side-running lane configurations are proposed (e.g., Colorado Blvd./Eagle Rock) where would the BRT stations be located? At curbside or integrated into the BRT lane? 62-1

Thank you.

Byron de Arakal

COMMENT LETTER 63

Subject: NoHo to Pasadena Transit Corridor Project [#556]
Date: Saturday, October 31, 2020 at 10:58:09 PM Pacific Daylight Time
From: Wufoo
To: NoHoPasBRT

Name *	cal billy	
	• Please add to email list.	
Comment and/or Questions *	great excellent idea	63-1

COMMENT LETTER 64

From: calvin chin
To: NoHoPasBRT@metro.net
Subject: great idea
Date: Saturday, October 31, 2020 10:55:11 PM

---

excellent idea

64-1

COMMENT LETTER 65

From: Cardie Molina
To: nohopasbrt@metro.net
Subject: eagle Rock
Date: Sunday, December 27, 2020 3:18:05 PM

We don't want your bus on Colorado Blvd, keep it on the 134.
ER resident since 1998

65-1

Cardie K Molina

"So be it"!
"See to it"!... Octavia Butler

COMMENT LETTER 66

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 3:31:44 PM Pacific Standard Time
From: Carey Bennett
To: NoHoPasBRT

Dear Metro,
While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. This false choice - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 66-1

Thank you,
Carey Bennett
Los Angeles 90027

COMMENT LETTER 67

Subject: Public Comments - North Hollywood-to-Pasadena rapid bus line
Date: Monday, November 2, 2020 at 3:34:21 PM Pacific Standard Time
From: Kim Allender
To: NoHoPasBRT

This proposed bus route is essential to building out the rapid transit system in the greater Los Angeles area, and it's particularly important to the residents of Glendale, like ourselves, who have been left out of light rail and subway development.

67-1

With the new N.H. to Pasadena rapid bus system we will have access to both the North Hollywood Red Line and the Pasadena to Long Beach Blue Line. If this rapid bus line was available now we would never take our car to the Hollywood Pantages, downtown entertainment events or to visit friends in Long Beach, as we do now.

One request:
Please be certain to build a transit station in Glendale with adequate parking facilities and adequate lighting. I think you will be surprised how many people will use this rapid bus system in Glendale.

67-2

Carl and Pamela Allender

COMMENT LETTER 68

From:	uptowngla@aol.com
To:	nohopasbrt@metro.net
Subject:	No Bus NoHo-Pas
Date:	Sunday, December 27, 2020 2:45:55 PM

To MTA...

Please do NOT continue to consider putting a bus line down Colorado in Eagle Rock. This proposal is coming from two very polarizing local groups which, despite their missions, do NOT always reflect the attitudes of the very community they claim to represent.

68-1

Your positive consideration of keeping the bus line on the 134 Freeway would be welcomed.

Sincerely,

Carl Matthes

COMMENT LETTER 69

From: Carmel Levitan <levitan@gmail.com>
Sent: Wednesday, December 23, 2020 2:04 PM
To: nohopasbrt@metro.net; councilmember.kevindeleon@lacity.org; JacksonM@metro.net
Subject: Support for the Beautiful Boulevard concept for Metro's NoHo-Pasadena BRT project through Eagle Rock

I live, work, and send my kids to school in Eagle Rock. As a result, I am deeply invested in my local community -- both in terms of safety (for both pedestrians and bikers) and having a healthy downtown. One day, I look forward to myself fully using the rapid transit options. As a result, I am writing to express my support for the Beautiful Boulevard concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project.

69-1

The Beautiful Boulevard plan, visible at www.eaglerockforward.org,
improves upon all of the alternatives that were in the Draft EIR. I hope Metro will seriously consider adopting it to preserve the character of our neighborhood while supporting public transportation.

Thank you for your consideration,
Carmel Levitan
Zipcode: 90041

COMMENT LETTER 70

VOICEMAIL

Date: December 27, 2020
From: Carol Allen

Hi my name is Carol Allen I'm an 18 year Eagle Rock resident. I lived 5 houses from Colorado Blvd and my husband and I are very much against the proposed bus to take up another lane and remove the medians on Colorado Blvd. It's against the Boulevard plan and it will very much change the small town feel. Not to mention this project will cause a lot of construction and harm the local businesses who are already struggling due to COVID. We truly believe this project is really for rezoning Eagle Rock which will bring a lot of development and will go against what the people here want. We want this area to be more inclusive to help the low-income people but that would totally backfire, so please put this plan on the 134 Freeway. That's what freeways are there for and please leave the streets of Eagle Rock as they are. Thank you so much. 70-1

COMMENT LETTER 71

Subject: Save the bike lanes on Colorado

Date: Wednesday, November 25, 2020 at 11:40:23 AM Pacific Standard Time

From: Carter Rubin

To: NoHoPasBRT@metro.net

I support the alternative for center running bus lanes and bike lanes on Colorado. A shared bus/bike lane won't work. Buses will be stuck behind bikes. It's won't feel safe for anyone. 71-1

Best,

Carter

COMMENT LETTER 72

Subject: comment
Date: Tuesday, November 10, 2020 at 10:47:54 AM Pacific Standard Time
From: Casey Law
To: NoHoPasBRT@metro.net

Hi,
I reviewed the virtual tour of the Draft EIR for the BRT plan. It looks great!
I am especially happy to see the recommended route runs along Colorado in Pasadena and Eagle Rock. Some leaders in those communities expressed concern about those routes, but they are clearly the best way to maximize ridership by connecting our most active pedestrian centers. 72-1

casey

COMMENT LETTER 73

Subject: Comments on Proposed Rapid Bus Line
Date: Sunday, November 1, 2020 at 11:05:17 AM Pacific Standard Time
From: Catherine Cameron
To: NoHoPasBRT

Hello,

I often drive from Buena Vista/Magnolia Blvd in Burbank to Catalina/Union Street in Pasadena, an easy drive which takes me all of 20 minutes. I don't see the point of putting in a 'Rapid' bus that will take much longer than my regular route, go out of my way into downtown Burbank and then traversing Colorado Blvd. in Eagle Rock, destroying the only commercial street in that town that has any character or charm. Why would anyone ride this bus when driving solo or carpooling is faster, efficient and, given Covid and the persistent homeless problems on the metros, much, much safer? This proposal is not logical. 73-1

What would make sense is to put a dedicated bus from Burbank to Downton LA or from Burbank to Santa Monica, both major commuter routes that, when driving, are like being in Dante's seventh circle of hell. Having done both of these commutes, I would gladly ditch my car for a rapid bus that went to Downtown LA or Santa Monica, safety issues and all. But Rapid bus from North Hollywood to Burbank and Pasadena? Never.

Sincerely,

Catherine Cameron
Burbank Resident

COMMENT LETTER 74

Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 at 6:02:17 PM Pacific Standard Time
From: Cherryl Weaver
To: nohopasbrt@metro.net

I would like to state that I support the option with the fewest Environmental Impacts and the fewest mitigated impacts. Preference as outlined the DEIR: Fewest impacts 1. No Build 2. In Eagle Rock, Route Option F3 would be the least environmentally impactful route. 3. Route Option F2 would be slightly more environmentally impactful 4. Absolutely not Route Option F1 the worst of all. 74-1

Of utmost importance is not removing any traffic lanes, parking or any medians on Colorado Blvd. in Eagle Rock. Preserving the historic buildings and not triggering density zoning along Colorado Blvd. in Eagle Rock. 74-2

Since this project started a lot has changed in Los Angeles. We have been in the grips of a pandemic that is not looking like it will be better for at least another year. With this pandemic many companies and government agencies are changing the commuting needs of their employees. Reports are that businesses and government agencies that can have their workers work from home will only open 50% of their prior office space over the next few years. This brings into question the low demand for public transportation will continue to drop over the next number of years. Metro should determine if their projections are indeed realistic given the seismic shift that has happened to commuting. More and more attention should be given to hyper local travel. 74-3

[image: Cherryl Weaver]
Realtor
Cherryl Weaver

BRE #01353222

*

http://www.hotLAneighborhoods.com <http://www.hotLAneighborhoods.com>

COMMENT LETTER 75

Subject: Concern about relationship to 549 commuter express bus
Date: Thursday, October 29, 2020 at 9:32:49 AM Pacific Daylight Time
From: Chris Newman
To: NoHoPasBRT@metro.net

I've been a periodic rider of the LA county 549 commuter express bus, which follows a similar route to the proposed NoHoPasBRT route. I value productive use of travel time, so having both on-bus Internet and enough seating space to open my laptop is important to me (and likely other potential riders). In the event the new route draws sufficient riders to shut down the 549 route, I do hope you'll consider the needs of commuters like myself. 75-1

- Chris

COMMENT LETTER 76

Subject: Support for the BRT project
Date: Monday, December 28, 2020 at 4:59:30 PM Pacific Standard Time
From: Chris Stratton
To: nohopasbrt@metro.net

Hello,

I am a San Gabriel Valley resident and I'm writing to express my enthusiastic support for the proposed bus rapid transit project connecting North Hollywood to Pasadena. 76-1

Sincerely,
Chris Stratton,
Temple City, CA

COMMENT LETTER 77

From:	Christopher Shelton
To:	nohopasbrt@metro.net
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Sunday, December 27, 2020 10:42:35 PM

I am a long time resident of Eagle Rock (almost fifty years).

I believe that a rapid transit bus route using Colorado Blvd. would be bad for local businesses, dangerous to public safety, and result in increased traffic congestion throughout the residential neighborhoods both north and south of the Blvd. 77-1

I am not convinced that a rapid transit bus is even necessary, but, if it is, then the 134 freeway is the obvious best choice, with a stop at the Figueroa exit and increased DASH bus service to serve local Eagle Rock residents. 77-2

I am concerned that real estate interests are driving the campaign to create a rapid transit corridor along Colorado Blvd. Such a corridor would likely result in zoning changes favorable to real estate developers. 77-3

I firmly **OPPOSE** the NoHo-Pasadena Rapid Transit proposal involving Colorado Blvd. in Eagle Rock. 77-4

Thank you,

Chris Shelton

COMMENT LETTER 78

From: Christopher Shelton
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Wednesday, December 23, 2020 4:27:29 PM

I, Christopher Shelton, a longtime resident of Eagle Rock, totally agree with the comments of my neighbor, copied below:

After looking again, and again, at the published routes of the BRT I believe:

1. The Broadway route from Central to Eagle Rock would be a danger to the community and cause even more congestion as it merges with Colorado at the ER Plaza... running a bus lane down Broadway makes NO SENSE as the street is too narrow, filled with parked cars of the people [families with children] who live in the apartment complexes along Broadway, involves pedestrian crossings to get a good portion of the 2400+ HS students of Glendale High School from the north side of Broadway to the school, and merges with Colorado in one of the messiest and congested intersections of the area. I teach at GHS and see the already crazy traffic at Broadway / Harvey and Colorado / Broadway, and have witnessed the grieving of families over children who have been killed on Broadway and Wilson Avenue by frustrated drivers of vehicles; 78-1

2. Furthermore, when the bike lane was put in and the vehicle lanes were condensed from 3 to 2 on Colorado through Eagle Rock, the traffic at the merge in front of the ER Plaza and along Colorado thru the downtown ER area exploded during peak morning and evening drive times which has led to increased commuter traffic along the N/S surface streets and parallel streets [Las FLores and Hill Dr] of the residential areas of Eagle Rock. This reaction by frustrated drivers has increased the noise and air pollution in the area, as well as endangered scores of regular "walkers" and children and "bikers" who live in the neighborhood... drivers continually drive too fast through the narrow and curvy streets to avoid Colorado Bl traffic... the drive through ER to Glendale used to take 5-10 minutes and now it takes 20-30 minutes at peak hours... this bus service will only make things worse as it will run "curbside" and shrink the already limited lanes; 78-2

3. If Broadway is a must, then create a station at the Harvey / Broadway intersection and have the bus get on the134 until Figueroa and have another station there that can connect to the DASH lines through ER and Highland Park... EZ on and EZ off; 78-3

4. Running along Colorado in ER will not benefit the bulk of the population or small businesses there, it will make it more dangerous for children to get to the multiple elementary and secondary schools located S of Colorado, and will make it even more difficult for the "mom and pop" businesses in ER, who already cannot compete with the redeveloped areas of Pasadena and Glendale already... the multi-year construction could put the business survivors of COVID out of business for good... and for what? 78-4

5. If the objective truly is to get cars off the freeway, then put the freeway drivers on a road diet by creating tolls, giving up a traffic lane for dedicated Rapid Bus Commuter transit [or better yet, just build the rail line that should be there]... connect this in Pasadena to the Gold Line station... do not force residents of ER and East Glendale to bear the brunt of this 78-5

This BRT line from PCC to NOHO is not going to produce the ridership you estimate as most of those commuters you are trying to get off the freeway are commuters from the SGV and beyond, who split off to go downtown on the 2 Freeway or into the Valley via the 134 / 101... it seems as though this is a dream for Valley real estate developers, at the expense of everyone else in between... 78-6

Please keep the bus [if it has to be a rapid bus] on the 134! 78-7

COMMENT LETTER 79

Subject: NoHo Pas BRT DEIR Comment
Date: Sunday, November 1, 2020 at 3:04:56 PM Pacific Standard Time
From: Claire Bowin
To: NoHoPasBRT

To Whom It May Concern

Thank you for this opportunity to provide comment on the DEIR for the NoHo Pas BRT project. As a regular transit rider, bicyclist and resident of the Eagle Rock area I would like to first commend Metro for taking the time and effort to explore multiple route and configuration options.

At this time I am writing in support of the F2 option within the Eagle Rock portion of the route. While I like many features of the F1 option- and most notably its inclusion of the protected bicycle lane- I understand the community's passion for the median and don't feel that the F1 option is worth the battle. As a transit rider I also feel that the side running option offered by F2 provides for a safer, and more comfortable boarding and alighting experience. At the end of the day the most important element of this project is that it remains on the street and is not allowed to be diverted to the freeway. A freeway running option would completely undermine the overall intent of this project and leave the Eagle Rock area without the transit connections to employment and services that it deserves and desires. 79-1

I would also like to suggest that the F2 option include a stop at BOTH the Townsend and Figueroa intersections. There is a long stretch between those two and it shouldn't be a choice of one or the other. Both of these stops serve important community destinations. The Townsend location offers access to a Trader Joe's and will offer high school students and faculty a short walk to the Eagle Rock Jr./Sr. High School. The Figueroa stop includes the neighborhood's post office and other major community serving retailers. Leaving out either or both of these stops would undermine the project's goals of increased access to community serving assets. 79-2

Thank you for this opportunity to provide comment.

Claire Bowin, resident
Eagle Rock Neighborhood

COMMENT LETTER 80

Subject: Metro NoHo-Pas DEIR Comments

Date: Thursday, December 10, 2020 at 5:19:58 PM Pacific Standard Time

From: Coco Bunny

To: NoHoPasBRT@metro.net

As a resident of Eagle Rock whose young elementary age children must cross busy Colorado Blvd to get to and from school every day, I would like to voice my strong opposition to having the metro BRT Bus run through Old Town Eagle Rock. Our neighborhood has raised hard earned money to beautify Colorado Blvd and support all of the local business who are struggling to survive. Constructing bus stops along Colorado Blvd in Eagle Rock, which is currently one of the most walkable neighborhoods in LA, will cause more vehicle traffic, decrease foot traffic and cause harm to local business. I live one house from Colorado, so I see the bus drive by several time a day. For the past ten years, the bus has at best a sprinkling of passengers. Over the past year, it often drives by completely empty or with only one or two passengers. During this coronovirus pandemic, it seems far from wise for the City to spending tens of millions on a bus line that does not have the ridership. 80-1

Further, there has been little discussion by Metro about what it intends to do with the grassy medians and trees on Colorado Blvd. I can only imagine the only way to construct bus stops and create a bus only lane would be to tear the trees out and tear out the medians, thus depriving residents of much needed and appreciated greenery. The medians keep Colorado from becoming a dangerously fast extension of the freeway. Metro should be transparent about its intentions. To be clear. I do not oppose a rapid transit line along the SR-134 Freeway with stops at Harvey Dr and Figueroa Bl to serve the community before merging back onto the freeway heading east (zero impact on Colorado Blvd). This will be more "rapid" than having stops along Colorado. 80-2 80-3

Best

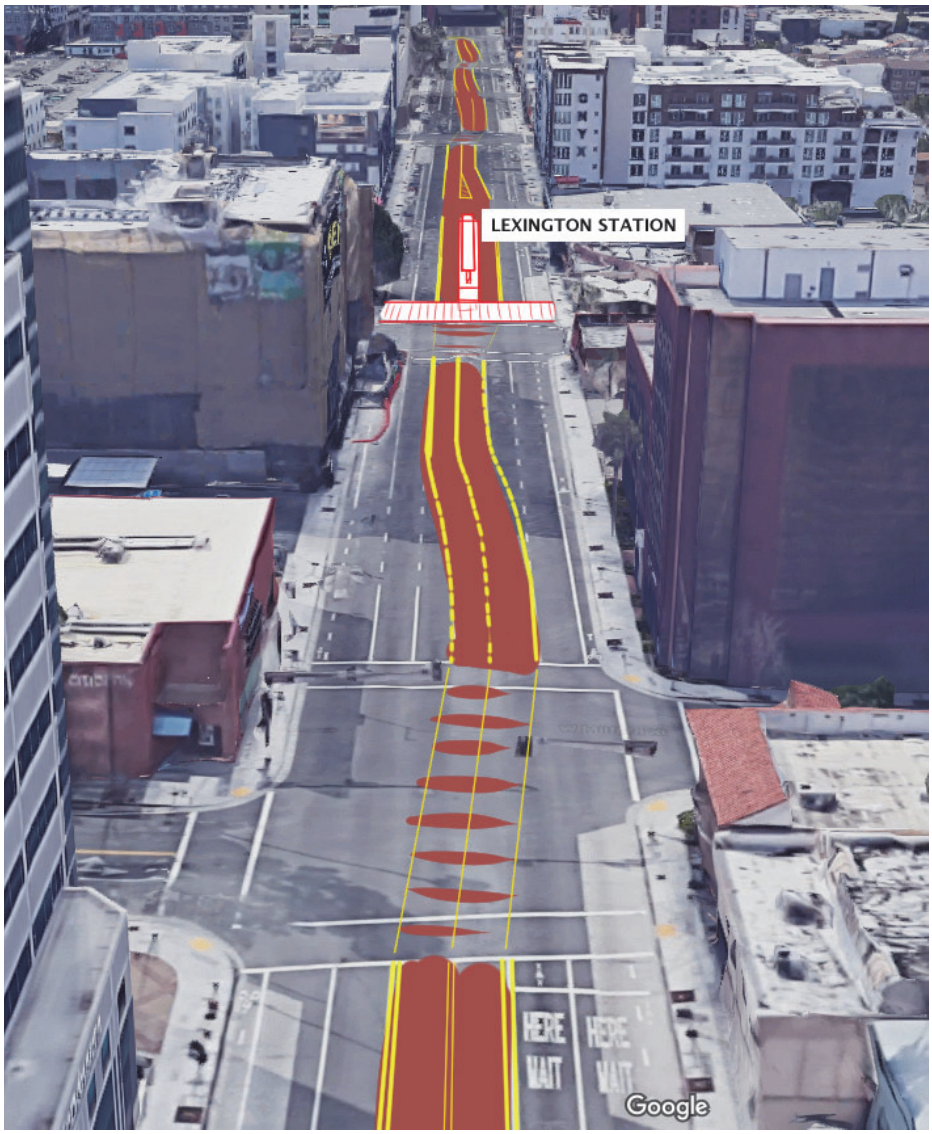
COMMENT LETTER 81

Subject: Re: EIR Comments from Glendale resident
Date: Tuesday, December 8, 2020 at 3:16:46 PM Pacific Standard Time
From: Corey Barnes
To: NoHoPasBRT
Attachments: Screen Shot 2020-12-08 at 1.32.15 PM.png, Screen Shot 2020-12-08 at 2.59.27 PM.png

With the comment period extended, I'd like Metro to consider another option:

Instead of returning the busway to the 134 freeway via the former Colorado Freeway ramp, consider combining it with alignment #4's east end by continuing the busway on Colorado Boulevard, including a stop on Figueroa Street, then having the busway either re-enter the 134 via Linda Vista/San Rafael Avenue so it only has a short ways to go before heading into downtown Pasadena.

I'd also like to reiterate my concerns for the curb and side-running selections of the busway in Glendale, and while I'm not an engineer, I still wanted to provide an illustration of a potential center-running lane system on Central Avenue, based on the San Bernardino SBX rapid busway (https://goo.gl/maps/CxDjFQuKDx1kmjuHA). Broadway would be a similar situation.



81-1



My main concern about the BRT running through Glendale remains how passenger cars treat our streets. Especially on roads like Central and Broadway, where there are a lot of local businesses with limited parking due to the number of highrises built on empty lots in recent years. Dropoffs and pickups are common, as well as people who park illegally on the side of the road and leave their car in red zones with the lights on, or sit and wait at bus stops while the bus has to honk at them to move, assuming someone hasn't just left the car there to run inside. I live near a bus stop on Brand Blvd, and several times I've seen someone park right in the bus loading zone so they can get out of their car and drop mail off in the mailbox that is right near the bus stop.

And please consider center-running on Glenoaks, with medians modified and trees replaced/moved, much like the second option in Eagle Rock with a similar center running lane.

-corey

On Mon, Nov 16, 2020 at 9:56 PM Corey Barnes <livingfruitvirus@gmail.com> wrote:

> Hello.
>
> Thank you for laying out the plans to the NoHo-Pasadena BRT. I've watched the video and read the PDF outlining the bullet points to the project. When the BRT is completed, I would likely use it to commute to Burbank, as I have not much of a reason to head to Eagle Rock, and assuming the Metro Express still serves NoHo and Pasadena, I'd still take those, but I'd consider the BRT assuming it operates like a Metro rail line and would allow me to use a

Metro day pass if I wanted to reach the gold line or subway and beyond.

I have a few concerns regarding some of the chosen modes of operation the BRT plans to use. Since I've lived in Glendale since 2008, I'll start here:

1. Will the BRT lanes be exclusive to the BRT line? Or will other Metro or local bus services be able to use them as well? This isn't necessarily a problem. If designed effectively, the bus lanes can be used by many services and can keep buses out of the way of normal car traffic who won't get stuck behind buses constantly. 81-3

2. I for one am in favor of removing and modifying the median on Glenoaks Blvd. to put the BRT lanes completely in the center, and either moving or replacing the trees in new partial medians similar to the center-lane Eagle Rock example in the PDF. There used to be a train there after all. This could even make the road light-rail ready for the future. More importantly, this would keep the bus lanes protected from regular traffic. Maybe a partial guard such as a fence like the Orange Line, or a small concrete divide like the Gold Line in East LA, would be helpful to keep the lanes exclusive and make the trip from Glendale to Burbank truly rapid. Glenoaks is a frequent alternative to the 5 used by motorists, and a BRT with guarded exclusive lanes from Central Avenue to Providence Avenue would be very attractive to people who travel between the two cities. That's three miles of road. 81-4

3. Regarding the portion on Central Avenue, I'm confused as to why the BRT transitions to mixed from Glenoaks to Sanchez and doesn't just retain side-running lanes as there aren't any BRT stops on Central north of the freeway anyway. However there are regular bus stops for the Beeline, which brings up the first question I had regarding who gets to use the lanes. If the Beeline or Metro Local get to use them, those stops would be on the lanes. 81-5

4. Back to Central, parts of Central have bike lanes, which I'm hoping would not be removed for the BRT. Side-running lanes are genuinely concerning because Central is such a cramped road south of Lexington, with two lanes in each direction, bike lanes and street parking. If the plan is to remove a lane in each direction for buses and reduce it to one lane plus the center median, I can easily see Glendale drivers just ignoring the bus lanes and driving in them, which they will definitely do out of sheer spite because Glendale is a city with a car culture and people who like to drag race at night down roads like Central and Glenoaks. I'm no engineer but unless there's a plan to widen Central I can see this being met with resistance from locals. Not to mention taxi and rideshare drivers, or friends of people who just do routine dropoffs, will have to drive into the bus lanes to do so. Parking in Glendale is limited as most parking structures have been removed and high rises built on them. Basically I anticipate this story to happen here: https://la.streetsblog.org/2015/05/19/law-breaking-drivers-disrespecting-new-wilshire-boulevard-bus-only-lanes/ 81-6

My same concerns apply to Broadway as well, as it also seems like a road with not much space on it, and wonder if it would just be better to center-lane the buses like the San Bernardino BRT https://design.omnitrans.org/omnitrans-services-vehicles/sbx . I'm also for the center-running option on Eagle Rock as it would perform similar duties to the Glenoaks strip.

5. A big concern are the 134 freeway portions and how they plan to handle heavy traffic. The 134 can get busy. Very busy. And the BRT becomes less attractive if I know that it's going to get stuck in traffic on a heavy freeway. It's too bad the 134 has to be used at all. Dedicated lanes aren't possible because exits are in the way but I'd wonder how the BRT would go about avoiding heavy traffic on the 134. I often criticize the Silver Line for having these problems. The Silver Line is a nightmare during peak hours because it gets stuck in downtown LA traffic. It's more effective to get off at Union Station and take the Red Line to 7th/Metro and get back on the Silver Line. At least that's an alternative. There isn't one here. 81-7

That is all. I look forward to keeping up with the project.

Corey Barnes

COMMENT LETTER 82

Subject: Support for BRT in Eagle Rock - We want bus lanes and Bike lanes

Date: Thursday, November 12, 2020 at 12:54:59 PM Pacific Standard Time

From: Cyndi Otteson

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov, EquitableEagleRock@gmail.com

As a resident of Eagle Rock, and a supporter of BRT on Colorado Blvd, I'm writing to express my concern over the current options being proposed by Metro for Colorado Blvd.
Currently the three options on the table do not provide enough features that would maintain the current usability for bicyclists. If the Colorado Blvd option moves forward, it can and should be a solution that will help increase usability, and mobility for everyone.

As a mother of two young children who rides bikes down Colorado Blvd, I'm concerned that removing bike lanes and curb extensions would make our streets more dangerous.

82-1

I urge Metro to develop a new option that is consistent with the city's Mobility Plan. We need an option that maintains bike lanes and curb extensions which will enable a safer and more sustainable user experience on Colorado Blvd for bus riders, pedestrians, cyclists and motorists alike.

I believe the Colorado Blvd option can be a win for all residents if you implement it correctly without sacrificing the safety and usability.

With gratitude,

Cyndi Otteson

COMMENT LETTER 83

Subject: Comments on the BRT DEIR
Date: Monday, December 28, 2020 at 1:17:53 PM Pacific Standard Time
From: Dan Bednarski
To: NoHoPasBRT@metro.net

I am commenting on the North Hollywood to Pasadena Transit Corridor Bus Rapid Transit (BRT) project draft EIR. I live and work along the proposed route and took part in meetings held at the Buena Vista branch library in Burbank. I plan to use the BRT as long as I continue living and working along the route.

I am reinforcing my earlier comments during the scoping/alternatives analysis phase that the BRT needs to go where people live to be usable. Metro should not use any alignment that utilizes the freeway because that would limit its use to those of us who live and work along the route. As I noted in earlier comments to staff/contractors, it's ridiculous that Metro would seriously consider a freeway alignment, which would defeat the stated objectives of the project: "provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor." 83-1

I plan to regularly use route segments C, D, E, and F. For segments E and F, I support routes E1 and F1 using city streets through Glendale and Eagle Rock.

That said, I do think the Beautiful Eagle Rock plan circulating among the community has merit and deserves a hard look and serious consideration. It seems to provide a better configuration through Eagle Rock along Colorado Blvd and is proposed by supporters of BRT who live in the Eagle Rock community. https://www.eaglerockforward.org/proposal

Thank you,
Dan Bednarski
Glendale

COMMENT LETTER 84

From: Dan Fineman
To: NoHoPasBRT@metro.net
Subject: Huh?
Date: Sunday, December 27, 2020 8:42:49 PM

The report says, in part:

"In addition to replacing the existing striped and raised median with a center-running busway, this alternative configuration would result in the loss of approximately 50 percent of the existing on-street parking along Colorado Boulevard and would require removal and/or modification of most of the Active Transportation Program Cycle 2 improvements proposed by the City of Los Angeles."

84-1

How is this capacity to be replaced for business or, as in my case, side street residences that rely on this capacity? I see no proposal to address this loss. How is that acceptable planning???

Dan Fineman

COMMENT LETTER 85

Subject: Public comment
Date: Monday, December 28, 2020 at 4:20:12 PM Pacific Standard Time
From: Dan Huynh
To: nohopasbrt@metro.net

Dear Metro,

Thank you for extending the comment period to ensure adequate time for public comment. I appreciate that the deadline is after the holidays. 85-1

Please see my comments below.

After attending several BRT meetings in Eagle Rock and Pasadena, I still feel strongly that the BRT needs to travel using dedicated bus lanes on Colorado Blvd from Glendale through Eagle Rock to Pasadena. As someone who has lived car-free in Los Angeles County for the last 8 years, I have seen many improvements to Metro's rail lines and in some areas, its bus system. However, the latter needs to continue matching the needs of those who don't want to and/or cannot afford the cost of owning and maintaining a car. We deserve buses that provide fast, reliable, and affordable service. 85-2

Another bus caught in rush-hour traffic sacrifices affordability for driver convenience - and that's the way things have always been. So, let's bring more boldness into Metro's service and ensure that car-free Angelenos get the world-class bus system that Metro already has the capacity to develop:

Glendale and Eagle Rock

- Please dedicate bus lanes on Colorado Blvd between Pasadena and Eagle Rock - many job centers, dining, and entertainment hubs dot this corridor making it an attractive destination that merits convenient stops and fast bus service (I highly recommend Chateau Lemongrass, Colorado Donuts, Din Tai Fung, Kim's Kitchen, and Foxy's).

Eagle Rock

- From my conversations with community members in Eagle Rock, those who are older and/or identify as women want to see well-lit streets and stops as well as local bus service that help to fill in the first-last mile of their travel 85-3
- As a transit rider and bicyclist myself, I'd like the addition of bus lanes to fit together harmoniously with the existing buffered bike lanes on Colorado Blvd. I think both can be achieved with the median-running or center-running alternatives throughout the corridor. This will help preserve the clear delineation between bus and bike so that we prevent confusion and safety issues with a mixed bus/bike lane. 85-4

Pasadena

- I'd like to see a Colorado Blvd and Union Street couplet in Pasadena with dedicated bus lanes. Travel time along Colorado Blvd during rush hour is currently no problem since most people avoid this corridor in favor of Green and Union Streets. Entering the city on Colorado Blvd makes a lot of sense since Old Pasadena and Old Towne are well-known destinations.
- Exiting through Union Street puts the BRT in direct connection to the L line which makes sense from a business and rider standpoint
- Again, a protected bike lane will be implemented along the length of Union Street and every measure should be taken to avoid conflict. Here I think a right-side-running BRT would work out best since Union street is a wide one-way street
- A light should be considered at Hill and Union since North-South traffic during rush hour may increase wait times at this corner

85-5

85-6

Best regards and happy new year,
Dan

COMMENT LETTER 86

Subject: Public comment on NoHo to Pasadena Bus Rapid Transit project
Date: Tuesday, November 17, 2020 at 3:01:53 PM Pacific Standard Time
From: Walker (US), Daniel
To: NoHoPasBRT@metro.net

My family has lived 3 generations in Eagle Rock area (near Occidental College) since 1963, 1 mile from Eagle Rock Blvd. / Colorado Blvd proposed optional BRT station.
Eagle Rock Blvd. would be a key Eagle Rock station, if F2 project is selected.
Eagle Rock Plaza would be another key employment destination. I used to work at a restaurant near the proposed Eagle Rock Plaza.
Townsend Ave. station in about 0.8 miles from Eagle High, where our family studied for years. Townsend station would be very close to many small struggling local restaurants and shops in the heart of Eagle Rock.
Although having these 3 Eagle Rock stations would slow down this proposed BRT "Rapid" bus, the Colorado route would attract much better ridership from Eagle Rock locals than an alternate route on the 134 freeway.

Generally, we are very supportive of rapid transit projects. We support Metro rail expansion projects throughout LA county, especially when the tracks are grade separated.
We can support cheaper at-grade rail or bus projects, but the overall benefit is more mixed for our communities.
However, we also all drive cars and generally don't support spending millions of dollars to reduce car traffic lanes and/or lose street parking.
If the average bus speed is only marginally faster for BRT, the project will not encourage many newer bus riders above those who already ride local/express buses along the same routes in Pasadena, Eagle Rock, Glendale, and Burbank. 86-1
To make this project worth its substantial cost, Metro must significantly improve average route speed.
Having too many closely spaced stations slows down the end to end time for most commuters. The project has too many close proposed stations in Glendale and Burbank.
I suggest starting this BRT project with far fewer stations and faster overall speed to attract more ridership.

Like the freeways, some of the local roads can be congested at rush hour (when the pandemic ends).
All but the poorest commuters will choose to drive or use Uber/Lift if the bus / rail options are much slower or unreliable.

Biking has become more popular during the pandemic and having a bike lane is very nice to have along key corridors. However, I often use my bike on smaller streets to avoid the busier streets, even if a bike lane is striped. Many drivers ignore painted bike lanes anyway.

The NoHo to Pasadena Bus Rapid Transit project seems somewhat slow and therefore unlikely to increase ridership in the corridor significantly.
The proposed route would be about 18 miles long, with at least ~21 stations. On part of the proposed route the buses would be mostly separated from car traffic and therefore move somewhat faster.
However, the negative impact would sometimes be loss of car traffic lanes and/or loss of street parking.

The preliminary estimated cost range would be up to about $370. Actual cost would most likely be much higher, based on other LA Metro project history.

The proposed bus project does serve some key destinations, such as:
Pasadena City College
Burbank Amtrak / Metrolink station

North Hollywood Metro station

The project does miss several key transportation destinations, such as:
Occidental College
Glendale Community College
Glendale Metrolink station

Good luck!

Daniel and Richard Walker

COMMENT LETTER 87

Date: Wednesday, December 16, 2020 at 2:36:53 PM Pacific Standard Time
From: Daniel Goldwasser
To: nohopasbrt@metro.net

Dear Metro,

After briefly reviewing the NoHo to Pasadena BRT information I'm very concerned about the cost/benefit this will provide to the community.

If I understand correctly the estimated ridership is 30,000 - 35,000 riders per year? So on average that's about 50 - 100 people per day? I'm not clear how this ridership estimate is calculated and how the math works out. Can you point me to the details?

At a cost of hundreds of millions of dollars to build and $16-18 million to operate annually or $50,000 per DAY every day of the year.

The per person/rider cost seems very high.

I do not now how this compares to overall ridership across Metro, but I do not see how the cost of this service equals the value it would potentially provide.

I did not have time to review the DEIR in detail, so please tell me if my math is incorrect and if this will serve a lot more people at a lot lower cost? 87-1

I am all in support of removing cars off the road, lowering pollution and providing better transportation options to people without cars, but how many cars are we actually talking about each day 50, 100?

What happens if the ridership is significantly below expectations? I would be pleasantly surprised if the ridership is way above expectations and it serves a great number of people, but I fear this will not be the case. How much of the annual costs are fixed vs. variable?

As we've seen from the COVID pandemic, not everyone, but many more people can work from home and elect not drive to work.

Perhaps this money could be better spent encouraging employers to let their employees WFH so they don't have to drive.

With hundreds of millions of up front costs and $15-20 million in annual costs, I think there are many other better ways to reduce pollution and improve the lives of transit riders and the community as a whole.

Thank you

Daniel Goldwasser

COMMENT LETTER 88

Date: Tuesday, November 10, 2020 at 10:36:10 AM Pacific Standard Time
From: Daniel Hawkins
To: NoHoPasBRT@metro.net

Dear Metro,

As a homeowner in Eagle Rock I strongly oppose the BRT route along Colorado Blvd. Using our main boulevard as a "rapid transit" corridor does not serve the needs of our community and actually goes against what many in our community have been working towards for years - less traffic, more greenspace on Colorado Blvd, less noise, and more space for pedestrian activity along our main street. Metro's own ridership data suggests that this BRT will not make a meaningful impact on traffic reduction, while also potentially damaging our main street and community "downtown" permanently. 88-1

The fact that Metro is still including in their proposal the option to tear out all of our median trees and greenspace is an insult to the community and it reflects that they do not have our specific community's needs and interests in mind. 88-2

Reviewing Metro's own ridership data and trends from past years suggests that this BRT is fundamentally not needed at this time and is a poor use of city transportation funds. Especially in this time of COVID to justify such a project is hard to imagine. 88-3

If Metro is interested in a "rapid transit" route they should use the already existing "rapid transit" corridor of the 134 freeway. Adding a bus mini-highway through the heart of our community would be detrimental to home values, a pedestrian friendly mainstreet, and simply does not offer any meaningful transportation value to our community. 88-4

This feels like a project internally driven at Metro to spend allocated funds instead of adding an actually needed transportation service. I can state that as an Eagle Rock resident I strongly oppose any BRT route that uses Colorado Blvd through our community and that any such option will be met with strong opposition from many in our community. 88-5

Sincerely,
Daniel Hawkins
Eagle Rock Resident

COMMENT LETTER 89

Subject: Support for proposed BRT project
Date: Monday, December 28, 2020 at 12:43:11 PM Pacific Standard Time
From: Darlene Gonzalez-Szabo
To: NoHoPasBRT@metro.net

Good afternoon,

I'd like to formally support this project as it is currently proposed. BRT operations along Colorado Blvd would be extremely beneficial to the Eagle Rock shops and community. I hope special attention is paid to pedestrian infrastructure there as this is implemented in Eagle Rock and along the rest of the BRT corridor. These streets are extremely wide and in order to maximize the benefit of BRT, riders and pedestrians must feel safe walking to and from BRT stations. Lighting, pedestrian count downs, and pavement markings must be a priority as part of this Project.

89-1

Thank you,
Darlene Gonzalez-Szabo
90042

COMMENT LETTER 90

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Friday, December 25, 2020 at 4:00:25 PM Pacific Standard Time

From: Darren Hall

To: Scott Hartwell

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident who also does most of my local errands by bicycle and frequently rides public transit, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I have been excited about the prospect of the BRT project since it was first announced. Connecting the communities along this corridor with efficient and reliable public transit is an important step in the right direction for Los Angeles, as we work to do our part to fight both inequities in mobility and climate change.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

90-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant and equitable street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Darren Hall

Zip code 90041

COMMENT LETTER 91

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 6:41:17 PM Pacific Standard Time

From: david.dellinger@me.com

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident who also works in Eagle Rock (Occidental College) and the current president of the Eagle Rock Valley Historical Society, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

Eagle Rock is a beautiful place that we call home. The large thoroughfare of Colorado Blvd could still support car traffic, but also with bikes and busses to make the area much more accessible. I think that if this plan was implemented, people wouldn’t just pass through Eagle Rock on their way to Pasadena, they’d stop and utilize the vibrant businesses along the boulevard. As the president of the Eagle Rock Valley Historical Society, we often look at how Eagle Rock started - with a transit line running down the middle of Colorado Blvd. It was only more of an afterthought to make it into a car thoroughfare.

91-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

—
David Dellinger

COMMENT LETTER 92

Subject: Metro NoHo-Pas DEIR Comments
Date: Wednesday, December 2, 2020 at 12:48:13 PM Pacific Standard Time
From: david.dellinger@me.com
To: nohopasbrt@metro.net

Hello Metro,

In response to the NoHo to Pasadena bus route, PLEASE run it on Colorado Blvd. and NOT on the 134 freeway!!!

Many older, conservative voices want the bus on the freeway for “Not in my backyard” purposes. However, we all now know that public transportation in urbanizing areas for many reaons: to avoid traffic congestion, to revive areas that otherwise won’t have as much night life and diversity as could be with public transportation, and to, simply, model what we KNOW works from Europe and other places: enabling people to move around more easily will make areas more modern, likeable, and profitable for businesses.

Running a bus on the 134 freeway through Eagle Rock will be a disaster as no one in Eagle Rock will want to walk up a very steep hill “just” to get on a bus.

92-1

The comments about “nice trees” are ridiculous: the trees along Colorado Blvd. are NOT nice, need too much water, and just look bad anyway as do the grassy areas they are in. A nicely done bus route with cacti landscaping will look much better and bring more people in and out of Eagle Rock which is the way to do things for the future. We are in an urban area in LA. It is almost the year 2021. It is time to stop acting in selfish, needlessly ineffective ways just for NIMBY/conservative reasons by people who are never out and about anyway, but just want to resist things in the hopes of returning a past that is gone.

What worked was the trolley line in the 1900s! Lets do what we know works from that era and from Europe!

Please listen to the many of us that want this bus route along Colorado Blvd
—
David Dellinger

COMMENT LETTER 93

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Thursday, December 17, 2020 at 6:28:40 AM Pacific Standard Time

From: David Freeland

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As a transit user and bicycle commuter I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

Beauty is central to our enjoyment of cities and here, the enhancement and maintenance of a community with a long history in Los Angeles. I strongly urge you to consider how this proposal will layer together pedestrians, vehicles, buses, cyclists and landscape to create a beautiful and safe street for each.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7Cc4bddd1e6e4a4d22a5cf08d8a2980fe0%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637438121279669178%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=RNGiFkoGS%2FEUzP94%2BPT%2FtK4ftCrGvUHD5MifpetRRhI%3D&reserved=0

93-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,
David Freeland
90042

COMMENT LETTER 94

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 10:27:28 AM Pacific Standard Time

From: David Greene

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Greetings,

I write to support a Colorado Boulevard route for the NoHo-Pasadena BRT in Eagle Rock, specifically the “Beautiful Boulevard” plan that can be found online at www.eaglerockforward.org.

The Beautiful Boulevard concept is smart, community-driven, and tailored to the rhythms of our neighborhood: it enhances the safety and beauty of Colorado Boulevard, promotes a vibrant Downtown Eagle Rock, improves the pedestrian experience, includes protected bike lanes, and most importantly, it provides quality transit service to and from Eagle Rock for everyone.

I have been a homeowner in Eagle Rock for 20 years. I was an elected board member of the Eagle Rock Neighborhood Council from 2012-2019, serving as ERNC President and Chair of its Land Use and Planning Committee. As a public servant and stakeholder who cares about the economic health and built environment of Eagle Rock, I know that the installation of the Beautiful Boulevard plan will better the lives of all who live and work in Eagle Rock, whether they are long-time homeowners, small business owners, students, families or service workers who commute to our neighborhood. 94-1

I also encourage you to resist the calls by a small but vocal minority of homeowners to put the BRT on the 134 freeway through Eagle Rock. In my opinion and experience, the opposition to a surface-running route is rooted in Eagle Rock's history as a self-identified suburb fearful of outsiders and change. But we have survived civic improvements in the past, as well as the economic and social benefits they bring.

Again, I urge Metro to study the Beautiful Boulevard option, and choose it as the preferred route alternative.

Sincerely,

David Greene
Eagle Rock 90041

COMMENT LETTER 95

VOICEMAIL

Date: November 15, 2020
From: David Ingber

Hi I live in Eagle Rock on Yosemite Drive, and if you build one lane on Colorado Blvd it's going to increase traffic on Yosemite Drive where there's two large schools, Rockdale and Eagle Rock High School and there'll be great impact. There's already buses that run on that street and there's gonna be so much more traffic on that street--on Yosemite Drive as a result and it's just not fair it'll bring my property value down. There's no benefit to have a bus sailing through the middle of our town. 95-1

COMMENT LETTER 96

Subject: Glendale's street alignment, and Eagle Rock's Beautiful Boulevard proposal.
Date: Sunday, December 20, 2020 at 4:48:08 PM Pacific Standard Time
From: David Levine
To: nohopasbrt@metro.net

As a Glendale resident I support this project. 96-1

Thank you

David Levine

COMMENT LETTER 97

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Sunday, December 20, 2020 at 4:49:51 PM Pacific Standard Time

From: David Levine

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an [Eagle Rock resident/transit user/bicycle commuter/Northeast LA stakeholder], I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

[PERSONALIZE HERE]

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7C21ca075096d14eb2ee2208d8a54a55c7%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637441085981395169%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=JkGurA1hlJuLN6JwRdoUzjSirONubxhLis62ShCYidY%3D&reserved=0

97-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

David Levine
91208

COMMENT LETTER 98

Subject: Please support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 10:15:12 AM Pacific Standard Time

From: David Matsu

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I am a resident of Los Angeles in the Eagle Rock area, a transit rider and a bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 98-1

Colorado is big enough to support full, effective Bus rapid lanes, maintain existing bike infrastructure, improve pedestrian facilities while having adequate auto capacity. I urge you to support a forward thinking plan for Colorado which will move the city's stated transportation and climate goals forward.

Thank you,

David Matsu

Los Angeles, CA

COMMENT LETTER 99

Subject: In Support of NoHo-Pasadena BRT with some modifications
Date: Saturday, November 14, 2020 at 12:33:46 PM Pacific Standard Time
From: David Moran
To: nohopasbrt@metro.net

I am in support of the Colorado BRT with the Green/Union Couplet in Pasadena, Street Running in Eagle Rock section, Colorado St running in Glendale, that would therefore actually provide a stop for both the Americana AND Glendale Galleria which in turn won't require people to walk to Broadway and Brand, that way the stop on Central/Lexington would be able to take care of the Patrons in Downtown Glendale. . . Secondly, I do also believe there needs to be 2-3 levels of service, a Local level that makes all stops, a "Limited/Rapid" route that makes limited stops along the route and a rush hour freeway express option (basically the current 501 Express), as I think Metro is seriously underselling the forecasting ridership projections as it did for the Orange Line and the Expo Line. Once this is open, more and more people will be considering this BRT as a commute option. Thirdly, consider tying this line with either the Orange Line or the North Valley BRT as well.

99-1

99-2

Regards,

Dave - Silver Lake

COMMENT LETTER 100

Subject: Eagle Rock BRT
Date: Friday, November 6, 2020 at 9:17:44 AM Pacific Standard Time
From: David Newman
To: NoHoPasBRT

Hello,
I am a long time Eagle Rock resident. I would like to comment on the DEIR for the proposed BRT. My comment also addresses the recent letter from the Eagle Rock Neighborhood Council regarding the proposed option for only one lane of car traffic.

I have been paying close attention to the BRT issue for many years. I have attended virtually all of the BRT meetings in the last few years. Despite the divided views in the community about the 134 option or the Boulevard option, or about a center running BRT or side running BRT, one thing was overwhelmingly clear: the vast majority of people did not want to see a reduction of car lanes from 2 to 1. Please note: a one-lane of traffic option is not a favorite among the Eagle Rock community and ERNC's recent letter does not represent community consensus. Metro should not seriously consider any option that reduces car traffic to just one lane.

The bike lane has become a sticking point in Eagle Rock. While Metro can do a better job of creating a scenario where bikers and buses -- particularly "rapid buses" -- do not share a portion of the road, I do not want a bike lane to become such a priority that it forces car traffic into one lane. Indeed, as someone who regularly rides a bike throughout Eagle Rock (and has done so for years), I find it odd that a huge priority is placed on bike ridership on Colorado. There are two parallel streets -- Hill and Yosemite -- that have slower traffic, more space to ride, and more shade. They work as perfectly good alternatives to Colorado so it's strange indeed to focus on altering Colorado in order to accommodate bike lanes when that's not necessary. People can bike along one of these other streets, and when they want to get to a business on Colorado, they can take the appropriate north/south street. 100-1

There is a small and vocal group of bike riders in Eagle Rock who want to kill off cars and force people to ride bikes. Kudos to them for getting around without cars. But it should be pointed out that this group largely consists of young(ish) healthy individuals who perhaps don't mind showing up to work or going shopping with a layer of sweat. But for the rest of us -- those with long commutes; the not-so-healthy; the moms and dads who are carpooling with kids and bags of stuff; the workers with briefcases and banker boxes; the people who want to arrive at work without dripping sweat; etc. -- cars are needed, and having two lanes of traffic in each direction on Colorado is a major part of that equation.

Thank you for your consideration.

David Newman

COMMENT LETTER 101

Subject: DEIR comment for BRT
Date: Wednesday, November 18, 2020 at 9:08:14 AM Pacific Standard Time
From: David Newman
To: nohopasbrt@metro.net

Hello,
I am a longtime resident of Eagle Rock. I would like to make two comments regarding the proposals in the DEIR.

1. There should be a connection to the Burbank Airport. This would seem like an obvious choice for a BRT stop because people along the route could easily access the airport via public transportation. 101-1

2. Any proposal that reduces car traffic along Colorado Blvd. to one lane is NOT ACCEPTABLE. The BRT must be planned in a way that maintains two lanes of car traffic. Otherwise, car traffic will become incredibly congested and the area will become a nightmare for people who drive for work, childcare, etc.

Thank you.

David Newman

COMMENT LETTER 102

Subject: Question on Agency Coordination
Date: Sunday, November 1, 2020 at 12:12:07 PM Pacific Standard Time
From: Dawn Kukla
To: NoHoPasBRT

Hello,

I looked through the Scoping Summary Report and Chapter 9 of the Draft EIR and could not find any information related to meetings with Caltrans. Only a reference to a comment letter.

102-1

Can you please tell me who from Caltrans, District 7, METRO has been working with on this project?

Thank you,

Dorinda

COMMENT LETTER 103

Subject: OBJECTION to BRT route through Eagle Rock

Date: Saturday, December 5, 2020 at 10:02:28 AM Pacific Standard Time

From: Debra Gerod

To: NoHoPasBRT@metro.net

As a resident of Eagle Rock, I want to continue to voice my objection to the Colorado Blvd route for the planned BRT. The 134 Fwy option would work much better to serve the needs of the people who live and work in the community.

I walk my dog every day on Colorado Blvd and am extremely familiar with the sidewalks, crossings, traffic patterns and usage of the public realm. What we need in our community are wider sidewalks and support of our local businesses including opportunities for sidewalk cafes such as are temporarily allowed during COVID. The patrons of these cafes predominantly live in the community and can walk to the cafes and the other businesses. They are not coming here on mass transit to patronize these businesses. In fact, i see very few people riding the bus routes we have now. 103-1

I am a fan of BRT systems such as the Orange Line but part of what makes that so successful is that it is on a dedicated right of way and not traveling on a popular commercial street.

Eagle Rock is made up almost exclusively of small businesses. Our small businesses need support to keep them viable, now more than ever before. If you commit to running the BRT on Colorado through Eagle Rock, you will be further impacting the ability of these businesses to survive. It would be much better to commit to the long term use of the space you will dedicate to BRT lanes for these small businesses to continue their outdoor dining. If you proceed as you are planning, despite the strong community objections, these small businesses may not survive.

Thank you.

Debra Gerod

Debra Gerod

Sent from my T-Mobile 4G LTE Device

COMMENT LETTER 104

From:	Desiree Portillo Rabinov
To:	nohopasbrt@metro.net
Subject:	NoHO to Pasadena BRT alignment Alternatives
Date:	Sunday, December 20, 2020 2:33:18 PM

I support Metro's preferred street alignment through Glendale to support transit in denser parts of the city where more walking and biking occurs (instead of the 134 Freeway alignment) and access to transit connections. And I also support the residents of Eagle Rock with their concept of the "Beautiful Boulevard" plan, a solution that would make Colorado a safer street with a more vibrant Downtown Eagle Rock. This proposal would preserve medians, provide protected bike lanes, expand sidewalks and landscaping while improving Eagle Rock with quality transit, and mitigate traffic concerns. The plan is available here: https://www.eaglerockforward.org/

104-1

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Desiree

COMMENT LETTER 105

Subject: Comment on NoHo to Pasadena BRT
Date: Tuesday, November 17, 2020 at 5:19:27 PM Pacific Standard Time

To: NoHoPasBRT@metro.net

After attending your DEIR on line meeting on 11/17, I am writing in support of your primary route with one exception. I strongly support the Green/Union alternative in Pasadena.

I used to live in North Hollywood and, although I now live in Van Nuys, still do quite a lot of business in North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Before COVID, I often took the G (Orange) BRT to the NoHo B (Red) terminus. I am not currently riding on the Metro system but hope to be able to use mass transit again in the not-to-distant future, when it feels safe and there are places on route to go to. In the meantime, I understand that you have to proceed to meet your schedule. I also understand that I am no longer a homeowner or resident along this route, and that you are facing quite a bit of resistance from at least Toluca Lake, Eagle Rock and Pasadena residents.

So for what it's worth, here are my reasons for my route preferences. This will be a very useful and efficient link between the B and L (Gold) lines, saving the need to go to Union Station in order to get to Pasadena as well as making access easier to the communities in between. But if the BRT doesn't stop in these communities or is routed away from the business districts and connecting bus routes, it won't be useful or efficient, especially for elderly or disabled passengers or in extreme weather conditions. 105-1

I'm glad you chose Broadway over Colorado in Glendale, but I think choosing Colorado in Pasadena would slow down the service due to the Old Town vehicle and pedestrian traffic. Green and Union are a short block above and below Colorado for easy access; both are one-way streets and wide enough to accommodate a dedicated bus lane without disruption.

I don't envy you your task, but I appreciate your efforts, knowing you can't please all the people all the time. I look forward to further developments and hope to enjoy the results.

Sincerely,
Dessa Kaye
71 years old, SFV native & homeowner

COMMENT LETTER 106

From: Dexter Chan
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 11:56:23 AM

This is no time to even be considering this project given the horrific pandemic situation we are in. Not now and or later.
We have a congested Colorado Blvd with 2 or 3 bus lines running through on top of bike lanes. The bus lines are under utilized to begin with. It defeats economical sense to even throw in another bus line through Colorado.
This is ultimately trying to please the developers and get into building more housings and Re-zoning. It will create more congestions, pollutions and accidents.
The best suggestion if u guys are persistent is to USE THE 134 FWY and bypass Colorado boulevard.
Stop trying to continue to drag this issue out. Majority of the Eagle Rock Residents do not want this dedicated Bus Lane.
It belongs on the 134 Fwy.

106-1

Sincerely
Dex C
23 year Eagle Rock Resident

COMMENT LETTER 107

Subject: Metro NoHo-Pas DEIR Comments
Date: Tuesday, December 1, 2020 at 10:53:55 AM Pacific Standard Time
From: Diane Louise
To: nohopasbrt@metro.net

I live in Eagle Rock. I oppose the plan to have designated bus lanes on Colorado Blvd. through Eagle Rock. It would hurt local businesses and cause more traffic congestion on Colorado. It wouldn't reduce car traffic. People won't stop driving their cars and take the bus instead. The construction for it would be a waste of taxpayers' money. The route should be on the 134 Freeway above Eagle Rock instead. 107-1

Diane in Eagle Rock

COMMENT LETTER 108

Subject: NoHoPas BRT
Date: Thursday, November 12, 2020 at 6:44:05 PM Pacific Standard Time
From: Donald Sweetnam
To: NoHoPasBRT@metro.net

Dear Sir/Madam,

Thank you for your presentation. It doesn't look like a lot has changed.
I would prefer
Run down Colorado, not East Broadway
Run down Colorado, not the 134 when going through Eagle Rock
I really like the GreenStreet/Walnut Option which avoids Colorado in Pasadena.

108-1

Thank you for considering my preferences. I am 66, working full time, and was a daily transit rider until they told us to stay home. I look forward to the line running a rational route and not being swayed by the loudest voices.

D Fisher Sweetnam

COMMENT LETTER 109

Subject: I Support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 10:46:23 AM Pacific Standard Time

From: Donovan Daughtry

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 109-1

COMMENT LETTER 110

From: Duncan Sinclair
To: NoHoPasBRT@metro.net
Subject: Feedback
Date: Saturday, December 26, 2020 4:22:40 PM

I'm excited about the possibility of BRT between Pasadena and North Hollywood. I live in Pasadena, and often work in Burbank on Glenoaks Blvd. It would also be a good alternative for me when I need to drive to Hollywood, or to do a bike ride in San Fernando Valley. 110-1

Was any thought given to the BRT stopping at the Lake Ave Metro Station? It would be more convenient for all the communities that live north of the freeway (like me!). 110-2

The biggest concern I have, and which most people who have reservations seem to have, is how long the trip will take. I know it's a difficult balance between giving as many people access as possible and keeping the buses moving fast so that it's a genuinely attractive alternative to cars. I hope you can make it work. 110-3

Thank you.

Duncan Sinclair
Pasadena, CA

COMMENT LETTER 111

Subject: Comments on NoHo to Pasadena Transit Corridor DEIR
Date: Monday, December 28, 2020 at 3:34:16 PM Pacific Standard Time
From: Dustin Perkins
To: nohopasbrt@metro.net

As an Eagle Rock resident, I am disappointed to see a proposal for improving transit options that removes existing Class II bike lanes along Colorado Boulevard. The bike lanes have been a great addition to the community, pushing speeding cars further away from the sidewalk and bringing life to the street. I have often used the bike lanes to access businesses along Colorado and to take children to school and I think a BRT plan that doesn't more clearly address the needs of people on bikes both in the community and commuting along the route isn't complete or ready to be built.

I also commute daily between Eagle Rock and Burbank, and I am interested in the BRT as a public transportation option that can make that trip in 30-45 minutes. When I tried to map out bus routes previously, it seemed like the journey would take over an hour, when a trip by car can average less than 30 minutes.

I have also tried biking to work, but am frustrated by the disconnected bike infrastructure. There is not a route that provides protected bike lanes the entire way, and while the trip can be made in 45-60 minutes, passing through sections that require sharing the road with hurried rush-hour drivers makes it something I'm not comfortable doing regularly.

In Eagle Rock, the proposed route's concession to bicycles after removing the bike lanes, is allowing them to to share the dedicated bus lane on Colorado Boulevard. This is intriguing, but I've never encountered it in the real world, and while the report explains some of how it would work, additional clarification is needed to understand why this is the necessary or preferable solution to accommodate both bus and bicycle transit on such a broad street. 111-1

- Is this solution considered a recognized type of bike infrastructure like a Class II or Class III bike lane or something else? It seems better than the Class III "sharrows," but I couldn't find discussion of precedent for this type of muti-modal non-auto transit lane in the report. The proposed solution seems similar to the "Shared Bus-Bike Lane" description here, so it seems like it exists as a workable solution elsewhere within certain guidelines: https://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/transit-lanes/shared-bus-bike-lane/
- Are bikes allowed the same access to the bus lane wherever it exists along the route? This would be great if it made for safer bike travel in other areas that currently lack a separated bike lane, and would be worth highlighting.
- How will the bus lane be marked and signed to make it clear that bike use is allowed?

I also couldn't find information in the report comparing the estimated travel time reduction of the proposed side-running lane on segment F2 vs a mixed-flow option with transit signal priority. Maybe I missed it, but I'm curious if a dedicated bus lane is needed on this segment given how sparse traffic is on Colorado through Eagle Rock at most times of day. 111-2

If this is built as proposed, I hope that it will provide a useful service to potential transit riders, myself included. But it seems like a waste to spend so much on a project that doesn't make this section of Colorado Boulevard a more pleasant public space, because the only acceptable solution can require no concessions from cars in terms of travel speeds or parking and requires preserving vast inaccessible islands of half-dead grass. 111-3

COMMENT LETTER 112

From: Edward Frontenac
To: NoHoPasBRT@metro.net
Subject: BRT in Burbank - No
Date: Monday, December 28, 2020 5:21:31 PM

We do not need this.

112-1

COMMENT LETTER 113

From: Elise Kalfayan
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Thursday, December 24, 2020 9:37:29 AM

I support Metro's preferred street alignment through Glendale, as it will increase access to transit in parts of the city where more walking and biking occurs, and provide more convenient transportation options for residents throughout south Glendale. I believe the street alignment will attract more riders overall.

113-1

I also support the Eagle Rock community–generated "Beautiful Boulevard" three-zone solution for the Eagle Rock segment, as it enhances the usability, convenience, safety, sustainability, and economic benefits of the proposed project for everyone using the new line, including those in Glendale.

Elise Kalfayan, Glendale, CA

COMMENT LETTER 114

Subject: I support the Beautiful Boulevard proposal
Date: Sunday, December 20, 2020 at 12:59:54 PM Pacific Standard Time
From: Elizabeth Vitanza
To: nohopasbrt@metro.net

To Whom It May Concern,

I am a Glendale resident who regularly deals with horrendous traffic on my way in and out of Eagle Rock, where I spend quite a bit of time running errands and patronizing local businesses. I am also seriously concerned about the climate crisis.

That is why I am writing to support the "Beautiful Boulevard" plan, a solution that would make Colorado a safer street with a more vibrant Downtown Eagle Rock. This proposal would preserve medians, provide protected bike lanes, expand sidewalks and landscaping, provide Eagle Rock with quality transit, and mitigate traffic concerns. 114-1

Sincerely,

Elizabeth Vitanza
91208

COMMENT LETTER 115

From: Ellen Stern
To: nohopasbrt@metro.net
Subject: Colorado Blvd
Date: Sunday, December 27, 2020 4:04:31 PM

To Whom it May Concern,

> Forty-three years ago my husband and I purchased our home in Eagle Rock. In the years since then the neighborhood has undergone remarkable change for the better. It is a community with a small town feel where neighbors know each other.

The idea of running MTA's BRT down the middle of Colorado Blvd is ridiculous, repulsive and potentially life threatening. Ridiculous because the only positive effects will be enjoyed by the commuters between North Hollywood and Pasadena.

Repulsive because Colorado Blvd, which has turned from being a row of car parts stores has now become the center of a thriving diversity of businesses from Pilates studios to restaurants as well as the several churches that line the boulevard.

115-1

Life-threatening because these new busses will be trying to get commuters moved quickly which would suggest that pedestrians trying to cross Colorado will potentially be In jeopardy. And what of the local bicycle riders who will either lose their already poorly-planned lanes to further congestion?

I could go on and on, but I'm sure you've heard all the arguments against this proposed intrusion to our neighborhood. I STRONGLY URGE YOU TO HAVE THE BRT RUN ALONG THE FREEWAY WHERE FAST TRAFFIC BELONGS.

Ellen Stern

Sent from my iPad

COMMENT LETTER 116

Subject: Colorado Proposal Comparisons
Date: Thursday, November 12, 2020 at 8:00:49 PM Pacific Standard Time
From: Elliot M. Smith
To: nohopasbrt@metro.net

Hi Metro,

I tuned into your meeting tonight late, and I heard people talking about the different options for Colorado Blvd. Maybe I'm missing it, but when I go through the PDFs including the Draft EIR Executive Summary, Project Fact Sheet, and Eagle Rock Boards I don't see any lane configuration options on Colorado. People kept talking about option F which combined bike and bus lanes or something like that, so certainly there would've been slides or something during the presentation. 116-1

Would you please provide me a link or attachment the road configuration options that were discussed?

Thank you,

Elliot

COMMENT LETTER 117

Subject: In Support of BRT On Colorado Blvd.
Date: Wednesday, December 2, 2020 at 4:38:45 PM Pacific Standard Time
From: Emma Huang
To: NoHoPasBRT@metro.net

Hello,

I am a resident of north Eagle Rock who lives less than half a block away from Colorado Boulevard and in support of the proposed primary route running on Colorado Blvd. I think Colorado would benefit greatly from serving as the route-- it would add to the vibrance and energy of Eagle Rock amd encourage the public to choose transit. It is important that the BRT avoid running on the 134-- it does not lend itself well to a great user experience and would be a detraction to potential new transit riders.

In terms of lane configurations and treatments, the safety and customer experience of transit users and active transit users such as bikers and pedestrians need to be prioritized over and above drivers-- transit & walking/binding need to be safe & attractive options in order for people to get out of their cars and see the appeal in using it. I encourage the Metro Board to be bold and assertive in committing the capital dollars for a median-running lane for as much of the route as possible in order to allow for true separation and protection for the bus, as well as going beyond the F2 option and finding a solution for bicycle riders to be protected. 117-1

Thanks for your consideration.

Best,
Emma Huang

COMMENT LETTER 118

Subject: Traffic Data
Date: Thursday, November 5, 2020 at 7:47:06 AM Pacific Standard Time
From: Erika Foy
To: NoHoPasBRT

Good morning. I am looking for the actual traffic data that was used to prepare the Draft EIR for Pasadena. How do I find that? I am mostly looking for the data for the Colorado/Green/Union at Hill. Erika Foy

118-1

COMMENT LETTER 119

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 at 7:06:39 PM Pacific Standard Time
From: Esther Soliman
To: nohopasbrt@metro.net

I live in Eagle Rock and shop a lot on Colorado. I don't want to have buses running through our one main street!!! This benefits N. Hollywood and Pasadena, but NOT EAGLE ROCK!. 119-1

Have the bus run alongside the 134 Freeway!

Thank you for your consideration,

Esther Soliman

COMMENT LETTER 120

From: Evan Smyth
To: nohopasbrt@metro.net
Subject: Eagle Rock's Beautiful Blvd proposal
Date: Sunday, December 20, 2020 10:26:36 PM

I support Eagle Rock's Beautiful Boulevard proposal.
Evan Smyth

120-1

COMMENT LETTER 121

Subject: BRT on 134

Date: Sunday, December 20, 2020 at 3:53:00 PM Pacific Standard Time

From: Family Naness

To: nohopasbrt@metro.net

CC: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, kathryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org

Attachments: Yes on 134 letter - NoHoPas BRT (1).docx

BRT on 134 the best option

121-1

Sent from Yahoo Mail on Android

COMMENT LETTER 122

Subject: I Support BRT in Eagle Rock

Date: Wednesday, November 11, 2020 at 7:18:18 PM Pacific Standard Time

From: Felicia Garcia

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, hahn@bos.lacounty.gov, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com

I'm a lifelong resident of Eagle Rock, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features of Colorado Blvd. 122-1

Thank you,
Felicia Garcia

COMMENT LETTER 123

Subject: Supporting BRT in Eagle Rock

Date: Monday, December 28, 2020 at 3:20:21 PM Pacific Standard Time

From: Felicia Garcia

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd; as a car-free Angeleno, this project means a lot to me.

However, I urge Metro to develop a new option for Colorado Blvd that is consistent with the City of LA's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

123-1

Thank you,
Felicia Garcia

COMMENT LETTER 124

Subject: I Support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 6:24:50 PM Pacific Standard Time

From: Felipe Rojas

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, Supervisor Janice Hahn

I am a resident of Los Angeles, and a bus and bike rider. I am writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions. These features are important because they contribute to a safer, more equitable and sustainable Colorado Blvd.

124-1

Thank you,
Felipe Rojas

COMMENT LETTER 125

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project
Date: Wednesday, December 23, 2020 at 11:20:37 PM Pacific Standard Time
From: Foster Wilson
To: nohopasbrt@metro.net
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock. Both bike safety and greenery are vital to our neighborhood and my family of four.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

125-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,
Foster Wilson, 90041

--
Foster Wilson
Director, Something Wilde Productions
2017 Emergence Winner for Female Filmmakers
2018 Alliance of Women Directors Short Film Initiative Alumna
2019 Ryan Murphy HALF Initiative Directing Mentee

Watch "MADE PUBLIC" now on Vimeo!

www.imdb.me/fosterwilson
www.fosterwilson.com
www.madepublicfilm.com
DIRECTING REEL

COMMENT LETTER 126

From: Fran Blayney
To: nohopasbrt@metro.net
Subject: NO!!! NOHO to Pasadena bus route
Date: Monday, December 28, 2020 6:41:18 PM

Eagle Rock does NOT want the bus lane for the NoHo to Pasadena to go through our lovely community on Colorado!! I am vehemently against this terribly disruptive plan to our beautiful community!!
Frances Blayney

126-1

Sent from my iPhone

COMMENT LETTER 127

Subject: Re: Reminder: NoHo to Pasadena Transit Corridor DEIR Review
Date: Friday, November 13, 2020 at 1:29:55 PM Pacific Standard Time
From: Frank (Pancho) Jones
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

The people of Eagle Rock do NOT want a
dedicated bus lane on Colorado Boulevard.

127-1

On Fri, Nov 13, 2020 at 10:01 AM Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net> wrote:

En Español **Sa Tagalog**

Հայերենում

View this email in your browser



NoHo to Pasadena Transit Corridor Public Hearing and Draft Environmental Impact Report (DEIR) Review.

Metro has a plan to make it easier to get around, which includes improving bus service to better connect communities in the San Fernando and San Gabriel Valleys. Bus Rapid Transit (BRT) is faster and more reliable than regular bus service and can improve access to jobs, schools and recreation by providing connections to key destinations and the regional transit network.

The NoHo to Pasadena Transit Corridor Project extends approximately 18 miles, with connections to the Metro B (Red), G (Orange) and L (Gold) Lines, as well as Metrolink and other municipal bus lines. The proposed project will serve North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena. BRT is designed to rival the speed, capacity, and comfort of high-quality rail lines by making capital and operational improvements.

Metro invites you to a virtual public hearing or virtual platform on your own time to learn more about the project, the environmental process and provide your comment. Public hearings are being held to receive formal public comments on the Draft Environmental Impact Report (DEIR) during the review period from October 26, 2020 to December 10,

2020.

Please join us.

Saturday, November 14, 11am-1pm

Link: zoom.us/j/93255094044

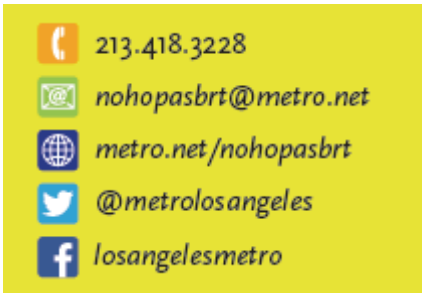
Phone: 877.853.5247

Access code: 932 5509 4044#

Comment on the DEIR at an upcoming virtual public hearing or visit our virtual platform to learn more about the project.

Contact Us

Metro invites you to stay involved and share your feedback.



All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 323.466.3876 at least 72 hours in advance.

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COMMENT LETTER 128

Scott Hartwell
Project Manager, Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

December 18, 2020

ATTENTION: NO TO BRT ON COLORADO BLVD. THROUGH THE EAGLE ROCK COMMUNITY

Mr. Hartwell;

I have attended 3 public scoping meetings and briefings and oppose the project route through Colorado Boulevard in Eagle Rock. I have stated this opinion at each meeting while supporting the route on the 134 Freeway instead. From the beginning I sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. The reason the statement was made by Metro was when the project was first rolled out it avoided public comment from the Eagle Rock community and residence. 128-1

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor.

Colorado Blvd in Eagle Rock already has bus services running through it, two Metro buses and one DASH serve residents and the communities of Pasadena, Glendale, Burbank and the Greater Los Angeles region. Eagle Rock with new and established businesses like Casa Bianca and Colombo's have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community. 128-2

We also have schools and homes that are a few feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 128-3

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 128-4

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 128-5

Sincerely,

Frank F Medina

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org
Hilda L. Solis firstdistrict@bos.lacounty.gov
Ara Najarian anajarian@glendaleca.gov
Kathryn Barger Kathryn@bos.lacounty.gov
Mike Bonin mike.bonin@lacity.org
James Butts mayor@cityofinglewood.org
Jacquelyn Dupont-Walker jacksonm@metro.net
John Fasana fasanaj@accessduarte.com
Robert Garcia Mayor@LongBeach.gov
Janice Hahn hahn@bos.lacounty.gov
Paul Krekorian councilmember.krekorian@lacity.org
Sheila Kuehl sheila@bos.lacounty.gov
Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov
Kevin de León councilmember.kevindeleon@lacity.org

COMMENT LETTER 129

From: Franky Lamouche
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 11:59:11 AM

The people of Eagle Rock do NOT want a dedicated bus lane on Colorado Boulevard. 129-1

COMMENT LETTER 130

From:	gemma marquez
To:	nohopasbrt@metro.net
Cc:	firstdistrict@bos.lacounty.gov; councilmemberkevin.deleon@lacity.org; Sarah Flaherty
Subject:	Re: Metro"s NoHo to Pasadena Rapid Transit
Date:	Sunday, December 27, 2020 5:24:10 PM

I am **OPPOSED** to any bus stops taking place from Harvey Drive/Broadway/Colorado Blvd off-ramp through Historic Eagle Rock community onto Colorado Blvd./Wiota 134 on-ramp. If the goal of Metro Rapid Transit is to move riders from North Hollywood to Pasadena, then exiting onto the Eagle Rock streets is **NOT** beneficial to the rapid transit goal. Keep the NoHo to Pasadena Rapid Transit route on the 134 freeway! And, I agree with all the stakeholders who have adamantly expressed their opposition to NoHo to Pasadena stops onto Eagle Rock and the valid points already shared to Metro Board, Los Angeles County Supervisor Hilda Solis, former Councilman Huizar, Councilman Kevin DeLeon, and others.

130-1

Best,

Gemma Marquez
Highland Park Resident

COMMENT LETTER 131

From: Gene Mazzanti
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 2:09:18 PM

There is a reason they didn't extend the 134 right through the middle of our community. Because we are a little community. We don't want, nor do we deserve, to be the trouroughfare for you stupid idea to hustle NOBODY between North Hollywood and Pasadena. This is a waste of our money and everybody's time. Take your thoroughfare and stick it up on the 134 where it belongs. 131-1

Gene Mazzanti

COMMENT LETTER 132

Subject: NoHo to Pasadena Project Station 10 Glendale Opinion
Date: Saturday, December 12, 2020 at 10:33:06 AM Pacific Standard Time

To: NoHoPasBRT@metro.net

This is my comment for Station 10 Glendale portion.

I am in Glendale and have used the Glendale to Pasadena Portion via the 134 freeway many times. I pick up the bus at the freeway. I prefer it since it cuts down on transit time and love the speed.

My next choice is going down Central Ave then east via Broadway. We have Glendale Beeline Buses already on these streets, so you are duplicating, and I feel it is not necessary. Only good thing about this route is that Broadway is not congested. Central Ave is very congested around afternoon traffic times. 132-1

The third choice, the last option, via Colorado Blvd. This is one I DO NOT prefer. Colorado Blvd is congested and it will take forever to get to Pasadena. I will not use the bus due to the extra time. We already have Glendale Beeline Buses for Colorado Blvd and Central Ave, so you will be duplicating and it is unnecessary.

Thank you.

George Jamgochian
Glendale, CA

COMMENT LETTER 133

From: Glenn dresch
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 12:22:02 PM

As are most residents and businesses of Eagle rock
I am against using our Colorado Blvd for a dedicated bus lane.
I do think the 134 is acceptable with stops on Figueroa and /or Harvey

There are buses all over Colorado try Dash. There is absolutely no sensible reason for such a disruption in a community.
Hey, let's look at rehabs and mental hospitals as a goal, rather than the developer's wet dream dedicated bus line.
I'm mean really who wants to dodge human feces and severely mentally ill to get to a shiner new bus, a win for developers, excited for rezoning.

One last laugh, in the slick video touting the proposed project, they have the Gaul to mention people utilizing the Proposed line, to "enjoy Eagle Rocks mall" LoL if this thing ever reached the level of corruption to get an ok, that mall would be razed for high density market price apartment and condos, Jack snap.
Don't fall for the low income housing line of BS .

133-1

Metro use the 134 bypassing
Eaglerock's Colorado

Folks, as unsanitary as the buses are, I think it's ridiculous to not face the super spreader status of the public bus system. Time for consideration for the public's and drivers safety.
This Can't be ignored!

Yes on 134

NO on Eaglerock's Colorado!

Sent from my iPhone

COMMENT LETTER 134

Subject: If it is going to be done, use the 134 fwy.
Date: Tuesday, November 17, 2020 at 9:07:19 AM Pacific Standard Time
From: Glenn dresch
To: NoHoPasBRT@metro.net

BTW, no Dedicated bus lane on Colorado through Eagle Rock.
The people have spoken, we want the bus to run on 134 with stops at Harvey and/or Figueroa. The last Zoom meeting was loaded with shills. The people have spoken, Yet Metro continues to belabor their search for the answers they want. Dirty pool, not surprising considering the past garbage that has transpired in the corrupt push to screw up Traffic to satiate the greed we know motivates this crap.

Really, COVID-19, and you clowns are still pushing for L.A. Buses, aka, rolling mental wards/urinals.

Enough!

Man there must be a lot of money riding on this, for all the figures in the shadows, and those in the spotlights.

Didn't we have a recent show and tell on this corrupt BS from Huizar and and his back room illegal dealings.
The man will likely wind up in prison. I was a supporter, I was a fooled supporter of Jose Huizar. 134-1

Wake up folks, this needs to be addressed and finalized.

No to Dedicated bus line on Colorado through Eagle Rock.

If project gets go ahead, The 134 will be great.

Oh, it doesn't take a dedicated bus line screwing up traffic to merit bus stop shelters, lights and safety.
Those certainly could be added at a considerable savings. Easy Peasy!

Sent from my iPhone

COMMENT LETTER 135

Subject: Eagle Rock Bus Route

Date: Monday, November 16, 2020 at 8:14:08 AM Pacific Standard Time

To: nohopasbrt@metro.net

Please consider that the vast majority of riders on the proposed bus route will not be getting off to shop in Eagle Rock and minimal would be getting on within our community that the loss of another traffic lane since we already lost one for the minimally used bike lane is unaaceptable to the vast majority of Eagle Rock area residents. Please reconsider using the freeway option to save Eagle Rock from another top down edict that effects our quality of life and will not improve our local business situation. 135-1

Glenn Laird

COMMENT LETTER 136

Subject: support for keeping dedicated bike lanes & bus stops on surface streets
Date: Tuesday, December 8, 2020 at 10:53:06 AM Pacific Standard Time
From: Grace Peng
To: nohopasbrt@metro.net

I live in the South Bay and take the Green/Silver line (before Covid)
when going to DTLA and ride an eBike locally.

I probably will not have many opportunities to take the NoHo-Pasadena line,
and I don't live in the area, but I feel that it is important to say
something as a transit rider and cyclist.

Standing in the middle of the I-110 or I-105 while waiting for a
bus/rail connection is absolutely horrible. It's extremely noisy
and the air is hazardous. Do not ever repeat that mistake.
No one should have to experience that.

As an experienced eBike rider, I can share a lane with a city bus.
However, my daughter & my mother cannot endure that kind of speed pressure.

We need to coax people out of cars. We do that by providing
supportive infrastructure for newbies and vulnerable riders, often
in nonconventional cycles (trikes, training wheels, recumbents).
They should be able to ride at the speed that is comfortable for them,
rather than add the stress of having a bus barreling down on them. 136-1

When choosing between on-street parking and transit or
bicycle infrastructure, always pick transit and bicycles.
That's the direction our region needs to move in order
to improve our air and water quality and social equity.
That's the direction our state, country and planet needs to
move in order to mitigate climate change.

Do not allow NIMBYs to force us to continue on this
unsustainable auto-centric path. It's a dead end for us
and the planet.

thank-you,
Grace Peng, PhD

COMMENT LETTER 137

VOICEMAIL

Date: October 27, 2020
From: Grace Ramirez

Grace Ramirez [redacted] please call me thanks. 137-1

COMMENT LETTER 138

Subject: Don't remove bike lanes on Colorado Bl!
Date: Thursday, November 12, 2020 at 4:39:48 PM Pacific Standard Time
From: Gibson, Hannah
To: NoHoPasBRT@metro.net

Dear Metro,

I very much support the creation of the NoHo to Pasadena BRT, but I oppose removing the existing bike lanes on Colorado Blvd. to make room for a bus lane. Removing the existing bike lanes would be done so that drivers are not inconvenienced, but it would deprive people that ride bikes safe passage on the street, on routes they are already accustomed to using. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes, and if providing both means that room for cars is reduced, that has to be okay. I urge you to implement the BRT but maintain the existing bike lanes.

138-1

Thank you,
Hannah Gibson
90032

COMMENT LETTER 139

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 7:01:41 PM Pacific Standard Time
From: Hannah Globus
To: NoHoPasBRT

Dear Metro,
While I support the creation of a BRT on Colorado Bl, I strongly oppose removing the existing bike lanes to make room for a bus lane. For me, bus and bike travel go hand in hand. I often use the bus to get to the farther destinations, and my bike to finish the journey. Trading one for the other would probably put me back in my car and defeat the entire purpose of this project. Please recognize that clean transportation options are a network - they must consist of all components to truly work. I am dismayed at how often this city chooses the perception of faster car options over the safety of cyclists, and this would be another notch added to that long list of times that depressing choice is made. Safety for all road users should be first. Convenience second. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes.

139-1

Thank you,
Hannah Globus

COMMENT LETTER 140

From: Henry Fung
To: nohopasbrt@metro.net
Subject: Comments on EIR
Date: Monday, December 28, 2020 12:18:39 AM

I support the Lankershim direct route as it provides the most efficient travel time. Then the Broadway/Colorado route (the primary option) and use Union and Green instead of Colorado Boulevard as these are streets with plenty of capacity for a dedicated bus lane and avoids impacts due to special events, as well as provides slightly closer access to the Gold Line in the westbound direction while not being significantly further from the Del Mar station in the eastbound one. I support additional dedicated bus lanes and center running, possibly with left side opening doors.

140-1

Sincerely,
Henry Fung

COMMENT LETTER 141

Scott Hartwell
Project Manager, Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

December 20, 2020

Mr. Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says “Eagle Rock. L.A.’s Hometown.” The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, property values, and impact the safety of our Eagle Rock community. 141-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 141-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor. 141-3

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community.

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 141-4

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 141-5

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 141-6

Sincerely,

Howard Naness

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org

Hilda L. Solis firstdistrict@bos.lacounty.gov

Ara Najarian anajarian@glendaleca.gov

Kathryn Barger Kathryn@bos.lacounty.gov

Mike Bonin mike.bonin@lacity.org

James Butts mayor@cityofinglewood.org

Jacquelyn Dupont-Walker jacksonm@metro.net

John Fasana fasanaj@accessduarte.com

Robert Garcia Mayor@LongBeach.gov

Janice Hahn hahn@bos.lacounty.gov

Paul Krekorian councilmember.krekorian@lacity.org

Sheila Kuehl sheila@bos.lacounty.gov

Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov

Kevin de León councilmember.kevindeleon@lacity.org

COMMENT LETTER 142

From: Ignacio Pina
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 1:56:54 PM

Call for Public Comment to **NoHo to Pasadena Transit Corrido** Bus Rapid Transit (BRT)

142-1

I have voiced my concerns several times about this **NoHo to Pasadena Transit Corridor** Bus Rapid Transit (BRT)**.** It is a waste of money, time and effort. Pasadena wants no part of it and Eagle Rock has been pushing to divert it away from Colorado Blvd. and onto the 134 freeway.

Metro is taking advantage of the COVID-19 pandemic by not having public meetings on this issue, only virtual meetings or email statements. They know that most of the public meeting were met with a very hostile public that are opposed to this plan.

142-2

Bus Rapid Transit (BRT)The presumption that people will folk to ride this transit option is wishful thinking. Ridership is down and has been has been on a downward trajectory while at the same time measure has been put in to try to force drivers to take the bus or ride a bike.

142-3

The “Bike Lane” on Colorado Blvd. through Eagle Rock took away a car lane for a severely underutilized bike lane that serves very few, if not a very loud, constituents. The street went from three lanes each way to two. I have not seen any updated studies that would show actual use. The results would, I believe, be very embarrassing to the folks who thought up and authorized the installation of this bike lane. Once this project went in it is very hard to go back to the original street layout no matter how useless the bike lane turned out to be. Most of the bike riders I see when I drive through Eagle Rock on Colorado are riding on the sidewalk. To take away another lane dedicated solely to buses would leave only one car lane each way. The businesses along Colorado Blvd. were unable to stop the bike lane but are hoping to stop the **NoHo to Pasadena Transit Corridor Project** Bus Rapid Transit (BRT) from taking away another much needed lane.

142-4

The buses are supposed to be nonpolluting electric vehicles. Which forgoes the questions of how they will they be charged daily? The power to charge these units will come from polluting natural gas driven turbines since that is what most cities use to generate our electricity.

142-5

The people who planned these changes have the mindset that, “if you build it, they

will come". Show me where all the bike riders are in Eagle Rock using the bike lane. Just ask the business people what they think of taking out the parking along Colorado and having people park on the side streets that are already overcrowded with folks needing to park their car close to where they live. 142-6

This project will take out a car lane on Colorado Blvd. or Broadway throughout Glendale and replace it with a dedicated Bus Lane. The theory projects that if the buses can carry 50 drivers, then that is 50 less one person vehicles will be on the road. More wishful thinking on our planner's part. We would be lucky to get 5 drivers on board leaving 45 one passenger vehicles driving on one less lane adding to further congestion. Or maybe this part is of the thinking to make traffic so bad that people will be forced to take the bus. More likely the parallel streets will be flooded with increased traffic and congestion. As well as some very angry constituents looking for someone to blame for this mess. Unfortunately, most of the public doesn't see this coming until it is too late and the people responsible for this boondoggle are gone. 142-7

I am a progressive person but also a realist. I think it is about time that the drivers, auto dealership, Auto Service business and corporate Automobile Manufacturers unite to stop this type of impracticable planning. Perhaps it is time vote out the people that come up with thee bright ideas that are doomed to failure and will cause disruption to people living along the proposed route. 142-8

Ignacio Piña

Retired State Administrator

COMMENT LETTER 143

From: remmenga Ikuko
To: nohopasbrt@metro.net
Subject: Noho to Pasadena public opinion
Date: Friday, December 18, 2020 11:22:55 AM

I live in LA. I think the highway is a bad idea because it is too far from the destinations and the NOHO to burbank part should go down down Magnolia, despite previous commitment for Olive because movie studio employees mostly live out of the region and drive in, but Magnolia is a center for business and residents on foot.

143-1

Ikuko Remmenga

COMMENT LETTER 144

From: Israel Jacquez
To: nohopasbrt@metro.net
Subject: Route options
Date: Monday, December 28, 2020 11:57:30 AM

For most if not all parts, the Mixed-Flow configuration would be the worst of the other configurations. Center/Median running configurations should be used whenever possible.

The ultimate concern that I have for this BRT is that the configurations aren't chosen due to geometrical reasons, but for political reasons. For this, I hope Metro takes a firm stance and chooses objectively, which configurations for which parts of the BRT fit best long term.

144-1

Thank you,
Israel

COMMENT LETTER 145

Subject: metro No Ho project
Date: Friday, November 6, 2020 at 6:33:38 AM Pacific Standard Time
From: joolytb
To: NoHoPasBRT

I have reviewed the proposed options and as a Eagle Rock resident, I still think keeping it on the 134 is the best option for ER commercial owners . 145-1
Thank you
J Donnelly

Sent from my Verizon, Samsung Galaxy smartphone

COMMENT LETTER 146

Subject: PLEASE Keep the Bike Lanes on Colorado Blvd!
Date: Friday, November 6, 2020 at 3:25:45 PM Pacific Standard Time
From: Jake Harrison
To: NoHoPasBRT

Dear Metro,

While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. This false choice - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 146-1

Best,
Jake
Los Angeles, CA

COMMENT LETTER 147

VOICEMAIL

Date: December 28, 2020
From: James Henschell

Hi I'm calling to leave a message regarding the North Hollywood to Pasadena transit corridor project and I just wanted to let you know that I've been an Eagle Rock resident for the last 56 years and the City of Los Angeles has already taken away one Lane on Colorado and has increased traffic. Much to the disdain of the local residents who by the way pay a lot on property taxes who deserve free flowing traffic in their neighborhood. I also want to be compassionate to bus riders but however there's already buses that travel up and down Colorado. A designated lane and reducing resident traffic is completely moronic and unacceptable. I wholeheartedly disapprove my name is James Henschell live in Los Angeles, CA 90041. 147-1

COMMENT LETTER 148

Subject: Metro NoHo to Pasadena in Eagle Rock...
Date: Friday, November 20, 2020 at 3:45:51 PM Pacific Standard Time
From: James Ortiz
To: nohopasbrt@metro.net

It is my understanding that the corridor along Colorado Blvd in Eagle Rock will be zoned for multi use buildings up to 4 stories. Also it is my understanding that part of the Metro NoHo to Pasadena is to reduce Colorado Blvd to one lane. While I have no problem with increased housing (we do need it) I am concerned that the reduction of traffic lanes will severely negatively impact traffic in the Eagle Rock area pushing traffic to residential streets such as Hill Drive, Yosomite and Oak Grove Drive and York. York already has traffic that can sometimes take 20min to go from Eagle Rock Blvd to Figuroia. This is because traffic is one lane in many parts of the street. Thus rather than improving traffic conditions in the Eagle Rock area the Metro NoHo to Pasadena plan appears to worsen the traffic situation. Please Don't Turn Eagle Rock Into Silverlake. 148-1

Eagle Rock Home Owner and Resident for 33years.
James Ortiz

COMMENT LETTER 149

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 at 4:29:03 PM Pacific Standard Time
From: James Panozzo
To: nohopasbrt@metro.net

I am a resident that lives in Eagle Rock north of Colorado Blvd. between Mt Royal and Lolita. My family and I have lived here for 11 years.

We strongly demand/support/request that the Bus avoid our family neighborhood and use the 134 option with stops at Harvey and Figueroa. Please provide parking lots at those locations so we can utilize the bus that way. if we choose. 149-1

We are trying to build a walkable community with shops and restaurants that need street parking and mobility.

We need options for travel to downtown and the westside. **NOT** North Hollywood and Pasadena

--
James Panozzo
Eagle Rock Resident

COMMENT LETTER 150

Subject: Metro's NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 5:19:35 PM Pacific Standard Time

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support a BRT project that increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock. 150-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. I support a concept that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept, however I think the medians could be narrowed, the trees removed and new native trees planted. I am still unsure about whether removing a car lane in Downtown Eagle Rock is the best solution. As much as I would want to maintain the medians and trees, I would be willing to propose narrowing the medians, replanting native trees AND keeping two car lanes in either direction because I support improving the flow of traffic, improving pedestrian safety, upgrading bike infrastructure, and improving the safety of crosswalks. 150-2

It is important that any transportation project provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, in part because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock, taking into consideration that maintaining two lanes of traffic may be an amended version of the Beautiful Boulevard concept. 150-3

Sincerely,

Jane Demian

90041

COMMENT LETTER 151

From: jane.demian1@gmail.com
To: nohopasbrt@metro.net
Cc: "Jane Demian"

Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 4:50:59 PM

Hello. I am submitting comments regarding the Metro No-Ho Pasadena Project DEIR. I am opposed to reducing car lanes on Colorado Blvd. to one lane in each direction in the middle of downtown Eagle Rock. One lane is not an efficient transportation decision for downtown Eagle Rock. Granted, that decision will allow bike lanes and parking to remain, and will allow the medians to remain as well, but there is no way to re-route the traffic that normally moves through downtown Eagle Rock. Drivers will resort to Hill Drive or Yosemite Drive to by-pass Colorado Blvd. 151-1

I think shaving the medians and converting them into bus stations will be helpful so that passengers can load in the middle of the street rather than at the curb. Bike lanes should be protected by parked cars and other means. 151-2

I am in favor of more cross walks with rapid flashing signals alerting drivers to stop for pedestrians, especially if the bus stations are installed in the middle of the street. 151-3

Also the left hand turn lanes at westbound Eagle Rock Blvd. and Colorado Blvd. need to remain in place. 151-4

Thank you.

Jane Demian
Eagle Rock

COMMENT LETTER 152

Subject: Noho-Pasadena BRT DEIR comment

Date: Monday, December 28, 2020 at 9:18:13 PM Pacific Standard Time

From: Jane Tsong

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, Metro NoHo to Pasadena Transit Corridor, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Hello,

I'm a resident of Northeast Los Angeles, and choose to live here because it is relatively bike- and pedestrian-friendly. Members of my household rely both on public transportation, but also on safe and well-connected bike infrastructure to do errands, support local businesses, to maintain healthy lifestyles, and also to commute to work. Although I support BRT in Eagle Rock on Colorado Blvd, I beg you to urge Metro to develop a new alternative for Colorado Blvd in Eagle Rock that accomodates this route without sacrificing bike lanes, curb extensions, and trees. Enhanced bike lanes, curb extensions, and trees are part of what community members have been advocating for, for over a decade. Though the BRT has potential to connect our community to destinations that have previously been hard to get to, we need to accomodate this in a climate-forward way that better serves all members of our community into the future. 152-1

Thank you,
Jane Tsong

COMMENT LETTER 153

Subject: Re: NoHo to Pasadena Transit Corridor DEIR Review Extended - (Just 'fyi')-
Date: Monday, November 30, 2020 at 6:16:39 PM Pacific Standard Time
From: Janet Cappellanti-Adams
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

To Whom It May Concern:

Per my 'subject-line', noted above & the 'email-msg' below, plus the other 'email-msg' which MTA had sent recently, unless there is an actual CHANGE in MTA Rapid Line #501 or #502 (I hope that (1) of them is correct), where the actual ROUTE is concerned, there TRULY is NOT much on which to comment.

If there is EVER an actual CHANGE in the route &/or MTA would EVER consider ADDING another MTA Rapid Local Line, which would serve the Wilshire Boulevard / Vermont Avenue, City of LA area & then access the freeway, exiting much closer 2 East Pasadena, via the MTA Sierra Madre Villa Gold Line Train Stn or thereabouts, THAT WOULD be EXTREMELY appreciated, let alone helpful-

153-1

Tx so much 4 allowing me to share & good-night-

Cordially,
Ms. J. Cappellanti-Adams
Janet Cappellanti-Adams
--
Sent from my mobile device. Please excuse any errors.

On Mon, Nov 30, 2020, 1:59 PM Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net> wrote:

View this email in your browser



The Draft Environmental Impact Report (DEIR) review period for the NoHo to Pasadena Transit Corridor project is extended to December 28, 2020.

The NoHo to Pasadena Transit Corridor Project has extended the **deadline for public comment on the DEIR until December 28** to allow for more opportunities for public comment due to the holidays and election cycle.

If you haven't visited the virtual platform yet, you can do so at nohopasbrt.com to learn

more about the project, view project information boards and maps, watch the recorded presentation and update video, and submit your comments. You can also submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us

Metro invites you to stay involved and share your feedback.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro



El periodo de revisión del Plan preliminar del Informe de Impacto Ambiental para el proyecto del corredor de transporte público de North Hollywood a Pasadena se extiende hasta el 28 de diciembre de 2020.

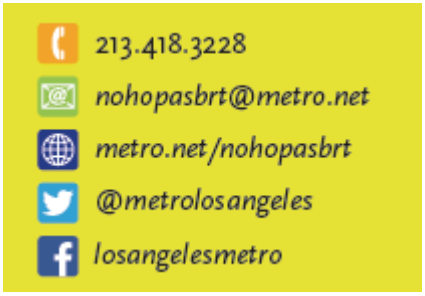
El proyecto del corredor de transporte público de North Hollywood a Pasadena ha extendido **la fecha límite para la entrega de comentarios públicos sobre el Plan preliminar del Informe de Impacto Ambiental hasta el 28 de diciembre** para brindar más oportunidades de participación debido a los días festivos y las elecciones.

Si todavía no ha visitado la plataforma virtual, puede hacerlo en nohopasbrt.com para conocer más sobre el proyecto, ver los anuncios informativos y los mapas del proyecto, ver la presentación grabada y el video con actualizaciones y enviar sus comentarios. También puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos

Metro lo invita a participar y compartir su opinión.



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COMMENT LETTER 154

Subject: Re: Navigating the Metro NoHo-Pas Virtual Platform - (Just 'fyi')-
Date: Sunday, December 13, 2020 at 10:27:13 PM Pacific Standard Time
From: Janet Cappellanti-Adams
To: Metro's NoHo to Pasadena Transit Corridor Team

To Whom It May Concern:

Per my 'subject-line', noted above, unfortunately, per 'MTA's 'email-msg' below, it is NOT operating accordingly; good-night- 154-1

Ms. J. Cappellanti-Adams
Janet Cappellanti-Adams
--
Sent from my mobile device. Please excuse any errors.

On Thu, Dec 10, 2020, 12:03 PM Metro's NoHo to Pasadena Transit Corridor Team <nohopasbrt@metro.net> wrote:

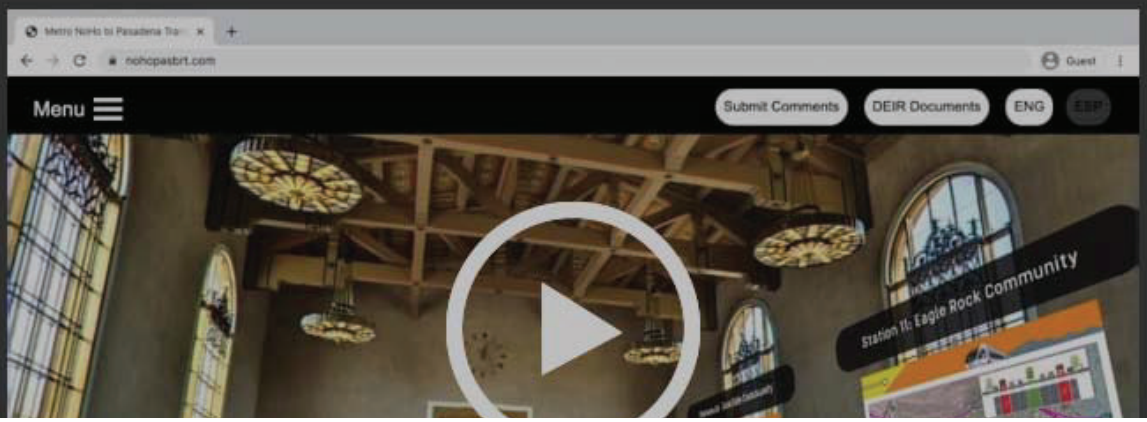
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Navigating the NoHo to Pasadena Transit Corridor Virtual Platform

The virtual platform provides an opportunity to interact with meeting materials from the comfort of your home. The virtual platform includes project information boards, maps, recorded presentation and update video, and an opportunity to submit comments. The platform can be accessed from your computer or smart device by visiting nohopasbrt.com.

Having trouble navigating the virtual platform? Check out our video tutorial below to help guide you through the virtual room.



The public review period for the DEIR will close on **December 28, 2020.** You may provide your DEIR comments here or email us at nohopasbrt@metro.net.

We look forward to hearing from you.

Contact Us

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro

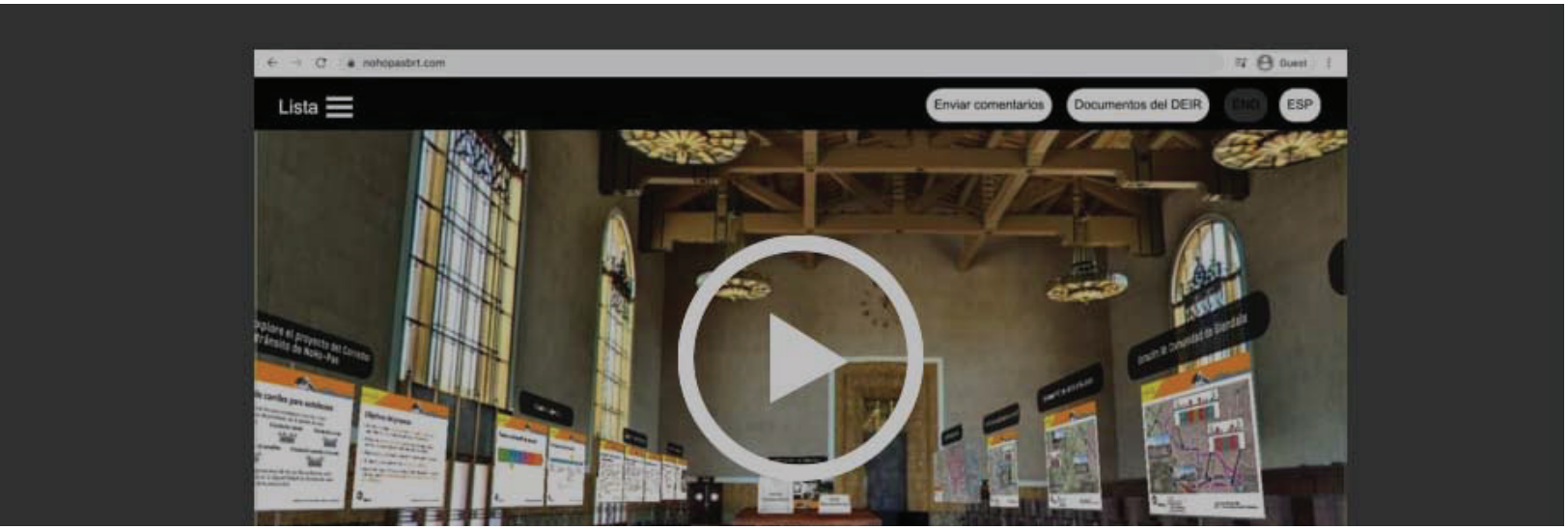


Navegación por la plataforma virtual del Proyecto de Corredor de

transporte público de North Hollywood a Pasadena

La plataforma virtual ofrece la oportunidad de interactuar desde la comodidad de su casa con los materiales de las reuniones. Incluye pizarras informativas del proyecto, mapas, una presentación grabada y un video con actualizaciones y la oportunidad de enviar comentarios. Se puede acceder a la plataforma desde su computadora o dispositivo inteligente visitando nohopasbrt.com.

¿Tiene problemas para navegar en la plataforma virtual? Vea el video tutorial para guiarse dentro de la sala virtual.



El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental cierra el **28 de diciembre de 2020**. Puede hacer comentarios sobre él aquí o enviarnos un correo electrónico a nohopasbrt@metro.net.

Esperamos saber de usted pronto.

Contáctenos

213.418.3228
nohopasbrt@metro.net
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COMMENT LETTER 155

Subject: Re: Last Chance to Submit your Comments on the Metro NoHo-Pas DEIR - (Just 'fyi')-
Date: Sunday, December 27, 2020 at 10:32:33 AM Pacific Standard Time
From: Janet Cappellanti-Adams
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

To Whom It May Concern:

I have & had ALREADY submitted mine a LONG time ago; good day- 😎

155-1

Ms. J. Cappellanti-Adams
Janet Cappellanti-Adams
--
Sent from my mobile device. Please excuse any errors.

On Sun, Dec 27, 2020, 8:59 AM Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net> wrote:

View this email in your browser



The NoHo to Pasadena Transit Corridor Draft Environmental Impact Report (DEIR) Public Review Period Ends Tomorrow

The public review period for the Draft Environmental Impact Report (DEIR) is **closing tomorrow, December 28, 2020**. Comments can be submitted via email, mail or project telephone number listed below. Please visit our virtual platform for more information on the project, including the recorded presentation, project update video, DEIR documents and information boards. We look forward to your feedback.

You can submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228

Thank you again for your participation in the NoHo to Pasadena Transit Corridor Project. Stay tuned for more updates on the project as we review comments submitted during the public review period.

Contact Us

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Mañana termina el periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental

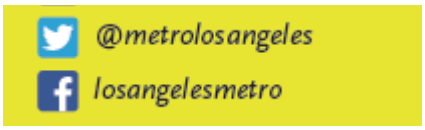
El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental **termina mañana, el 28 de diciembre de 2020**. Los comentarios pueden enviarse por correo electrónico, correo postal o al número de teléfono que se encuentra más abajo. Por favor, visite nuestra plataforma virtual para saber más sobre el proyecto, lo cual incluye la presentación grabada y el video con actualizaciones, los documentos sobre el Plan preliminar del Informe de Impacto Ambiental y los anuncios informativos. Esperamos ansiosos sus comentarios.

Puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228

Le agradecemos, nuevamente, por su participación en el Proyecto de autobús de tránsito rápido de North Hollywood a Pasadena. Esté atento a las novedades del proyecto a medida que vamos revisando los comentarios presentados durante el periodo de revisión pública.

Contáctenos

213.418.3228
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COMMENT LETTER 156

From: jrdiel@aol.com
To: NoHoPasBRT@metro.net
Subject: Issues of Accessibility
Date: Sunday, December 27, 2020 11:12:53 AM

In reviewing the proposal for this massive project, I found several areas of concern that had not been considered or addressed in the document.
I am a 26 year member of Burbank Transportation Commission, Vice President of Burbank Advisory Council on Disabilities, as well as a 41 year disabled resident of Burbank. I am saddened to see that although there were outreach meetings, presentations for comments should have been made to Advisory Councils on Disabilities, in both Burbank and Pasadena.

156-1

There are many important issues relating to access...platform levels, cover at stops, height of ticket kiosks, parking at end stations in NoHo and Pasadena....and more.
Signage must be large to address needs of visually impaired and lowest end of ADA recommendations. This is the same for all access. There is a need for audio information as well, at crossings where there is access to stops or use at stations.

Will there be bicycle stations available at main stations as we have created at metrolink station in Burbank?

156-2

What is the proposed access and use on the actual buses being created for this project? Aesthics are wonderful, but not as necessary as ease and speed of loading/unloading, and seating (with traveling companions and caregivers), signage, ride.

156-3

The actual vehicles as well as stops could be used to advertise local services for riders to read information. This would enhance community usage and spread information to a population that often has no internet, computer access at home.

Lighting is also important to consider at stops as relying on normal street lights is not sufficient.

156-4

All of the proposed stops will need to provide overhead and rear coverage that extends beyond the bench, to take into consideration wheelchairs (both electric and manual), walkers, strollers, etc.

156-5

Would there be rider fees that address low income, seniors, disabled??

156-6

I hope these comments can assist awareness to consider more segments of population who are potential riders on this service.
If connectivity is such an important issue between NoHo and Pasadena, let it include real world usability ...and consider the needs of height, visual, hearing, and mobility impaired patrons. Many will be living in the planned development projects which all include a percentage of low cost and fully accessible housing. Being proactive and making plans to include all traveler/commuters, makes this plan for NoHo to Pasadena, an example of community FULL INCLUSION, and forward thinking.

156-7

Thank you for reading my comments. I can be reached by email.

Sincerely,

Janet Diel

COMMENT LETTER 157

From: Janet Waldron
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 8:11:20 PM

To Whom It May Concern,

I am not in favor of the NoHo- Pas DEIR as it is proposed. As a Pasadena resident who is involved with the movement of traffic and people around town, I can not support this project. There are too many inconsistencies and decisions in this projects that do not protect the safety of our citizens, nor the movement of traffic.

I would support the use of the 210 freeway as the best way to move people on this route. The proposed route in Pasadena has many flaws and will not work. I know there are those with experience with Metro and traffic engineering who have written in detail their concerns, and who do not support this route either.

157-1

With that, I oppose the proposed route in the city of Pasadena as it stands.
Sincerely,
Janet Waldron
Keep Pasadena Moving

Sent from my iPhone

COMMENT LETTER 158

From: Janette Gembitz
To: nohopasbrt@metro.net
Subject: Noho to Pasadena Transit Corridor
Date: Monday, December 28, 2020 2:13:42 PM

NO TO THE COLORADO BLVD OPTION
We are a rare, diverse, historic, walkable community in Eagle Rock. As you may already know, there are not many walkable neighborhoods in Los Angeles such as ours. Our family and neighbors enjoy and feel safe walking on Colorado Boulevard and frequenting the cafes, bakeries and various small businesses. This is the joy of our community. I recognize that commuters may need to transport between North Hollywood and Pasadena. I'm also convinced that the route that they are taking for their commute is not one that they care about, as long as they are delivered in a safe and timely fashion. The proposed 134FWY is quick and direct. Why would Metro destroy our community with bus only lanes, limited pedestrian crossings and no parking for all the community members and small businesses to realize a slower more cumbersome commute from North Hollywood to Pasadena?? At all the well attended community meetings, the community overwhelmingly let it be known that they prefer the 134FWY option. You have a transit option, 134FWY.
WE ARE A COMMUNITY WE DON'T WANT TO BECOME A TRANSIT CORRIDOR!
Eagle Rock has NOTHING to gain from this scheme and so much to lose.
WE ARE NOT A TRANSIT CORRIDOR, WE ARE A COMMUNITY!
Janette Gembitz
Founding member- Community Against Noise and Lights (CANAL)
Eagle Rock/Highland Park
Sent from my iPad

158-1

Sent from my iPad

COMMENT LETTER 159

From: Jean Leland
To: nohopasbrt@metro.net
Subject: NoHo to Pasadena BRT Eagle Rock Segment
Date: Monday, December 28, 2020 4:44:43 PM

I understand the need for a rapid transit route between North Hollywood and Pasadena, but I don't think Colorado Blvd. in Eagle Rock is the correct route. You published data in 2018 or 2019 which reflected very small demand for stops in Eagle Rock. My **preferred route is the 134 freeway option** with stations at the east and west ends of Eagle Rock for riders to use one of the municipal buses on Colorado Blvd.

Eagle Rock has worked very hard over the last 20 years to create a safe, pedestrian community with small businesses and eateries with our "Take Back the Blvd" project. Parking is scarce on Colorado Blvd and there are only a very few public parking lots. The small businesses rely on the curbside parking for their customers so your plan **must not remove curbside parking.** In addition, many of the large commercial trucks that deliver inventory to these businesses park in one of the 2 lanes of traffic while they are making their deliveries which allows only 1 lane of traffic. Your presentation discussed both side-running and center-running buses. If you choose the Colorado route, you **must not remove lanes of traffic** in either direction. We lost a lane in the last 6 years when the bicycle lanes were created, leaving us with only 2. My preference would be **either** to have **bicycles and buses share the existing bicycle lane** as there are very few bicycles using the lane **or** have the **BRT bus share the right lane with the existing traffic (no dedicated lane).** In our small commercial district it is a hinderance to smooth flowing traffic to provide a dedicated lane for 5 or 6 buses an hour leaving only 1 lane for all other vehicles. 159-1

Thank you for allowing us to provide our preferences and comments.

Jean Leland
Eagle Rock Resident of 46 years

COMMENT LETTER 160

From: Jean-Marie Martz
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 6:57:35 PM

I am a long-time Eagle Rock resident and I am opposed to the use of Colorado Bd as a thoroughfare for people would live elsewhere. Not only would it disfigure the boulevard, it would also push traffic into the side streets south of Colorado.
Use the freeway!

160-1

COMMENT LETTER 161

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Thursday, December 24, 2020 at 3:11:21 PM Pacific Standard Time

From: Jeff Cannon

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, jacksonm@metro.net

As an Eagle Rock bicycle commuter, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I regularly cycle along Colorado and Eagle Rock Blvds, and although improved since the addition of protected bike lanes, driver attitudes will not change unless the city makes its priorities for a safer, greener, and more accessible transit system clear.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

161-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Jeff Cannon

COMMENT LETTER 162

Subject: Metro NoHo-Pas DEIR Comments
Date: Thursday, December 10, 2020 at 12:29:47 PM Pacific Standard Time
From: Jeff Pott
To: nohopasbrt@metro.net

I want it to be known that I am in absolute opposition to the Colorado Blvd plan for the North Hollywood to Pasadena Transit Corridor and support the 134 route. The Colorado Blvd route is most definitely not designed to bring commuters or shoppers to Eagle Rick/Highland Park but rather to facilitate transit between North Hollywood and Pasadena. While that is a laudable goal, it is best achieved by use of the 134 freeway, a route already designed for commuters, and not through the use of Colorado Blvd, with its accompanying damage to local transit, parking and landscaping. As a long-term resident of the Eagle Rock/Highland Park community and as a regular user of Metro services, I stand as an advocate of plentiful, well-designed and affordable public transit. Eagle Rock/Highland Park are already served by community Metro Services. Commuter services need to make use of the freeways and not be destructive of small communities, as the Colorado Blvd route would be. Finally, as a person who took part in the community meetings that discussed this matter and provided input about it, I think it was made abundantly clear that community members who actually live here and make use of the shops and restaurants on Colorado Blvd overwhelmingly prefer the 134 route. If the 134 route is good enough for the relatively wealthy community of Pasadena, it's definitely good enough for the working people of Eagle Rock/Highland Park. 162-1

Jeff Pott
Highland Park

Sent from my iPhone

COMMENT LETTER 163

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Friday, December 18, 2020 at 10:00:26 AM Pacific Standard Time

From: JN

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

Families move to Eagle Rock (and stay for generations) because it feels like a small-town in the big city. We know our neighbors and fight for the betterment of our community. Colorado Boulevard is our downtown, where friends meet for lunch, families take their kids to dance and karate classes, and shop at locally-owned stores. Consideration of these things needs to be made as Metro moves forward. Please help preserve our downtown and community.

In addition, we fought hard for safe bike lanes along Colorado, bike lanes that my daughter rides on with her dad on their daily outings, and we do not want to lose those, in fact we continue to look forward to even safer options, which are supported by the "Beautiful Boulevard" concept. 163-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Jennifer Nelson

90041

COMMENT LETTER 164

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project!

Date: Saturday, December 26, 2020 at 5:23:47 PM Pacific Standard Time

From: J Morataya

To: NoHoPasBRT@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Hello Metro Team,

As a bike rider, transit user, and car driver who frequently goes to visit my family in Eagle Rock, I fully support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Blvd., promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Blvd., and provides quality transit service to and from Eagle Rock.

Both my father and I have taken the Metro 780 Rapid many times to get from Glendale to Eagle Rock and Pasadena. Having more dependable, higher quality bus service in Eagle Rock would be fantastic for those who rely on transit, either because they cannot afford a personal vehicle or are trying to live a sustainable life style. When we are in Eagle Rock, we always stop and grab something to eat (favorites are The Oinkster and Cacao) and try to support local businesses.

I've bike down Colorado Blvd and do not want the existing bike lanes to be removed. My six year old nephew just learned to ride a bike this year and I want him to to feel safe riding around his neighborhood.

164-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. *It is unacceptable to eliminate dedicated bike infrastructure on Colorado Blvd.,* eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves the safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Jenny Morataya

COMMENT LETTER 165

From: Jesse Silva
To: NoHoPasBRT@metro.net
Subject: Comment
Date: Monday, December 28, 2020 11:24:53 AM

Please choose the Colorado Blvd alignment! It will help strengthen local businesses, a freeway route will be less usable, pleasant, or beneficial for surroundings neighborhoods or the region as a whole.

165-1

Jesse Silva

COMMENT LETTER 166

Subject: Support for BRT
Date: Tuesday, November 10, 2020 at 10:27:09 AM Pacific Standard Time
From: Joe Masiero
To: nohopasbrt@metro.net

Hi,

I just wanted to express my support again for the BRT plan running through Burbank. As a resident of Burbank living near Buena Vista and Olive, I am looking forward to convenient, expanded access to the Metro network, and can't wait for this project to be completed.

I feel that the benefit of the curb-running bus along Olive will outweigh the loss of parking on the street, and drive more traffic to local businesses. 166-1

I also support including the optional station at Olive and Verdugo.

Thank you for putting together a great plan for connections NoHo, Burbank, Glendale, and Pasadena.

Joe Masiero

COMMENT LETTER 167

From: Joey Hernandez
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 1:58:35 PM

My comment is short: The Colorado/Eagle Rock st. option would absolutely benefit Eagle Rock (and me). The 134 option would be absolutely no benefit. Please do what's best for everyone instead of only pleasing the small but vocal Eagle Rock group who wants to maintain the status quo.

167-1

COMMENT LETTER 168

From:	John Colter
To:	NoHoPasBRT@metro.net
Cc:	councilmember.kevindeleon@lacity.org; JacksonM@metro.net
Subject:	Eagle Rock BRT
Date:	Monday, December 28, 2020 6:03:49 PM

I live and work in Eagle Rock and am very much looking forward to leaving my car at home and accessing the greater city via a BRT line that runs through Eagle Rock along Colorado Blvd.

The recent schemes that eliminate the bike lanes and provide paltry space for street trees and landscaping in order to continue to prioritize fast automobile traffic concern me. I want to see a safer and more vibrant commercial business area in my neighborhood. Prioritizing bus, bicycle, and pedestrian traffic will help bring us a safer and more successful business district. If you continue to prioritize fast automobile traffic over everything else our business district will continue to be anemic. As someone who was nearly killed while walking along Colorado Blvd. (but thankfully only bloodied up) when a speeding driver hopped the curb in his car on an otherwise quiet Sunday morning I have a particular interest in seeing a slower safer Colorado Blvd. 168-1

The stretch of York Blvd. in nearby Highland Park where automobile traffic was reduced to one lane in each direction is a great success story. Where car traffic is one lane in each direction businesses are thriving and street life is vibrant. As soon as the lanes increase to two lanes in each direction business and street life activity drops off. That isn't a coincidence.

Thank you.

John Colter
90041

COMMENT LETTER 169

Subject: I Support A Better Plan for BRT in Eagle Rock

Date: Monday, December 28, 2020 at 5:41:16 PM Pacific Standard Time

From: John E. Kerr

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Hello,

The current proposed plans for BRT in Eagle Rock are not good. 1 is on the freeway, 1 is seemingly designed to torpedo any public support (no medians, no parking), and the last one is designed to appease a segment of the community that would rather drive than ride the bus (preserving car lanes at the expense of dedicated bus lanes). I would ask Metro go back to the drawing board, but a group of pro-transit, pro-environmental, and pro-mobility neighbors and community members have come up with a better plan that is worthy of Metro's time to examine.

This is a ground-up plan that conforms to local needs and conditions (documented in community plans and on-going projects like Take Back the Boulevard and the Mobility Plan) while providing quality and safe transportation options whether you walk, ride, drive, or bike!

https://www.eaglerockforward.org/

Please find an option that supports all modes of transit and moves Los Angeles forward towards a greener and safer transportation scheme.

Thank you,
John Kerr
Eagle Rock resident

169-1

COMMENT LETTER 170

Subject: Support multi-mobility in Eagle Rock

Date: Wednesday, November 11, 2020 at 10:34:13 PM Pacific Standard Time

From: John Perry

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Pasadena and a regular Metro rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes *and* maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. None of the options on the most recent environmental review preserve both bike lanes and curb extensions; I want to see an option that accomplishes both. 170-1

Thank you,
John Perry

-

COMMENT LETTER 171

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Monday, December 21, 2020 at 9:59:11 AM Pacific Standard Time

From: John G. Schulhof

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Northeast LA stakeholder, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7C00b0e9ad86f44665b93908d8a5da2309%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637441703600524466%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=Q6BshnM0RyO4sNi9p2VGMScVilp%2FsLdlg6lNYbfoZ1k%3D&reserved=0

171-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

John G. Schulhof

COMMENT LETTER 172

Project Email

11/12/2020

John Squire

Project Email

DEIR

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 172-1

Thank you,

Joh Squire

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COMMENT LETTER 173

Subject: NoHoPasadenaBRT-Eagle Rock Comment
Date: Monday, December 28, 2020 at 9:05:54 PM Pacific Standard Time
From: Jon Ingalls
To: NoHoPasBRT@metro.net

Dear Metro,

I am writing in support of the proposed NoHo to Pasadena BRT line that includes Colorado Blvd in Eagle Rock. I believe the proposed route along the 134 freeway rather than Colorado Blvd would make the BRT mostly inaccessible to Eagle Rock residents, which would be disadvantage the neighborhood.

173-1

Furthermore, I support the Colorado Blvd proposals that would maintain the existing bike lane and that would not reduce — and ideally increase — the number of trees along the boulevard.

Thanks and best,
Jon Ingalls
Eagle Rock resident

COMMENT LETTER 174

Subject: Please do not remove bike lanes on Colorado

Date: Friday, November 6, 2020 at 10:08:18 PM Pacific Standard Time

From: Jon Natchez

To: NoHoPasBRT

Dear Metro,
While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. I use those lanes all the time, as Colorado offers pretty much the only safe route to bikers through Eagle Rock. Removing those lanes - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 174-1

Thank you,
Jon Natchez
Burbank CA

COMMENT LETTER 175

Subject: Public Comment
Date: Monday, December 28, 2020 at 11:07:20 PM Pacific Standard Time
From: Jonah Paten
To: nohopasbrt@metro.net

I'm Jonah Paten, and I'm an undergraduate student at UCLA,

Please build the BRT corridor so that it actually works for transit riders, cyclists, and pedestrians. In particular, please select the median running alternative(alt. F1) on Colorado Blvd in Eagle Rock, because it will reduce the impact of turning vehicles and illegal parking on bus service and to keep the bike lanes while providing useful transit to Eagle Rock. Putting buses and bikes in the same lanes ensures that both will be far less useful than they otherwise could be, and skipping Eagle Rock would deprive local residents, visitors, and commuters of upgraded transit for no reason other than providing a minor convenience to drivers. 175-1

To further increase the utility of the project, Metro should ensure that streets around the new transit corridor are redesigned in order to make walking and cycling safer, since the current environments along much of the ride are inhospitable to anything other than cars. Doing anything else would go against Metro's goal in the LRTP to "Deliver outstanding trip experiences for all users of the transportation system" by making it clear that even areas around stations are for drivers only. 175-2

Thanks, Jonah.

COMMENT LETTER 176

From:	Jonathan Raspa
To:	mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; mike.bonin@lacity.org; jacksonm@metro.net; Mayor@longbeach.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; markridley-thomas@bos.lacounty.gov; councilmember.kevindeleon@lacity.org; nohopasbrt@metro.net; EquitableEagleRock@gmail.com; jbutts@cityofinglewood.org
Subject:	I Support BRT in Eagle Rock
Date:	Monday, December 28, 2020 11:59:20 PM

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

176-1

While high quality, frequent, and safe transit is a critical part of Los Angeles' future, it should not come at the expense of other modes (bicycling and walking) that support and connect to transit. I support a comprehensive multimodal solution for Colorado Boulevard, and I hope LA Metro and its Board have the thoughtful foresight and consideration to select a project design that supports transit, cycling, and walking in Los Angeles.

Best,

Jonathan Raspa

COMMENT LETTER 177

Subject: NoHo BRT-to-Gold Line transfer
Date: Wednesday, November 25, 2020 at 12:10:44 PM Pacific Standard Time
From: Josh Fruhlinger
To: NoHoPasBRT@metro.net

Hi there! I'm just writing to comment on the proposed BRT line. Several of the options in the EIR seem to leave a really big gap -- like several blocks -- between the stops in downtown Pasadena and the existing Gold Line stations, and I would urge you to please, please, PLEASE make this transfer as seamless and close together as possible. The spot where the 501 currently lets out near Memorial Park would be fine, I think. Honestly, since Pasadena seems resistant to having the route go up Colorado Blvd and there will be no BRT features along that stretch as a result, I question the utility of creating a route that misses the Gold Line stations by several blocks just to get onto Colorado there. 177-1

In general, I am in favor of more bus lanes whenever possible and seamless transfers to existing rail whenever possible. I was happy to see a stop that offers a direct transfer to the Downtown Burbank Metrolink station, which was missing from some earlier versions of the route.

Josh Fruhlinger

COMMENT LETTER 178

Subject: Comment Against NoHo to Pasadena BRT in Eagle Rock
Date: Thursday, December 10, 2020 at 3:22:05 PM Pacific Standard Time
From: Josh Saunders
To: NoHoPasBRT@metro.net

Hello,

I would like to let my comments AGAINST the proposal to run the NoHo to Pasadena BRT through Eagle Rock be known.

As a 35-year resident of Eagle Rock I urge that the NoHo to Pasadena BRT be run along the 134 freeway instead of running through Eagle Rock. The plan to run the NoHo to Pasadena BRT through Eagle Rock will destroy the community both aesthetically and functionally.

178-1

Do not run the NoHo to Pasadena BRT through Eagle Rock, run it along the 134 instead. Eagle Rock residents are against the NoHo to Pasadena BRT running in Eagle Rock.

Thank you,
Josh

COMMENT LETTER 179

Subject: Nohopasbrt (DEIR) review comment
Date: Wednesday, December 9, 2020 at 5:45:28 PM Pacific Standard Time
From: Jovita Molina
To: nohopasbrt@metro.net

Dear Metro,
The proposal to run the BRT line down Colorado Blvd in Eagle Rock will have a negative impact on our community. We have already seen the increase in traffic congestion from the Road Diet imposed upon us by City Hall. We don't need more congestion. You know that stop and go traffic increases pollution as well as gasoline consumption for cars and trucks. The BRT should travel on the freeway. There is no need for it to be on Colorado.
Put the BRT on the freeway!
Sincerely,
Jovita D. Molina

179-1

COMMENT LETTER 180

Subject: North Hollywood to Pasadena Bus Rapid Transit Corridor Project - Los Angeles County Metropolitan Transportation Authority

Date: Wednesday, November 11, 2020 at 9:25:21 AM Pacific Standard Time

From: Juanita Davis

To: nohopasbrt@metro.net

Attachments: image002.png, image004.jpg, image006.jpg, image008.jpg, image010.jpg, image011.png

RE: “The Los Angeles County Metropolitan Transportation Authority (Metro) released a draft environmental impact report on the $267 million North Hollywood to Pasadena Bus Rapid Transit Corridor Project scheduled to open in 2024.

The $267 million, 18-mile project will establish a bus rapid transit (BRT) line connecting the San Fernando and San Gabriel valleys, traveling east-west between the North Hollywood Metro B Line Station and Pasadena City College with stops in downtown Burbank, Glendale, and Eagle Rock, depending on the route option.” 180-1

Hello,

Please advise this project is in the very early planning phase. If a design team has been selected, please provide the name of the firm with city/state and point of contact. Who is the project contact from Los Angeles County Metropolitan Transportation Authority? When do you anticipate contractor bidding?

Thank you,

Juanita Davis

COMMENT LETTER 181

From: Julian H <julianaubryhanes@gmail.com>
Sent: Monday, December 28, 2020 6:25 PM
To: NoHoPasBRT@metro.net
Subject: Comment- Major Chokepoint

My comment concerns the operating plans presented on sheets 9 and 10 of Appendix Z of the DEIR ("Concept Plans"). To be more specific, I am concerned that the planned routing of buses between the intersection of Olive Ave and Lima St, and the ramps to and from the 134 freeway, presents a crucial obstacle to the feasibility of this entire project. 181-1

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The currently proposed eastbound and westbound route segments would each traverse **five** intersections with major cross streets, counting freeway entrance and exit intersections. The density of intersections with major streets along the segment approaches Downtown LA levels, where buses in mixed traffic average **under 10 mph** throughout the day, according to timetables. The level of traffic that buses would endure on mixed-flow sections, including the on and off ramps themselves, would **exceed** that Downtown, as per my experience riding the 501 at rush hour. 181-2

Unlike bus routes in Downtown LA, rarely used for through journeys, this route segment sits at the center of a link between a regional transit center and major downtowns and communities. This is in addition to the density of intersections along the rest of the route, which is relatively high for a rapid transit project but unavoidably so unless the route is re-planned from scratch.

As it stands, the NoHo to Pasadena BRT is at risk of becoming not a premium transit service but a slight upgrade over the existing route 501. In keeping with the mandated temporal and geographic distribution of funds accrued under Measures R and M, to deliver this project as a mere upgraded bus line would systematically deny premium transit service to, as Lilian Gutierrez puts it in the fall update video, "one of the most heavily-travelled corridors in LA county without" it. Given this, it is strange that Metro did not provide alternatives that would use dedicated grade separations to create something closer to premium transit. 181-3

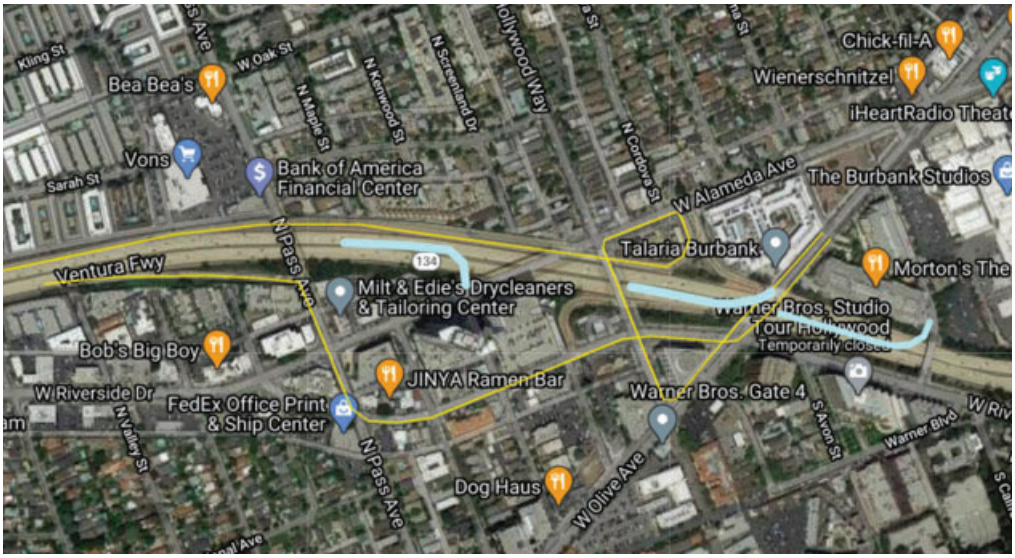
~~

I argue that the project can be saved by building just **one** dedicated grade separation- a bus-only entrance and exit ramp from the 134 freeway to street level at this location. This would bypass the existing on and off ramps and their intersections with the street, the site of extreme rush-hour traffic, and at least one other major intersection in each direction. The map below, with the possible locations in light blue, shows just a few examples of the many ways this bus-only ramp could be executed. 181-4

I realize that the utter lack of dedicated grade separations in Metro's current plan may reflect an unwillingness to propose them on principle, due to financial limitations. However, I recall that Metro intends this to be a premium transit service in the category of the subway, light rail and existing BRT. To deliver a project under the same branding as these expensive pieces of infrastructure, which includes **no** dedicated grade separation- a radical departure from the standard of service they set- would damage the brand, along with the impression of Measures R and M. If this project were to include just one dedicated structure, to build it here would deliver the greatest good for the smallest investment. 181-5

Thank you for your time.

Julian Hanes
College student, Metro Transportation Career Academy (TCAP) graduate, Los Angeles transit rider


Kling St
W Oak St
Bea Bea's
N Maple St
N Kenwood St
N Screenland Dr
Hollywood Way
N Cordova St
Chick-fil-A
Wienerschnitzel
iHeartRadio Theat
Vons
Sarah St
Bank of America
Financial Center
W Alameda Ave
The Burbank Studios
Talaria Burbank
Morton's The
Ventura Fwy
134
N Pass Ave
Milt & Edie's Drycleaners
& Tailoring Center
Warner Bros. Studio
Tour Hollywood
Temporarily closed
Bob's Big Boy
JINYA Ramen Bar
W Riverside Dr
FedEx Office Print
& Ship Center
Warner Bros. Gate 4
N Valley St
N Pass Ave
Dog Haus
W Olive Ave
S Avon St
Warner Blvd

COMMENT LETTER 182

Subject: Public Comment Supporting NoHo to Pasadena Bus Lanes
Date: Monday, December 28, 2020 at 11:07:34 AM Pacific Standard Time
From: Justin Bensan
To: NoHoPasBRT@metro.net

To whom it may concern,

I'm Justin, and I grew up in South Bay. I support the expansion of bus lanes connecting NoHo and Pasadena, as I've seen how beneficial the connectivity has been for me. My family lives in Carson, and I take the Silver Line up to Downtown Los Angeles. This option is easier and cheaper than having one of my parents take me or to pay for a rideshare up. It's also much faster than any of the other bus options for that distance. Growing up, I would take multiple bus/rail lines to get across the County. It would be amazing to live in a place where that crosstown travel time is faster.

182-1

Thanks for reading my public comment,
-Justin Bensan, Carson, CA

COMMENT LETTER 183

Subject: please maintain separate bike lanes on Colorado Blvd
Date: Sunday, December 27, 2020 at 10:15:51 AM Pacific Standard Time
From: K Fanslow
To: nohopasbrt@metro.net

Please put the proposed NoHo to Pasadena BRT on Colorado Blvd (and not on the freeway) through Eagle Rock where it is more convenient and accessible for transit users. BRT stops in the heart of Eagle Rock are needed.

Please maintain the bike lanes separated from the bus lane on Colorado Blvd in Eagle Rock. People on bikes should not have to share a lane with buses and should have their own dedicated protected bike lane.

183-1

Sincerely,

K Fanslow

COMMENT LETTER 184

From: Karen Jaques
To: nohopasbrt@metro.net
Cc: firstdistrict@bos.lacounty.gov

Subject: Scott Hartwell with cc to Hilda Solis
Date: Tuesday, December 15, 2020 7:47:22 PM

NoHo to Pasadena Transit Corridor Segment F – Eagle Rock Community of the City of Los Angeles

Concern: DEIR does not contain, nor has it ever been presented/discussed, how the route options might impact future land use development along Colorado Blvd. (Automatic up-zoning and/or allowing Colorado Blvd. to be recognized as a Transit Oriented Community/Corridor.) More information would be appreciated. Without clarification my choices (in order of preference) would be: 184-1

1. ***Route Option F3 SR 134 Route Option : - F3 would operate in mixed-flow traffic on SR-134 with no change to the existing roadway configuration or operations. I assume this option will have no impact on existing building codes or zoning, number of auto traffic lanes, parking.***
2. ***Proposed Project - F2 Colorado Boulevard: - The Proposed Project would convert the existing buffered bicycle lanes to shared bus-and-bicycle lanes. Two vehicular travel lanes would be maintained in each direction.*** 184-2

Thank you,

Karen Jaques

COMMENT LETTER 185

From: Karen
To: nohopasbrt@metro.net
Subject: Dedicated bus line through Eagle Rock
Date: Sunday, December 27, 2020 11:18:37 PM

I've lived in Eagle Rock since 1986 and love this community.

I understand your need to consider additional routes to alleviate car traffic and to provide an easy route from Noho to Pasadena.

I have seen Colorado Blvd develop into a wonderful corridor with small businesses that bring people to Eagle Rock from various locations.

In addition, as a resident living within a block of Colorado Blvd, I see this as an unnecessary disaster for the neighborhood.

185-1

The boulevard only has two lanes now and is often crowded with traffic during rush hours. Since there is a freeway right above the boulevard, I respectfully ask you to use the 134 for this corridor.

Please help avoid the additional pollution, parking nightmares and, more importantly, dense traffic along main routes north and south of Colorado Blvd (Las Flores, Hill Drive, Yoswmite). There are already problems with cars driving too fast and running stop signs in this area.

Sincerely,
Karen Suarez

COMMENT LETTER 186

Subject: Eagle Rock/Glendale bus plan
Date: Sunday, December 20, 2020 at 12:48:08 PM Pacific Standard Time
From: Kate Eberle
To: nohopasbrt@metro.net

Hello,

I am a Glendale resident and want to express my support for Metro's preferred street alignment through Glendale to support access to transit in denser parts of the city where more walking and biking occurs (as opposed to the 134 Freeway alignment). I also support the Beautiful Boulevard plan offered by Forward Eagle Rock.

186-1

Best regards,

Kate Eberle

COMMENT LETTER 187

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 1:09:37 PM Pacific Standard Time

From: Kate Grodd

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Good Afternoon,

As a Northeast LA resident, I strongly support the "Beautiful Boulevard" concept for Downtown Eagle Rock. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock. 187-1

The plan is outlined here https://www.eaglerockforward.org.

Please consider this compromise solution, which will ensure that the transit service provides access for students and parents for local schools, makes Downtown Eagle Rock a more walkable destination, and ensures that the streets used by our community are safer.

Thank you,
Kate Grodd

COMMENT LETTER 188

VOICEMAIL

Date: December 1, 2020
From: Kathleen Aberman

My name is Kathleen Aberman. I live at [redacted]. My phone number is [redacted]. I oppose the bus line to go down Colorado Blvd. I would accept it going on the 134 to Eagle Rock but not down Colorado Boulevard. Thank you. 188-1

COMMENT LETTER 189

Subject: Concerned about BRT Option C
Date: Thursday, November 19, 2020 at 10:59:57 AM Pacific Standard Time
From: Kathleen Dunleavy
To: nohopasbrt@metro.net

TO: SCOTT HARTWELL

I am writing to you as a concerned resident of Eagle Rock. I am extremely concerned that the ERNC proposed that the MTA consider Option C - one car lane per direction on Colorado - for the BRT without gathering input from our community. 189-1

Why was this proposed as an alternative for the MTA to study? There is horrible congestion on the boulevard already at many times during the day and night during non-COVID times. With the congestion on the Blvd, this is a horrible idea. And, frankly, the bike lanes are never used. I am also concerned that your EIR will not take into account the fact that during COVID, car traffic is LESS than it would be in non-COVID times. 189-2

I am a former board member of TERA and I noticed that they recommended Option C. I am also concerned that TERA is not representing the needs and wants of our community but instead they are pushing the preferences of the "bike" community. Have they surveyed their membership on this? I don't think so. (I have written to their president as well). 189-3

The idea for a shared BRT/bike lane seems like an excellent compromise. 189-4

Look forward to hearing more.
Kathleen Dunleavy

COMMENT LETTER 190

Subject: Draft EIR Comments
Date: Monday, December 28, 2020 at 2:55:50 PM Pacific Standard Time
From: Keegan Hartman
To: nohopasbrt@metro.net

Hello -

I am excited to see this project moving forward. When complete, this will help increase transit options between the SGV and the SFV, two highly populated areas with congested freeways and sub-par existing transit connections.

I have the following comments on the EIR:

North Hollywood
Option A1 on Lankershim is the better option. This is the commercial center of the area, and it is critical that in a walkable neighborhood the BRT has a visual impact. Vineland, just a few blocks away is a car sewer with little pedestrian activity. Make sure the buses are where the people are, on Lankershim.

Pasadena
Similar to Lankershim, this should be on Colorado. If we are not getting dedicated lanes, etc by going to the Union/Green pairing, then just run the BRT right down the heart of the commercial district. If we are able to get more concessions from the City of Pasadena (new mayor!) for dedicated lanes on Union and Green, then and only then should that routing be a consideration.

190-1

Eagle Rock
The Eagle Rock business district is an important destination, and needs to be served by this BRT on Colorado Blvd.
In addition to the walkable destinations served by this routing, the connections to the NextGen bus network available at both Figueroa and Eagle Rock Blvd as well as LADOT with service "over the hill" to Highland Park, are crucial to developing a functional transit network - one that models not just A to B trips but allows people to go from "anywhere to everywhere."
Routing via the 134 Freeway would be a mistake - a 100 year mistake that LA Metro should not commit and will be hard to correct once decided. Under no circumstances should that option be approved.

Thank you -

Keegan Hartman

--

Keegan Hartman

Arizona State University | *W. P. Carey School of Business*

COMMENT LETTER 191

Subject: I Support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 10:45:38 AM Pacific Standard Time

From: Kelly Thompson

To: Mayor Eric Garcetti, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 191-1

Thank you,
Kelly Thompson

COMMENT LETTER 192

Subject: Metro NoHo-Pas DEIR Comments
Date: Thursday, December 10, 2020 at 1:09:36 PM Pacific Standard Time
From: Ken Levy
To: nohopasbrt@metro.net

I live in Eagle Rock. Colorado Boulevard has already suffered increased congestion due to the imposed “road diet” which reduced a traffic lane in each direction to create the very seldom used bicycle lanes. Do you seriously intend to multiply the congestion in each direction on Colorado by tearing up the median or reducing the curb for bus lanes? 192-1

Having reviewed the METRO proposal in detail, examined the charts and photographs and read the cost estimates I strongly urge you to follow the plan option of deciding NOT to follow through on it. This is untenable at a time when Covid has decimated our revenue. This is the wrong proposal at the wrong time. No one has ever come up with a way to return toothpaste to the tube after it was squeezed out. 192-2

Ken Levy

COMMENT LETTER 193

From: Ken Perry
To: NoHoPasBRT@metro.net
Subject: North Hollywood to Pasadena Bus - Why?
Date: Monday, December 28, 2020 9:06:22 PM

My main question about the proposed new bus from Pasadena to North Hollywood is why? 193-1

Why use a bigger bus, why disrupt business districts and neighborhoods by taking away traffic lanes, why the need for new bus stations that would also cause disruptions? Why cause more traffic congestion on a major corridor when no one has actually asked for a faster bus between North Hollywood and Pasadena? Why push traffic onto adjoining streets? Why duplicate existing bus systems and routes? Many of those buses run empty most of the day – and that was before Covid. 193-2

Unless it is well hidden, there was never any business case made for why there is a need for this project.

Each city along the route has very similar small business and shopping brands. For instance there are plenty of chances for people in North Hollywood to purchase jeans before they get to Pasadena. There are doctors and hospitals in each of the joining cities. There are community colleges and universities in each city. Why would a student take a bus from North Hollywood to Pasadena Community College, when there are fine institutions much closer to her? I understand many students at PCC come from San Gabriel Valley cities. Why not create better alternative transportation options from their home cities to Pasadena? 193-3

How many people live in Pasadena, Eagle Rock or Glendale and work at a studio in Burbank? How many of them would take a slightly faster bus if it was convenient for them? Several people in my Pasadena neighborhood work behind the scenes as cinematographer or grip or editor. They don't go to the studio. They work from home or go to where the movie is being shot or to a smaller facility not located in Burbank. How many other workplaces in Glendale, Pasadena or Eagle rock employ people who would take this fairly slow bus? Was this question ever asked? Why aren't you sharing workforce information and transportation needs in the cities where the bus will go? 193-4

Why isn't the bus using the freeway more? It basically skips Eagle Rock because of public outcry in Eagle Rock. Just taking one stop in each city and using the freeway seems like it would be more of an express service. Why make so many stops in Pasadena versus the other cities? 193-5

Have you looked at improvements to current bus service that would make it faster? How about a fleet of smaller more nimble busses that could whisk passengers off to where they need to go more comfortably and faster? Have you considered using regular buses to test this route to see if there is any need for it?

Why not go to the Burbank airport? That seems to be an obvious service that would be supported by ridership from the cities along this route. 193-6

The bus and the route would be a major disruption in Pasadena. It goes down our main business corridor and takes out lanes and cramps sidewalks along its path of distruction. It would bring traffic

along the heart of Pasadena to a halt and push it into adjoining neighborhoods. It could compete with the new two-way cycle track on Union pushing out cars and causing more havoc for cyclists who are already going to be confused going the wrong way on a one way street. It could even be bad news for the Rose Parade. The horror. 193-6 (cont.)

In short there doesn't seem to be much of a reason for the new, bigger, not much faster bus line between North Hollywood and Pasadena. It comes with a long list of negatives but never quite proves why it's needed in the first place.

Opposition from cities along the route will continue to grow until you make drastic changes and prove the business case. Until then, this seems to be a step back in time. In the 1970s during the height of the disaster movie craze, there was a spoof called "The Big Bus." It is a forgotten classic. 193-7

You have brought it back to life. Please put it back on the shelf of really bad ideas that should never see the light of day.

Ken Perry

Sent from my iPad

COMMENT LETTER 194

From:	Eagle Rock
To:	nohopasbrt@metro.net; anajarian@glendaleca.gov; mike.bonin@lacity.org; delalozaj@metro.net; hahn@bos.lacounty.gov; sheila@bos.lacounty.gov; hartwells@metro.net; mayor@cityofinglewood.org; firstdistrict@bos.lacounty.gov; markridley-thomas@bos.lacounty.gov; Mayor@longbeach.gov; wrehman@bos.lacounty.gov; washingtonp@metro.net; Kathryn@bos.lacounty.gov; raposey@metro.net; fasanaj@accessduarte.com; councilmember.krekorian@lacity.org; greg.kyle@kimley-horn.com; jacksonm@metro.net
Subject:	Fwd:
Date:	Monday, December 28, 2020 6:11:12 PM

In response to today's deadline to have Eagle Rock stakeholders provide you with their respective opinions I object to how the the Los Angeles County Metropolitan Authority (MTA) is proceeding during this time of pandemic to provide public comment on MTA's proposed project for the MTA's BRT to run down Colorado Boulevard in Eagle Rock by calling you at 213.418.3228. Please let me know if the MTA would be willing to virtually meet with "Eagle Rock stakeholders", i.e., people who live,work, own real property, belong to a fraternal organization or worship in the Eagle Rock neighborhood of Los Angeles, to listen to our position regarding the MTA's plan for Colorado Boulevard in Eagle Rock.

On August 14, 2019, Save Eagle Rock Community delivered via email to the the MTA and its MTA Board over 600 signed petitions from Eagle Rock stakeholders, who all opposed MTA's plan to run its bus rapid transit on Colorado Boulevard in Eagle Rock:This means we vehemently oppose having only one car lane each way on Colorado Boulevard in Eagle Rock. Not a single Eagle Rock stakeholder has retracted his/her petition. On August 15, 2019, Save Eagle Rock Community delivered the original petitions by messenger to the MTA. I am one member of Save Eagle Rock Community, which is a diverse coalition of persons, who reside, work, own property or attend religious services in Eagle Rock - all Eagle Rock stakeholders. 194-1

MTA's Community Relations sent an August 14, 2019 email response that Save Eagle Rock Community's "inquiry" had been received and registered our "case" as "Case#00062224". Even though the MTA responded, "We'll get back to you very soon" the MTA has yet to "get back" to Save Eagle Rock Community about its hundreds of petitions; our reference to more than 600 Eagle Rock stakeholders, who signed Robert De Velasco's petition's opposing the MTA's BRT Colorado Boulevard plan as well as Save Eagle Rock Community's reference to a

third petition with an additional 1000 signatures in opposition to MTA's proposed plan for Colorado Boulevard in Eagle Rock. On August 14, 2019, we wrote to the MTA "that we are open to a dialogue that will address alternative options for Eagle Rock, similar to those afforded our neighboring cities, Pasadena and Glendale". The MTA has not responded to our request for that open public dialogue.

Save Eagle Rock Community is a group of diverse people, who live, work, own real property, belong to a fraternal organization or worship in the Eagle Rock neighborhood of Los Angeles -"Eagle Rock Stakeholders" as defined by the City of Los Angeles. As a very unique community, we have joined together to oppose the proposed North Hollywood to Pasadena BRT Primary Route through Colorado Boulevard in Eagle Rock with stops near Eagle Rock Boulevard and Townsend that the (MTA) Board has approved.

By way of background, on August 14, 2019, Stephenie Lucio on behalf of Save Eagle Community outlined our concerns with the legitimacy of the following listed as "Key Stakeholders" on page 36 of MTA's RFP:

194-1 (cont.)

1) The inclusion of Garvanza Homeowners Association as a Key Stakeholder Group - **Not representative of Eagle Rock**
2) Eagle Rock Chamber of Commerce - **Signature of the President was forged and his name misspelled in an alleged letter of support dated September 16, 2016**
3) The Eagle Rock Association (TERA) - **The association held a closed-door meeting with no membership input**
4) Eagle Rock Neighborhood Council - **Councilmember Huizar and Sean Starkey, his then Eagle Rock deputy, organized a secret September 1, 2016 meeting to discuss "Metro BRT" at the Eagle Rock City Hall, as evidenced by an email dated August 31, 2016, addressed to six persons - including two former ERNC Board members David Greene, ERNC Land Use and Planning Chair (then the only chair in violation of ERNC By-Laws) and Lisa Kable- Blanchard, then ERNC President; Severin Martinez then a road diet bicyclist blogger now a City of LA Department of Transportation employee and current TERA officer and Nathan Lucero, a then Streetsie blog journalist of the year - the same year the Streetsie blog named Huizar elected official of the year..**
5)"Eagle Rock Neighborhood Associations" as listed as Key Stakeholders on page 36 of RFP - **We as an organized stakeholder group in Eagle Rock have no knowledge of the existence of these associations**
6) Councilmember Jose Huizar - **In addition to above concern #4, we are also aware that then Councilperson Huizar's wife intended to run for his seat on the City Council and openly courted the support of trade groups who stood to benefit from this MTA plan**
7) Jose Huizar Congressional District 14 - **This is completely wrong Huizar is not a Congressman but a former Councilmember, who now has been criminally indicted.**
8) Zenay Loera, District Director - **Staff member for former Councilmember Jose Huizar that clearly represents her then boss' interests and not the Eagle Rock stakeholders**

On August 6, 2019, Mr. Michael Nogueira, President of the Eagle Rock Chamber of Commerce, sent a letter addressed to Scott Hartwell, Metro Board, Metro BRT project staff and elected officials disavowing a September 16, 2016 letter purportedly written by him in

support of the MTA BRT plan. Mr. Nogueira stated to the MTA that it was a forgery. It also is troubling that that the forged September 15, 2016 Chamber of Commerce letter mirrored the text of the ERNC's October 5, 2016 letter in support of the MTA BRT Project as well as TERA's support letter of MTA's BRT Plan.

Today we know that after we sent our August 2019 letter to the MTA, the FBI raided Mr. Huizar's City Council office, and Mr. Huizar has been indicted now facing criminal charges, related to City planning issues. Additionally, on October 28, 2019, we sent Jesse Saucedo, Eagle Rock Neighborhood Council (ERNC) President our October 28, 2019 letter regarding our "Request to Retract August 6, 2019 ERNC Actions Taken on Agenda Items G and H" as to the ERNC's August 7, 2019 "Official Public Scoping Comment Letter" to the MTA. Shortly thereafter on November 27, 2019, Mr. Saucedo sent Scott Hartwell MTA Project Manager, Metro NoHoPasBRT project a retraction letter stating that the ERNC retracted its August 7, 2019 letter "regarding the 'Colorado Boulevard Urban-Design Vision Statement, Critical Safety Improvements, and Necessary Enhancements to Ensure the Viability of Community-serving Small Businesses'".

My personal knowledge of open meeting laws governing the Eagle Rock Neighborhood Council is relevant to this public comment for the MTA's proposal regarding the Colorado Blvd. plan in Eagle Rock. It recently was brought to my attention that the Eagle Rock Neighborhood Council (ERNC), a City entity subject to open meeting laws, sent Councilperson Kevin De Leon a letter on October 12, 2020. In that letter the ERNC requested that he "require Metro" i.e., the MTA "to evaluate" a plan, developed by directors of a private advocacy group known as The Eagle Rock Association (TERA). It remains unknown to us if at the ERNC's September 9 2020 meeting with Councilperson De Leon the ERNC informed him that Save Eagle Rock Community gathered almost 600 signed petitions from Eagle Rock stakeholders, who all opposed having only one car lane each way on Colorado Boulevard in Eagle Rock.

194-1 (cont.)

I also have serious concerns about the ERNC's October 12, 2020 official request that Councilperson De Leon support TERA's August 29, 2020 letter to the MTA regarding the MTA Colorado Blvd. plan. TERA is a private advocacy group created in the mid-1980's - long before the City established local government neighborhood councils subject to The Brown Act, requiring public notice and input, as well as local Los Angeles neighborhood council land use and planning committees also subject to The Brown Act. TERA maintains no publicly accessible

minutes; it has no documents in its "archives" and it posts no agendas of its meetings. It has seven "Board of Directors" with no public listing of any of its so-called "members". TERA Board officers are not subject to compliance with any public conflicts of interest requirements before taking any action on public projects, such as the MTA's proposed BRT plan. TERA Board officers include City of Los Angeles employees, including one in the City Department of Transportation.

Greg Merideth, TERA Board President, is a City of Los Angeles manager skilled in contract administration with extensive experience handling City of Los Angeles Planning Department issues. TERA publicly states that Mr. Merideth has "insight into land use and entitlement issues". Luis Lopez, another TERA Board officer, served as "President of the Los Angeles East Area Planning Commission", including Eagle Rock for 6 years. Michael MacDonald, a third TERA Board officer, is a "licensed architect" who advocates "for more human-scaled and connected communities" and "specializes in commercial workplace and restaurant projects, centered on experience".

194-1 (cont.)

Mr. MacDonald published a February 24, 2017 article entitled "L.A. has seen too much talk and not enough action from Mayor Eric Garcetti on making our streets safer". In that article Mr. MacDonald supported his published statements with data from "Bike the Vote" member Severin Martinez, who also is a TERA Board officer. TERA states that Mr. Martinez is a "transportation planner for the California Department of Transportation, based in the agency's Downtown Los Angeles office"; however, another published article states that Mr. Martinez is a City of Los Angeles employee in the Department of Transportation.

Severin Martinez was one of the six invitees at the aforementioned Huizar-organized September 1, 2016 private meeting with Robert Gotham, former TERA President and current TERA Board officer, David Greene, former ERNC Land Use and Planning Committee Chairman, Lisa Kable Blanchard, former ERNC President, and Nathan Lucero regarding the Metro BRT, i.e., MTA's BRT. Mr. Martinez is clear in his many public blogs that his goal is to put LA/Eagle Rock on a road diet. Before putting Eagle Rock on a road diet shouldn't the City Department of Transportation "conduct thorough before -and-after analyses where

road diets" have been "implemented to critically evaluate the performance" of these past projects? What happened to the road diets in Playa de Rey at Vista Del Mar, Culver Boulevard, Jefferson Boulevard and Pershing Drive?

Michael Shilstone, another TERA officer, recently moved to Eagle Rock. He has worked on "urban planning" with the New York City Department of City Planning and the LA County Metropolitan Transportation Authority, your own agency. According to TERA Mr. Shilstone advocates "for projects and policies that improve Eagle Rock's quality of life by making it easier to get around by all means of transportation".

On December 10, 2020, Mr. Saucedo, ERNC's President, sent to Save Eagle Rock Community's email address an ERNC response that we would be receiving requested ERNC's public records by December 16th that relate to ERNC's October 12, 2020 references to MTA's September 1, 2020 "presentation and public comments" and the ERNC's "Special Meeting"; a so-called "Mobility Plan; Option C of TERA's August 19, 2020 letter" as part of MTA's "On-going DEIR"; and "a Specific Plan; "Take Back the Boulevard" plan. Mr. Saucedo failed to comply with his own timeline. Our requested documents relate to the ERNC's seemingly using TERA's work product regarding the MTA's proposal for a BRT on Colorado Boulevard in Eagle Rock rather than the ERNC's developing its own work with Eagle Rock stakeholders' public feedback to the ERNC. Included below is our email exchange with the ERNC. Did the ERNC purposefully fail to provide Save Eagle Rock Community with the ERNC's correspondence with TERA before the MTA's December 28th deadline? Included below is the email exchange regarding the ERNC's public records.

194-1 (cont.)

For all of the aforementioned reasons, Save Eagle Rock Community requests that the MTA consider all of our individual petitions sent to you as well as all of the petitions referenced in our August 14, 2019 letter. We request that you send each one of the petitioners an invite to a virtual meeting for the MTA, its managers and Board to listen to our concerns.

Respectfully Submitted,

Kerrin Tso, individually and on behalf of Save Eagle Rock Community

---------- Forwarded message ---------
From: **Eagle Rock** <saveeaglerockcommunity@gmail.com>

Date: Sun, Dec 27, 2020 at 1:01 PM
Subject: Re: ERNC Response to PRA Request November 30, 2020
To: Jesse Saucedo <jesse.saucedo@ernc.la>

Mr. Saucedo:

To date the Friends of Eagle Rock, who are all Eagle Rock stakeholders, have yet to receive the ERNC's supplemental responses. As you are well aware, the MTA expects responses to its proposed project by tomorrow. Did the ERNC purposefully fail to provide us with the ERNC's correspondence with TERA, whose Board members include City of Los Angeles employees, including one in the City Department of Transportation and others involved in City of Los Angeles planning issues?

You stated that we would be receiving the ERNC's records by December 16th, and you have failed to comply with your own timeline. Please immediately advise when you will be providing us with the documents. Our requested documents relate to the ERNC's seemingly using TERA's work product regarding the MTA's proposal for a BRT on Colorado Boulevard in Eagle Rock rather than the ERNC's developing its own work with Eagle Rock stakeholders' public feedback to the ERNC.

Friends of Eagle Rock
A Community Built on Diversity

On Thu, Dec 10, 2020 at 4:56 PM Jesse Saucedo <jesse.saucedo@ernc.la> wrote:

> December 10, 2020
>
> VIA EMAIL: saveeaglerockcommunity@gmail.com
>
> Friends of Eagle Rock
> [NO ADDRESS PROVIDED]
>
> Re: Your November 30, 2020 Public Records Act Request to the Eagle Rock Neighborhood Council
>
> Dear Friends of Eagle Rock:
>
> On November 30, the Eagle Rock Neighborhood Council ("ERNC") received your email request for records under the California Public Records Act. The Public Records Act allows the public to inspect non-exempt and reasonably identifiable writings relating to the conduct of the public's business and that are prepared, owned, used, or retained by the NC. (Gov. Code §§ 6252 and 6253(a).)
>
> Under the Act, the public may inspect reasonably identifiable records only if the records being requested exist and are non-exempt. (Gov. Code §§6252 and 6253(b).) Under Government Code section 6253(b), a request must reasonably identify or describe the records that are being sought. (*See Rogers v. Superior Court*, (1993) 19 Cal.App.4th 469, 481; holding that a request must be specific and focused.) In addition, there is no obligation to create a record for the purpose of responding to a request under the Act. (Gov. Code §§ 6252 and 6253(d).)
>
> As you know, the ERNC is comprised of volunteers from the community who volunteer their time to serve the community and to provide recommendations to the City of Los Angeles on issues impacting the community. Our resources are limited, and during the pandemic, communication and collaboration amongst our 19 board members is hampered.

You made requests for documents dating as far back as January 1, 2019 on matters generally relating to the Metro Pasadena to North Hollywood Bus Rapid Transit project, as follows:

1) A copy of the agenda and minutes for the ERNC's October 6, 2020 meeting.

2) A copy of the agenda and minutes for the ERNC's September 1, 2020 meeting.

3) A copy of the agenda and minutes for the ERNC's September 9, 2020 meeting.

4) A copy of the agenda and minutes for the ERNC Land Use and Planning Committee's September 15, 2020 meeting.

5) A copy of all documents referenced in the ERNC's October 12, 2020 letter to Councilmember Kevin de Leon. including the Mobility Plan, the Specific Plan, the Action Plan and its Map B, Map F, Map D1 and Map D2 as well as TERA's August 19, 2020 letter. We assume that TERA wrote its August 19, 2020 letter to the Metropolitan Transportation Authority.

6) A copy of all documents, discussed and referred to at the ERNC Land Use and Planning Committee's September 15, 2020 meeting.

7) Copies of any and all email messages and any written document exchanged between any ERNC member and any TERA Board of Director from January 1, 2019 to November 29, 2020.

8) Copies of any and all email messages and documents exchanged between any ERNC Land Use and Planning Committee member and any TERA Board of Director from January 1, 2020 to November 29, 2020.

The ERNC has conducted a diligent search in an effort to obtain and identify potentially responsive documents Attached are 8 documents in response to requests 1 through 6.

We appreciate your patience. ERNC anticipates a supplemental production by December 16.

If you have any questions regarding this matter, please contact me via email at jesse.saucedo@ernc.la.

Thank you,
Jesse

--
Jesse Saucedo
ERNC President
M: 562-746-5880
www.ernc.la
Friends of Eagle Rock
A Community Built on Diversity

COMMENT LETTER 195

From: Kevin
To: nohopasbrt@metro.net
Subject: Comment
Date: Tuesday, December 29, 2020 10:40:43 AM

This project must be Center-running BRT and not the half-measures seen on Wilshire Boulevard. Please don't cave into NIMBY pressure. 195-1

Sent from my iPhone

COMMENT LETTER 196

Subject: Comment on NoHo to Pasadena bus rapid transit project
Date: Thursday, December 24, 2020 at 2:59:40 PM Pacific Standard Time
From: Kevin Burton
To: NoHoPasBRT@metro.net

Hello,

I write to indicate my support for the NoHo to Pasadena bus rapid transit project, including Metro's preferred street alignment through Glendale that will directly serve parts of the community in which many people do not always use cars for transportation. I also strongly support Eagle Rock's "Beautiful Boulevard" proposal which calls for a dedicated bus lane and bicycle lanes for the portion of the route on Colorado Boulevard. 196-1

Thank you for your work on this important link between Pasadena and the Orange Line BRT in the San Fernando Valley.

Kevin Burton

COMMENT LETTER 197

Subject: Comment for Public Record
Date: Monday, December 28, 2020 at 8:56:12 PM Pacific Standard Time
From: KEVIN CASTAING
To: NoHoPasBRT@metro.net

L.A. County Metro:
TheNoHo BRT project leaves a lot of questions for residents in the proposedservice area.

Metro has acknowledged ridership system wide has plummetedsince the beginning of the pandemic. If enacted as presented, it will haveserious effects on traffic in Pasadena. Taking a lane from vehicle traffic willresult in longer delays for commuters. This will result in longer idling timefor cars on the road which results in increased greenhouse gasses beingreleased in the area. Not a good idea.

Traffic is like water—it takes the path of least resistance.If Metro is allowed to enact this project, the adjacent streets will see anincrease in traffic. Available smart phone apps will guide drivers intoadjacent areas. This is disruptive to those areas and decreases safety. 197-1

This project seems to fit into the agenda stated by Metro CEOPhil Washington in a Wall Street Journal article: "..And part of that has to do with actually making drivingharder.". Mr. Washington also stated in the article: "Sometimes you haveto tell people what's good for them,"

It's pretty clear Mr.Washington's leadership is driven by the intent to get rid of cars to create ademand for Metro's product(s). Creating demand for a product whose ridershiphas plummeted is an unwise use of taxpayer money. It appears to be a solutionin search of a problem and I suggest Metro not waste funds on this unnecessary project.

Sincerely,

Kevin C. Castaing

COMMENT LETTER 198

Subject: NoHo - Pasadena Corridor
Date: Tuesday, November 10, 2020 at 12:10:40 PM Pacific Standard Time
From: Kim Turner
To: nohopasbrt@metro.net, councilmember.kevindeleon@lacity.org, firstdistrict@bos.lacounty.gov
CC: mike.bonin@lacity.org, jacksonm@metro.net, councilmember.krekorian@lacity.org, markridley-thomas@bos.lacounty.gov

Once again, I am voicing my opposition to a dedicated bus lane running through Eagle Rock that will reduce vehicle traffic down to one lane. Colorado Blvd is a major thoroughfare. Anytime that there is an accident on the 134 Freeway, traffic is diverted to what becomes a jammed Colorado Blvd. Local residents then resort to using what soon becomes crowded side streets. My home is on the corner of Vincent Ave and Las Flores. Las Flores is a very narrow street that does not support crowded two way traffic. I have had impatient people driving up onto my lawn trying to get around opposing traffic. I can only imagine what this would be like if vehicle traffic was reduced down to only one traffic lane in each direction. It is also my understanding that Colorado Blvd is an emergency evacuation route in case of emergencies and disasters. 198-1

It is my understanding that having dedicated bus lanes might reduce the number of places where left turns can be made off of Colorado Blvd. I read last year, that one of the streets that left turns could be made would be Townsend Ave. Townsend Ave north of Colorado Blvd cannot support two way vehicle traffic as it is too narrow. 198-2

I would totally support expanded Dash bus routes which would provide service to more areas of Eagle Rock that are not serviced now. The expanded Dash routes could include stops at the 134 Freeway and Figueroa Street and at Harvey Drive and the 134 Freeway where bus stops could provide access to the No-Ho - Pasadena buses. This would also greatly reduce the amount of time that the buses would spend driving through Eagle Rock. 198-3

Metro has been bringing this project up again and again. I have been to almost every one of the meetings and I have witnessed the opposition by the majority of the attendees. Why doesn't Metro put this out for the residents of Eagle Rock to vote on. There is a majority of residents that love the small town feeling here. Eagle Rock has alway been a small quaint town that has rejected the growth of big corporations and have supported the small local businesses instead. Our family has lived in this home since 1961 and our home will pass down to our children for future generations to enjoy. 198-4

Save a ton of money by putting the bus route on the 134 Freeway and provide better local bus service with the Dash buses. This would be a win-win for the entire community. 198-5

Regards,
Kim and Donna Turner

COMMENT LETTER 199

Subject: Eagle Rock BRT Options
Date: Saturday, November 14, 2020 at 7:45:18 AM Pacific Standard Time
From: Kim Giancaterino
To: nohopasbrt@metro.net
Attachments: Colorado Boulevard Traffic.jpg

Hello:

Our comment is that we support the safest, most financially responsible, and least disruptive solution for Eagle Rock -- the 134 Freeway option.

We say this as long-time homeowners on a dead-end street directly north of Colorado Boulevard. The attached image was taken on the day of a major fire that diverted traffic to Colorado Boulevard. This is what the end of our street looked like for hours. It was a parking lot! There is no easy way for residents of our street to get out in an emergency.

199-1

We also owned a home steps away from the North Hollywood Metro project along Chandler Boulevard. I lived there before, during, and after its lengthy construction process. There is simply no way to fit everything that has been proposed on Colorado Boulevard. Nor do we need it; more buses are the simplest solution.

Please choose the safest and most fiscally responsible option. We are not opposed to buses.

Thank you,

Kim & Warren Giancaterino
Eagle Rock Homeowners

COMMENT LETTER 200

Subject: Eagle Rock BRT

Date: Wednesday, November 11, 2020 at 10:33:13 AM Pacific Standard Time

From: Kim M.

To: nohopasbrt@metro.net

Eaglerock411 and I, Kimberly Martellino, support the freeway option, which runs the BRT along the 134 due to minimal cost and little to no negative effects on Eagle Rock. However, if this route is rejected, we would support the side running option presented in the DEIR. As long as no car lanes, parking, trees or medians are lost due to BRT lane construction, we feel that this is the only viable option. We believe the center-running option is not only fiscally irresponsible, but it would also cause undue harm to local businesses by eliminating most street parking, as well as existing trees and medians. Furthermore, we are concerned it would have a gridlock effect on traffic in an already congested thoroughfare during and after the construction phase.

200-1

Sincerely,

Kim Martellino

COMMENT LETTER 201

VOICEMAIL

Date: November 11, 2020
From: Kim Martellino

Hi my name is Kim Martellino and my phone number is [redacted]. I am calling to comment on the NoHo to Pasadena BRT. Wanted to let you know that I still fully support the freeway option which run along the 134. I think it's gonna be least costly and will have no negative impact on Eagle Rock. I am an Eagle Rock resident. If that route is rejected then I would support the side-running option presented in the DEIR as long as no parking, trees, medians, or car lanes are taken away. I think that's the only option that when it would share the lane -- i suppose it would be the bus lane, would share the lane with the bike lane and the bike would have priority over the bus i believe, so that's second. The one that was running through the center is absolutely off the table. That one sounds horrible, sounds horrible for Eagle Rock and will just do damage to our town. I strongly believe this. Thank you so much for taking my comment, alright bye. 201-1

COMMENT LETTER 202

Subject: Eagle Rock BRT options
Date: Friday, November 13, 2020 at 11:44:09 AM Pacific Standard Time
From: kim
To: nohopasbrt@metro.net

Hello, my comment is that I fully support the freeway option for the Eagle Rock portion of the proposed BRT. This will cause no damage to our town and is the most fiscally responsible option.
However, if this option is rejected, then I will only support the "side running" option as presented in the DEIR. This will cause far less destruction than the center-running option and will be significantly less expensive. As in, hundreds of millions of dollars less expensive. 202-1

Thank you,
Kim Sheehan, Eagle Rock home owner

Sent from Yahoo Mail for iPhone

COMMENT LETTER 203

From:	Kobra Schaban
To:	nohopasbrt@metro.net
Cc:	councilmember.kevindeleon@lacity.org; JacksonM@metro.net
Subject:	BRT Eagle Rock- Support Beautiful Boulevard
Date:	Friday, December 25, 2020 7:34:28 PM

Dear Mr. Hartwell,

As an Eagle Rock resident who also works at Eagle Rock Comprehensive Community Health Center, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, reduces the need of having cars, which means reducing the cost burden on thousands of families, increases physical activities as people walk to the stations or use protected bike lanes which improves physical and mental health. We will also have better landscaping on Colorado Boulevard, promote a more vibrant Downtown Eagle Rock, and improve the pedestrian experience.

I have been excited about the prospect of the BRT project since it was first announced. Living 20 years in Germany, a country with a fast and effective public transportation has brought me to a realization that Los Angeles is far behind of a healthy lifestyle.

We have miles of land occupied just for parking of cars, while thousands of people are homeless. People who never drive or are not able to drive are having enormous issues getting around and that isolates them more and more. A lot of these people are not able to pay for taxis or Uber and as result they are unable to get to their medical appointments. When I was working at a dialysis center, I witnessed people who stopped treatment because they were not able to afford paying 6 times a week transportation from home to the dialysis center. 203-1

I urge Metro to consider the Beautiful Boulevard proposal and adopt it as the preferred proposal for the Eagle Rock portion of the NoHo-Pasadena BRT. Of the alternatives on the table, this is the best one to make it comfortable for people to get around, reducing cars on roads, reducing costs, supporting our environment, reducing pollution, improving physical activities and people's physical and mental health.

Sincerely,

Kobra Schabanpour

--
Kobra Schabanpour, LCSW
Therapist: Individual, Couple and Group

COMMENT LETTER 204

Subject: Re: Thank You from the NoHo to Pasadena Transit Corridor Project Team
Date: Friday, November 20, 2020 at 9:42:19 PM Pacific Standard Time
From: Kris Kouri
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

Dear MTA,

I am completely against your plan to tear out the medians that run down Colorado Blvd in Eagle Rock to make way for buses. Research shows that people in Los Angeles do not ride the buses that are already in existence. And tearing out the medians with the beautiful trees will destroy the ambience of our community.

I can't believe you are continuing on with this when our country is in crisis and the state is in financial duress.

I plan to fight your proposal in conjunction with like-minded community members!!!

204-1

Kristyan Kouri

From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>
Sent: Friday, November 20, 2020 6:59 PM

Subject: Thank You from the NoHo to Pasadena Transit Corridor Project Team

View this email in your browser



Metro North Hollywood to Pasadena Transit Corridor Project

Thank You for Attending Our Virtual Public Hearings on the NoHo to Pasadena Transit Corridor Project

Metro's community outreach efforts for to the NoHo to Pasadena Transit Corridor Project continue to expand. Two interactive virtual public hearings were held via Zoom on November 12 and November 14, 2020. Thank you to those who participated and provided further input on this project.

The public hearings allowed us to interact virtually with nearly 250 participants. The virtual public hearings included a presentation on the Draft Environmental Impact Report (DEIR) and opportunity for oral and written public comments. During the hearings, we received a total of 120 verbal and written comments.

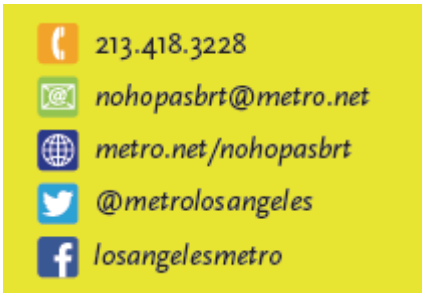
If you were unable to attend the virtual public hearings, we encourage you to visit our virtual platform, which recreates the open house and meeting experience for you online, you can also view information on the project, recap video, meeting presentation, DEIR documents and leave public comments.

What happens next?

The public comment period for the DEIR is open from October 26, 2020 to December 10, 2020. Upon completion of the review period, Metro will review all comments received and include responses in the Final Environmental Impact Report (FEIR). You can submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us





Proyecto del Corredor de Transporte Público de Metro de North Hollywood a Pasadena

Gracias por asistir a nuestra audiencia virtual pública sobre el Corredor

de Transporte Público de North Hollywood a Pasadena

Los esfuerzos del equipo de seguimiento de Metro del Proyecto del Corredor del de Tránsito Rápido de North Hollywood a Pasadena siguen expandiéndose. Se llevaron a cabo dos audiencias virtuales públicas por Zoom el 12 y el 14 de noviembre de 2020. Les agradecemos a aquellos que participaron y dieron su opinión sobre este proyecto.

Las audiencias públicas nos permitieron interactuar de manera virtual con casi 250 participantes. Incluyeron una presentación del Plan preliminar del Informe de Impacto Ambiental y brindaron la oportunidad de hacer comentarios públicos tanto verbales como escritos. Durante las audiencias, recibimos un total de 120 comentarios verbales y escritos.

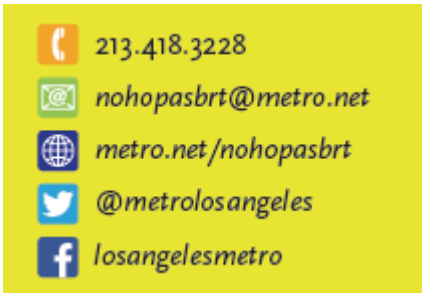
Si usted no pudo asistir a las audiencias públicas virtuales, lo invitamos a que visite nuestra plataforma virtual, que recrea la experiencia de la reunión a puertas abiertas por Internet, además, puede ver la información del proyecto, volver a ver videos, presentaciones de las reuniones, documentos del Plan preliminar del Informe de Impacto Ambiental y hacer comentarios públicos.

¿Y luego qué pasa?

El periodo de comentarios públicos para el Plan preliminar del Informe de Impacto Ambiental está abierto desde el 26 de octubre al 10 de diciembre de 2020. Luego de terminado el periodo de revisión, Metro revisará todos los comentarios recibidos e incluirá las respuestas en el Informe de Impacto Ambiental Final. Puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos



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COMMENT LETTER 205

Subject: BRT public comment
Date: Saturday, November 14, 2020 at 5:07:39 PM Pacific Standard Time
From: Kristen Gassner
To: NoHoPasBRT@metro.net

I am a 23 year resident of Eagle Rock.

Out of all three proposals through Eagle Rock, the only route I can support is the F3 (134 freeway running).

IF FORCED to choose between the F1 and F2 options, I would favor F2 (side running) provided that it preserves 4 lanes of vehicle traffic in addition to 2 lanes mixed bus/bike and 2 parking lanes. While I can easily see that F2 is not a safe option to bicyclists, the F1 proposal would likely create a traffic nightmare. In the F1 proposal, left turns and crossings are limited or restricted. As drivers will have impeded access from north side to south side, and south side to north side, this will push cars onto smaller side streets, create U turn backups for anyone needing to move across Colorado, and increase traffic on Hill Dr. and Yosemite Dr (as alternate routes to Colorado). All residents in the vicinity of Colorado Bl. will be impacted in gaining access to their own streets, and businesses will be impacted by the inconvenience. So for me, the loss of safe bicycle lanes is the lesser of these two evils. 205-1

What studies have been done to assess the car traffic impact to residents and businesses? More cars idling, more air pollution, as a result of less mobility? More car exhaust going onto residential streets, because the cars WILL GO SOMEWHERE. Why has no consideration been given to the goals of the Colorado Bl specific plan, and Take Back the Boulevard (increasing bike-ability, increasing walkability, promoting small businesses, keeping a historic feel)? 205-2

The biggest advantage (and goal) of the BRT line seems to be moving riders quickly across long distances. If people want to get to North Hollywood, they can find their way to the stations proposed at the 134 exits. Having 3 stops in Eagle Rock does not really increase the convenience for most Eagle Rock residents wanting to take this trip. But, the impact of having these stops (the construction, the resulting traffic issues from the reconfiguration) is MASSIVE to all Eagle Rock residents. Why are we taking the brunt of this? 205-3

Our local business and residents who live near these businesses will suffer if the street parking is removed. Colorado is already a tricky balance of a major car route for our residents to do our basic tasks (access for groceries, basic services) and a place to walk and enjoy our restaurants and small shops. We've made improvements in the last years with the bike lane conversion in the boulevard calming, while still allowing people and cars to do their basic business. This BRT F1/ F2 route project does nothing to advance those improvements, and seems that it will negatively effect these improvements. Both are bad options for us. 205-4

If Metro wants to build a more comprehensive system that gets people out of cars, then DO IT. This is piecemeal. Expand all service and make it blanket our city. But meantime, don't make our Eagle Rock community suffer while you figure it out.

Kristen Gassner

COMMENT LETTER 206

-----Original Message-----

Sent: Tuesday, November 17, 2020 3:34 PM
To: nohopasbrt@metro.net; councilmemberkevin.deleon@lacity.org; info@ernc.la
Cc: andrew.jacobs@ernc.la; jesse.saucedo@ernc.la; richard.loew@ernc.la; sylvia.denlinger@ernc.la
Subject: Proposed NoHo-Pasadena Bus Rapid Transit Line

My husband and I oppose the proposed BRT development for Colorado Blvd.

Adding a dedicated or modified bus lane on Colorado DOES NOT support the interests of the community.

As Eagle Rock residents north of Colorado, we were drawn here for the charming neighborhood and small town feel of businesses on Colorado.
Dedicating a lane for buses, or reconfiguring the traffic lanes to accommodate these plans, does not support the community of Eagle Rock.

The 134 is a perfectly fine rapid route. There is a reason there is no offramp from the 134 into the community of Eagle Rock.

206-1

I want to be able to access local businesses and park near them. Please keep the trees, support the small businesses, and preserve the community feel of Eagle Rock.

It is important to protect our neighborhood and limit this development and impact on Colorado Blvd.

NO to the proposed NoHO-Pasadena Bus Rapid Transit Line on COLORADO!

Thank you. Be well, and stay safe -

Kristina and Mark McConville
Residents, North of Colorado Blvd
Eagle Rock

COMMENT LETTER 207

VOICEMAIL

Date: November 11, 2020
From: Kristina McConville

Hello my name is Kristina McConville. I'm a resident of Eagle Rock, north of Colorado Blvd. I'm calling to lodge that I am firmly against a dedicated bus lane on Colorado blvd. I do not want that to affect the small businesses in our community. We moved here because of the small feel of this neighborhood and to increase the traffic on Colorado blvd and limit access to businesses is not for us, it's not for our community. We do not want this. My name is Kristina McConville, my husband's name is Mark McConville. We are strongly opposed to these changes on Colorado Blvd. Thank you so much. 207-1

COMMENT LETTER 208

Subject: Magnolia
Date: Tuesday, December 8, 2020 at 10:30:40 AM Pacific Standard Time
From: Kyle Video Edit
To: nohopasbrt@metro.net

I still think the proposed route is stupid. So many more people live, work and shop along Magnolia than the outlined route NOHO to Burbank. I get you want to service the studios, but they all have private garages and mostly are commuting in from the out of town. They won't be on this thing. It's going to be a huge failure if you cater to suburbanites over locals, and to studios over local business. Magnolia runs parallel to other busy routes (ie Burbank) and gets riders near amtrak downtown Burbank. But you've chosen to cater to a group who doesn't want it. Give me a break. 208-1

Kyle Remmenga

COMMENT LETTER 209

From: Kyle Remmenga
To: nohopasbrt@metro.net
Subject: NOHO to Pasadena comment
Date: Friday, December 18, 2020 10:26:16 AM

I don’t like the idea of going down the freeway. The Green line and Silver Line are proof of how little that does to connect communities. It leaves people far from walkable centers and add extra bus commutes from the station to the destination, thus encouraging people to drive...
Run it right through the NIMBYs who, as history has shown, will brag about how accessible it is once they have it. As Steve Jobs once said, “people don’t know what they want until you show them.”

209-1

COMMENT LETTER 210

Subject: BRT comment
Date: Wednesday, November 18, 2020 at 5:04:09 PM Pacific Standard Time
From: Leon Liang
To: NoHoPasBRT@metro.net

Hi,

I would like to recommend that dedicated bus lanes are added for the freeway on- and off-ramps along this route. In addition, the buses should get priority at all traffic signals using sensors at intersection to eliminate wait time as much as possible. Such improvement should be done for street-running light rail lines as well. 210-1

COMMENT LETTER 211

VOICEMAIL

Date: December 27, 2020
From: Leslie Lemmon

Hi my name is Leslie Lemmon and I wanted to comment on the North Hollywood to Pasadena proposed transit. I have actually emailed in the past it might have been on the earlier stages of the project but anyway just very simply the main route that has been chosen that goes on Colorado and then goes on Broadway in Glendale and proceeds on its way that is the best route if you actually want to serve people. The alternative possible route which goes on the freeway that will leave so many people out of this bus line it just becomes ludicrous. Also very important if you cut out the portion that mainly goes through Eagle Rock into Glendale you're cutting out a lot of the population that has less money then for example the Pasadena folks or the Burbank and North Hollywood folks it's just not the right move it's not a good move and in terms of ridership and the volume you will be serving it's not a particle move so keep it on Colorado Broadway etc. Keep the main route you'll be serving a lot of people you'll be serving a diverse population you'll be serving the population that really needs that public transit and you will be bringing riders into thriving corridors that really need people coming and going and to stay afloat right now so anyway that's my comment feel free to reach out to me if you want further opinion. OK thank you good luck with the project. Final note I've been writing transit in LA since 1992 so I'm a big proponent of transit and I'm really familiar with that particular corridor thank you so much. 211-1

COMMENT LETTER 212

To: NoHoPasBRT@metro.net
Subject: BRT Eagle Rock
Date: Friday, December 25, 2020 1:58:51 PM

Dear Metro:

I have attended all of your public forums, and the voice of the community was clear at each one: keep the green median strip and maintain all four lanes of traffic. Many of the people at the meetings advocating for removing traffic lanes, were not residents or business owners in Eagle Rock: they were brought in by outside agencies.

212-1

Please allow Eagle Rock to maintain its current traffic flow and access to businesses. Reducing lanes of traffic on Colorado Blvd. will not get people out of their cars, it will force them onto parallel residential streets.

Lisa Karahalios

Eagle Rock Resident

COMMENT LETTER 213

From: Lois Kalinsky
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 12:30:59 PM

We do not want to see a lane, for cars, removed on Olive. There will be much worse congestion, to accommodate a small number of bus riders. 213-1

Sent from my iPad

COMMENT LETTER 214

From:	Lorena Alamillo
To:	nohopasbrt@metro.net
Cc:	mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Kathryn@bos.lacounty.gov; mike.bonin@lacity.org; mayor@cityofinglewood.org; jacksonm@metro.net; fasanaj@accessduarte.com; Mayor@LongBeach.gov; hahn@bos.lacounty.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; markridley-thomas@bos.lacounty.gov; councilmember.kevindeleon@lacity.org
Subject:	Yes on 134Fwy-NoHo to Pasadena BRT
Date:	Monday, December 28, 2020 12:53:57 PM
Attachments:	Yes on 134 letter - NoHoPas BRT_LorenaAlamillo.pdf

Scott Hartwell
Project Manager, Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

December 28, 2020

Mr. Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says "Eagle Rock. L.A.'s Hometown." The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, property values, and impact the safety of our Eagle Rock community. 214-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 214-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor.

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community. 214-3

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 214-4

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. 214-5

Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 214-5 (cont.)

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 214-6

Sincerely,

Lorena Alamillo

---

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org
Hilda L. Solis firstdistrict@bos.lacounty.gov
Ara Najarian anajarian@glendaleca.gov
Kathryn Barger Kathryn@bos.lacounty.gov
Mike Bonin mike.bonin@lacity.org
James Butts mayor@cityofinglewood.org
Jacquelyn Dupont-Walker jacksonm@metro.net
John Fasana fasanaj@accessduarte.com
Robert Garcia Mayor@LongBeach.gov
Janice Hahn hahn@bos.lacounty.gov
Paul Krekorian councilmember.krekorian@lacity.org
Sheila Kuehl sheila@bos.lacounty.gov
Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov
Kevin de León councilmember.kevindeleon@lacity.org

COMMENT LETTER 215

To: nohopasbrt@metro.net
Date: Monday, December 28, 2020 6:21:28 AM

As a resident of Eagle Rock, I do not want the proposed changes to Metro Lines on Colorado Blvd. I am the resident here and I want to be heard. We the residents that own homes are entitled to make the decisions that affect our quality of life. No council with a minuscule number of Eagle Rock residents should make decisions that hurt the majority's enjoyment of our town. We are all entitled to a vote as residents. Majority should rule.

215-1

COMMENT LETTER 216

Subject: BRT - Eagle Rock
Date: Monday, December 28, 2020 at 9:13:20 PM Pacific Standard Time
From: Lydia Storie
To: NoHoPasBRT@metro.net

Dear Metro,

I have previously commented in favor of the proposed BRT line running through Eagle Rock on Colorado Blvd, rather than bypassing us via the 134 freeway. I'd like to reiterate my preference for this route, which will be of much greater service to our community in the long run. Based on the recent options proposed, I would most prefer the side running lane. But in the interest of maintaining the feel of our "downtown area" and our pedestrian culture, bike lanes, and parking in the the heart of Eagle Rock (near the intersections of Colorado and Eagle Rock Blvds), I'm not in favor of squeezing a third lane dedicated to buses into this area between Eagle Rock Blvd and Townsend. While there is plenty of room on Colorado Blvd to the west and east of this stretch for a third lane to comfortable fit, I strongly suggest we use one of the existing traffic lanes for the BRT and reduce car traffic to one lane along this segment. To incentivize local residents to utililize the BRT and reduce traffic, I would also like for there to be an option to ride the BRT "across town" locally in Eagle Rock at a reduced cost (i.e. anywhere from Target to Figueroa) which would help make up for the loss of this one lane.

216-1

Thank you very much for all of the work you've put into this project so far. We're very much looking forward to improved public transit in our area!

Lydia Storie

--
Lydia Storie

COMMENT LETTER 217

From: Malia Schilling
Sent: Thursday, November 12, 2020 11:31 AM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Support for NoHo - Pasadena BRT, but need for a new option

I'm writing to share my support for the proposed BRT. I'm a resident of Northeast LA, and a BRT would create a fast, reliable, and sustainable method of transportation in a region that desperately needs quality transit.

However, option F2 is NOT my preferred option, and I would like to see an option developed that adds bus lanes while protecting curb extensions and bike lanes. To truly combat climate change, we need to make it easier for people to walk, bike and ta

217-1

Thank you,
Malia Schilling

COMMENT LETTER 218

From: MANIJEH NAVA
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 3:31:50 PM

To whom it may concern,

I was born and raised in Glendale, and have been a homeowner in Eagle Rock for 32 years. I am not a business owner, however I am horrified about what would happen to businesses along Colorado Bl, should a commuter bus use that route.

We already have both a commuter bus that uses the 134 freeway AND the local busses that are very handy and take no longer than driving your own car. The local busses provide easy access to our local businesses due to the many stops (only if someone needs to get on or off), however the proposed commuter bus would only have maybe two stops and not in convenient locations. 218-1

In conclusion, no one is commuting to Eagle Rock, so the 134 route with bus access at Harvey Dr (and there is already a bus stop at that freeway exit) and another one at the Figueroa freeway entrance, would accommodate any Eagle Rock residents wishing to use your commuter bus.

USE THE FREEWAY FOR YOUR COMMUTER BUS!!

Thank you,

Manijeh Carmichael

Sent from my iPad

COMMENT LETTER 219

Subject: Support for Glendale's street alignment, and Eagle Rock's Beautiful Boulevard proposal
Date: Sunday, December 20, 2020 at 2:32:02 PM Pacific Standard Time
From: Marc Cv
To: nohopasbrt@metro.net

Hi,

I'd like you to know that I support the subject projects. 219-1

Marc Lowenthal

Sent via my iPad

COMMENT LETTER 220

From: Mark Rhein
To: nohopasbrt@metro.net
Cc: councilmember.kevindeleon@lacity.org

Subject: Objection to BRT lane in Eagle Rock
Date: Monday, December 28, 2020 8:19:17 AM

To Whom it May Concern:

I write as a homeowner and resident of Eagle Rock to oppose the routing of a BRT on Colorado Boulevard though our community. I believe the entire project should be placed on hold pending the end of the global Coronavirus pandemic; however, should Metro insist on moving forward with something, then in the spirit of the namesake of the 134 Freeway, President Barack Obama, who found power in local community input and process and control, please listen to this community and route the busses on the freeway.

First, I wish to note a general objection to a deadline for public comment coming the first business day after an extended Christmas weekend, in the middle of a global pandemic, when many people's attention is rightfully pointed elsewhere. For the past 18 months of this project, the timing for public input is haphazard, badly communicated and seems to favor developers rather than our own citizens.

Second, please note an objection to the manner in which the Eagle Rock Neighborhood Council (ERNC) does not seem to take seriously its obligations of recordkeeping, compliance with open meetings laws, and maintaining a posture of open mindedness to the community's needs. I recognize that neighborhood councils are made up of volunteers; however, that does not absolve them of their requirements to adhere to state and local law regarding their conduct of the public's business. The job description for neighborhood council members clearly needs an overhaul. While I realize this is not Metro's bailiwick, Metro should be sufficiently concerned with the way the supporters of this development behave to want to reset the clock to zero and start over. Metro cannot trust the word of the ERNC in communicating the will of the community. 220-1

Finally and perhaps most importantly--we are in the midst of a global pandemic that is changing the entire economy, culture and nature of work, business, shopping and community engagement. Why would Metro proceed with a project that is based on projections of ridership that could not take the pandemic into account? The initial projections available to the public were based on workers traveling West to the entertainment industry's studios in North Hollywood, Burbank and Studio City, and students and shoppers traveling East to Eagle Rock and Pasadena, for the wide array of businesses in both, and Pasadena City College and the California Institute of Technology at the Eastern Terminus. Already, our daily lives--education, shopping, work and leisure take are evolving. And, people's trust about the safety of public transportation is changing. t is foolish to proceed with a project that will reconfigure our main street in Eagle Rock until post-pandemic ridership patterns can truly be ascertained. 220-2

As a homeowner and resident of Eagle Rock, I urge you not to proceed with a BRT on Colorado Boulevard in our community. If you must proceed with the project, please route the busses along the 134 Freeway. 220-3

Sincerely yours,

Mark A. Rhein

CC; Keven De Leon, City Councilman, 14th District, City of Los Angeles

COMMENT LETTER 221

Subject: Re: NoHo to Pasadena Transit Corridor DEIR Review Extended
Date: Monday, November 30, 2020 at 7:10:58 PM Pacific Standard Time
From: Mark Whitney
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

Please do not implement and options that would reduce parking or restrict left turns in Eagle Rock. My preference is for the freeway option with a stop at Figueroa. I know many people that operate businesses along Colorado in Eagle Rock and they already complain about the lack of parking. Perhaps bicycle traffic could be redirected to Yosemite, which is much slower to start with. Plus, because it is residential, it would be less impacted by a reduction in parking. 221-1

Mark Whitney

On Mon, Nov 30, 2020 at 1:59 PM Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net> wrote:

View this email in your browser



The Draft Environmental Impact Report (DEIR) review period for the NoHo to Pasadena Transit Corridor project is extended to December 28, 2020.

The NoHo to Pasadena Transit Corridor Project has extended the **deadline for public comment on the DEIR until December 28** to allow for more opportunities for public comment due to the holidays and election cycle.

If you haven't visited the virtual platform yet, you can do so at nohopasbrt.com to learn more about the project, view project information boards and maps, watch the recorded presentation and update video, and submit your comments. You can also submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us

Metro invites you to stay involved and share your feedback.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro



El periodo de revisión del Plan preliminar del Informe de Impacto Ambiental para el proyecto del corredor de transporte público de North Hollywood a Pasadena se extiende hasta el 28 de diciembre de 2020.

El proyecto del corredor de transporte público de North Hollywood a Pasadena ha extendido **la fecha límite para la entrega de comentarios públicos sobre el Plan preliminar del Informe de Impacto Ambiental hasta el 28 de diciembre** para brindar más oportunidades de participación debido a los días festivos y las elecciones.

Si todavía no ha visitado la plataforma virtual, puede hacerlo en nohopasbrt.com para conocer más sobre el proyecto, ver los anuncios informativos y los mapas del proyecto, ver la presentación grabada y el video con actualizaciones y enviar sus comentarios. También puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos

Metro lo invita a participar y compartir su opinión.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro

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COMMENT LETTER 222

Subject: Yes on 134Fwy-NoHo to Pasadena BRT
Date: Monday, December 28, 2020 at 1:39:43 PM Pacific Standard Time
From: Martha
To: NoHoPasBRT
CC: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, kathryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, Jackson, Michele, mayor@longbeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, councilmember.kevindeleon@lacity.org
Attachments: Yes on 134 letter - NoHoPas BRT_MarthaAOrozco.pdf

Scott Hartwell

Project Manager, Metro

One Gateway Plaza, MS 99-22-6

Los Angeles, CA 90012

December 28, 2020

Mr. Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says “Eagle Rock. L.A.’s Hometown.” The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, property values, and impact the safety of our Eagle Rock community. 222-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 222-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor. 222-3

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community.

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking 222-4

to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there.

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 222-4 (cont.)

I strongly support public transportation but not at the expense of an established vibrant neighborhood. The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway. 222-5

Sincerely,

Martha A Orozco

cc: Mayor Eric Garcetti, Chair mayor.garcetti@lacity.org<mailto:mayor.garcetti@lacity.org>

Hilda L. Solis firstdistrict@bos.lacounty.gov<mailto:firstdistrict@bos.lacounty.gov>

Ara Najarian anajarian@glendaleca.gov<mailto:anajarian@glendaleca.gov>

Kathryn Barger Kathryn@bos.lacounty.gov<mailto:Kathryn@bos.lacounty.gov>

Mike Bonin mike.bonin@lacity.org<mailto:mike.bonin@lacity.org>

James Butts mayor@cityofinglewood.org<mailto:mayor@cityofinglewood.org>

Jacquelyn Dupont-Walker jacksonm@metro.net<mailto:jacksonm@metro.net>

Robert Garcia Mayor@LongBeach.gov<mailto:Mayor@LongBeach.gov>

Janice Hahn hahn@bos.lacounty.gov<mailto:hahn@bos.lacounty.gov>

Paul Krekorian councilmember.krekorian@lacity.org<mailto:councilmember.krekorian@lacity.org>

Sheila Kuehl sheila@bos.lacounty.gov<mailto:sheila@bos.lacounty.gov>

Mark Ridley-Thomas markridley-thomas@bos.lacounty.gov<mailto:markridley-thomas@bos.lacounty.gov>

Kevin de León councilmember.kevindeleon@lacity.org<mailto:councilmember.kevindeleon@lacit

COMMENT LETTER 223

Subject: Metro NoHo-Pas DEIR Comment
Date: Saturday, November 21, 2020 at 2:26:38 PM Pacific Standard Time
From: Martha Kowal
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

The Colorado route would be a disaster, for traffic. Even with Covid, Colorado is a busy street. There are very few that would ride the NoHo Metro from Eagle Rock and it would interfere with cause more exhaust for the area also with slow moving cars. 223-1

I am for the 134 route.

Sincerely
Martha Kowal

COMMENT LETTER 224

Subject: Metro NoHo-Pas DEIR Comments
Date: Thursday, December 10, 2020 at 12:38:20 PM Pacific Standard Time
From: Martin LeFever
To: nohopasbrt@metro.net

No bus corridor. Period

224-1

COMMENT LETTER 225

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Friday, December 25, 2020 at 9:32:42 PM Pacific Standard Time

From: Martin Rusch

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

225-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Martin Rusch, 90041

COMMENT LETTER 226

Subject: STOP BUS ROUTE FROM WH to Pasadena
Date: Tuesday, December 1, 2020 at 8:09:15 AM Pacific Standard Time
From: mary castaneda
To: NoHoPasBRT@metro.net

The bus route from West Hollywood will ruin the city of Pasadena. Pasadena is a nice clean city. Bringing people from West Hollywood could bring crime by bringing homeless people that will only destroy the neighborhood. Cost of living here is high and we deserve the right to protect our city.

226-1

COMMENT LETTER 227

From: Mary Morano
To: nohopasbrt@metro.net
Subject: Noho
Date: Monday, December 28, 2020 11:20:30 AM

Keep it out of downtown eagle rock. Businesses need the street space for outdoor dining...stick to the freeway. 227-1

Sent from my iPad

COMMENT LETTER 228

Subject: NoHo to Pasadena Transit Corridor
Date: Monday, November 16, 2020 at 2:59:41 PM Pacific Standard Time
From: Matt Harrington
To: NoHoPasBRT@metro.net

After attending several of the meetings held in Eagle Rock in 2019, then seeing the recent presentation and the most recent rendering for the project, I am mostly concerned about the Eagle Rock section of the project.

I do think a **center running option** for Colorado Boulevard **would be best for our community**. With what has happened during this pandemic, and the need for businesses to take over the sidewalk and roadway, having a future bus option taking up this valuable (and right now necessary) real estate would adversely effect the neighborhood. I am concerned by noise and speed of the buses so close to pedestrians and business. I believe using the center running option would be far more aesthetically pleasing and safer. Adding this and the accompanying stations to the Boulevard would I hope help with traffic speeds and provide additional safe crossing plazas for pedestrians. 228-1

Regards,

Matt Harrington
Eagle Rock Resident

COMMENT LETTER 229

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Saturday, December 19, 2020 at 9:50:19 PM Pacific Standard Time

From: Matt Harrington

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

While the next-gen of public transit is important, so are residents' access to their local "downtown" areas. As an avid walker, being able to walk on safe, vegetation line streets, stopping by local businesses and eateries, safely crossing thoroughfares and all being able to congregate safely with my neighbors is just as important, if not more so.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7C12b1c2b0f2fd4febb2da08d8a4ab23a7%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637440402241875308%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=UZieFvHIsI0G7HIobmNjFx4KdQXw7pYzaWYGFF7fRLA%3D&reserved=0 229-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Matt Harrington

COMMENT LETTER 230

Subject: We need more transit, more rapid bus lanes, and more bike lanes
Date: Monday, December 28, 2020 at 4:01:48 PM Pacific Standard Time
From: Matthew M Robertson
To: NoHoPasBRT@metro.net

I support more active transportation projects across the board. I live in SFV and would love to take a rapid bus from NOHO to Pasadena. We need a bike lane on Sepulveda too. Please do not do this half-assed. I'll let the people who understand this better than I to tell you what they think is best, but I want to be counted as a supporter of this and all the projects that make active transportation safer, equitable and easier. Thank you. 230-1

Matthew Robertson, MPA
Project Manager I
Quality Management Department

Kaiser Permanente - Woodland Hills Medical Center

I work remotely so please only contact me through Email or Teams.

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COMMENT LETTER 231

From: mo perkins
To: Metro"s NoHo to Pasadena Bus Rapid Transit Corridor Team
Subject: Rapid bus dedicated lanes in Eagle Rock
Date: Sunday, December 27, 2020 10:03:57 AM

Hello all,

I'm an Eagle Rock resident and homeowner. I live with my family on Hill Drive just above Colorado Blvd. I'm very concerned about Metro LA's plans to create 2 dedicated bus lanes on Colorado Blvd for Metros rapid bus route between Pasadena and North Hollywood. From Metro's planning site it looks as if the plan is currently to lose our bike lanes and add a bus lane next to parking. I would like to see the math on this. Currently there are two lanes, a small bike lane and parking. Where are you going to fit an entire third lane for buses. I believe this will mean taking out part of our sidewalks and by extension our trees that line those sidewalks. Part of the charm of Eagle Rock is that as a community started in the 1900's it has beautiful old trees. Along Colorado Blvd's sidewalk from Eagle Rock Blvd. to Figueroa there are literally hundreds of trees that are many decades old. Our green spaces and trees are important to the value and quality of life in our community. These trees add value to our homes and clean our air. I do not see how you can add an entire additional bus lane (even taking out the bike lane) without cutting down our trees. That space has to come from somewhere and I find metros drawings misleading. 231-1

I also worry about the negative impact these dedicated lanes will have on our local businesses. Colorado Blvd is the heart of Eagle Rock with businesses like Casa Bianca that have been in our neighborhood for over 50 years as well as budding new businesses like the bustling Penny Oven that opened just last year. Our local businesses are lovely and define the character of our community. 231-2

When I looked up Metros plan, I found it really telling that Pasadena will not be having dedicated bus lanes for their section of the ‘rapid’ bus. The reason is most likely the same reasons people in Eagle Rock object to them. It costs them trees and damages their businesses on main streets. Buses are great and we should have them, but let’s not make Colorado Blvd a freeway to shave a few minutes off a commute from Pasadena to Burbank. Especially as we have a freeway, the 134, right near us and ready to use if we choose to run that route. Or even better, like Pasadena, have the bus come down Colorado Blvd, but don’t create a dedicated bus lane, let us keep our trees and businesses happy. Please do not literally throw them under the bus. 231-3

Sincerely,
Maureen Perkins

COMMENT LETTER 232

From: Melanie Pava
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 1:43:30 PM

This plan to implement a dedicated bus lane through our tiny town was a horrible idea made by someone wanting to grease his own palms. We have plenty of busses running down our main (and only) artery through town. Because of the Waze App, and traffic diverted from the freeway, it is already impossible to make a left on Colorado, something that I used to do 24 years ago when we moved here. The median with grass and trees are imperative to both our health, and aesthetics. Our parking is already very limited, and we like our independent mom and pop shops and restaurants. The idea of bringing in big chains, and condos, which were mentioned as incentive for this bus line aren't only not feasible for our already congested main drag, but not what we want for our town. If we had wanted it, we'd have moved to Glendale. If this does go through, we will probably end up leaving the home we love, because I don't foresee this being an improvement to Eagle Rock. 232-1

Please consider the freeway route. Nobody wants to stop here on their way to Pasadena from NOHO. My husband are I are seniors, can't walk the hill to get down to bus stops, and can't fathom trying to make it back up the incline lugging bags of groceries.

Please stop this crazy idea. It would not benefit any of us.

Thanks for your consideration-

Melanie and Ernie Pava

Sent from my iPhone

COMMENT LETTER 233

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project
Date: Saturday, December 26, 2020 at 10:17:39 AM Pacific Standard Time
From: Michael Amoruso
To: nohopasbrt@metro.net
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Hi,

As someone who lives and works in Eagle Rock, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

While I fully support improving mass transit, which is crucial city infrastructure that greatly improves citizens' quality of life, upgrades shouldn't come at the expense of greenery, pedestrian access, and bike lanes.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

233-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Michael Amoruso
90041

--

Michael Amoruso | Assistant Professor
He / Him / His
Department of Religious Studies

COMMENT LETTER 234

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 12:16:28 PM Pacific Standard Time

From: Michael Blanchard

To: nohopasbrt@metro.net

CC: JacksonM@metro.net, councilmember.kevindeleon@lacity.org

As an Eagle Rock resident, transit user, and bicycle commuter, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I walk in Eagle Rock with my family several times a week, and bike alone or with friends often. We eat in local restaurants (when allowed) and frequent local businesses. This plan will enhance all of those experiences, while also improving public transit for the city of LA and neighboring cities, all while enhancing the character of Eagle Rock's Main Street.

234-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Michael Blanchard

90041

COMMENT LETTER 235

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 3:34:20 PM Pacific Standard Time
From: Michael Fishman
To: NoHoPasBRT

Hello Metro,

Eliminating bike lanes to make room for transit isn't acceptable!

While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. This false choice - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 235-1

-Michael Fishman
Sherman Oaks, 91423

Help me make the streets of Los Angeles safer

COMMENT LETTER 236

Subject: Metro NoHo-Pas DEIR Comments
Date: Tuesday, December 1, 2020 at 1:49:36 PM Pacific Standard Time
From: Michael Guitar
To: nohopasbrt@metro.net

To whom it may concern,

I am an Eagle Rock homeowner and strongly in favor of the route along Colorado Blvd. Easily accessible public transportation is essential in order to tackle the climate crisis and create a more equitable community. Please do not bypass Eagle Rock with the BRT.

I also urge you to select a design that includes protected bike lanes. A bicycle is my primary form of transportation around Eagle Rock. Although I occasionally ride my bike on Colorado, I try to avoid it as much as possible because I do not feel safe riding unprotected next to cars that frequently travel well above the legal speed limit. I know many others who feel the same.

236-1

Best regards,
Michael Guitar

COMMENT LETTER 237

From:	Mike Kowal
To:	nohopasbrt@metro.net
Cc:	Mike
Subject:	Metro NoHo-Pas DEIR Comments
Date:	Sunday, December 27, 2020 12:11:22 PM

I have read most of the proposal for the round through EAGLE ROCK.

As a home owner in Eagle Rock I bought my home because of the neighborhood and quaint business districts on Eagle Rock Blvd and Colorado.

I have seen these businesses thrive in the years before Covid 19. I believe your proposal of tearing up Colorado Blvd to run the bus down Colorado is ridiculous to provide ridership for so few in the Eagle Tock area. There is not parking at either Eagle Rock nor Townsend. If you mitigate later you will be changing the character of why homeowners bought in the neighborhood. It feels like you are pushing this so developers will be able to build large tall apartments and destroy our neighborhood.
You could have as many passengers from Eagle Rock by using the 134 Route and not tear up our street and interrupt business with your design. 237-1

Even with Covid we have hat lots of traffic on Colorado. Since it is an evacuation route out of Eagle Rock I worry that your Colorado route will create a huge problem if we have an Earthquake or major fire even 237-2

Sincerely
Michael Kowal Jr

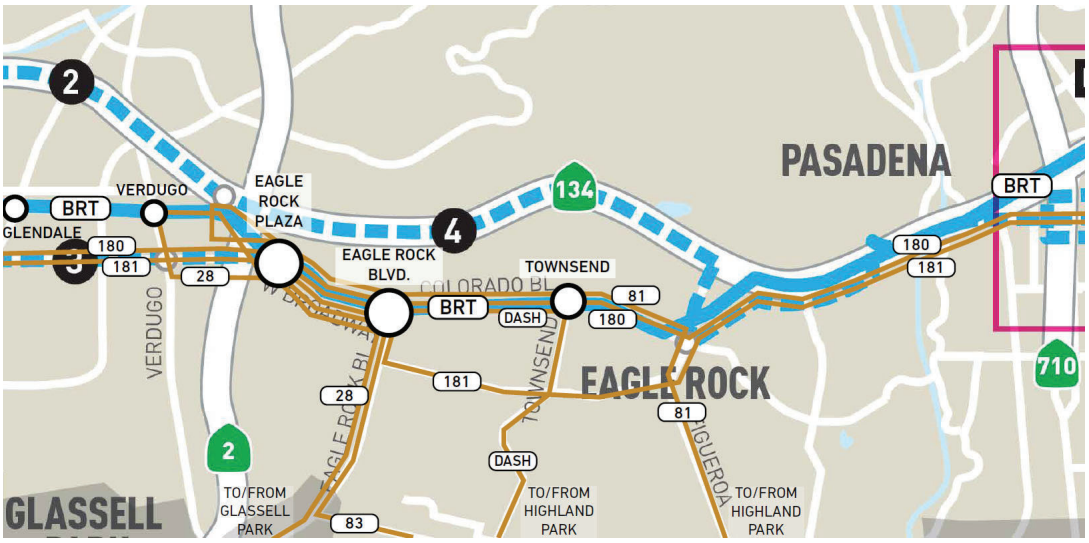
COMMENT LETTER 238

From: michael macdonald <michael.s.macdonald@gmail.com>
Sent: Monday, December 28, 2020 8:51 PM
To: NoHoPasBRT
Cc: Jackson, Michele; Alice Roth; Sarah Flaherty; Nate Hayward; Jennifer Barraza
Subject: Save our medians! Adopt the "Beautiful Boulevard" proposal

Mr. Hartwell, Metro project team, Metro Boardmembers, and Council District 14 staff,

As an Eagle Rock resident, I am severely disappointed with the options (F1, F2, F3) that Metro has provided for the Eagle Rock community as described in the North Hollywood to Pasadena BRT project's Draft EIR. None of Metro's options meet the goals that the Eagle Rock community has consistently communicated of quality transit, safe streets, preservation of medians, and support for a vibrant Downtown Eagle Rock that sustains our local small businesses. 238-1

Metro's outreach and engagement for this project has been consistently lacking. As a transit user, I have not seen any outreach efforts specifically directed to existing transit riders, particularly to riders of Metro 780, 180, 181, 81, or 28 lines, or of DASH Highland Park/ Eagle Rock service. Metro's failure to meaningfully engage with actual transit users, and its inequitable focus on engaging affluent non-transit users, are largely to blame for the fact that Metro is even presenting route alternate F3, which would bypass central Eagle Rock, provide no Downtown Eagle Rock transfers to local bus service, and force transit riders to wait at stations in inhospitable spaces adjacent to freeway onramps or gas stations. 238-2



A street-running BRT line on Colorado Boulevard will serve five times as many transfers to local bus service as alternate F3. Metro has provided insufficient study of the impacts to existing transit riders of providing a transit line without local transfer connections within central Eagle Rock in the context of designing an upgraded transit line that largely traces the existing 780 Rapid line. Metro should recognize the F3 route alternate as unworkable and abandon it as it proceeds with further design. 238-3

Unfortunately, both of the one-size-fits-all options that Metro has provided for Colorado Boulevard are wholly ignorant to Eagle Rock's local context and focused at maximizing the convenience of non-transit travel by car. Proposed project F2 would eliminate existing buffered bike lanes that the Eagle Rock community dedicated 3 years of engagement and effort to implement, and which were the first stage of a community-wide effort to build a greener and more pedestrian friendly street called "Take Back The Boulevard." Metro's mitigation measure TRA-5 is laughably insufficient to address the multitude of ways in which the F2 alignment would endanger and discourage travel by bicycle; would impact Take 238-4

Back The Boulevard-envisioned curb expansions; would impact roadway travel speeds, safety, and City of LA Vision Zero goals; would prohibit implementation of Mobility Plan 2035; and would reduce safety of existing crosswalks. Metro should also abandon the F2 route option. 238-4 (cont.)

In proposing to tear out existing landscaped medians and remove 50% of curbside parking, alternate F1 is similarly ignorant of Eagle Rock's context and goals that have been consistently communicated to Metro. Metro has similarly provided insufficient study of the impacts to roadway safety, City of LA Vision Zero goals, stormwater management, air quality, and pedestrian access for the F1 route alternative. 238-5

Additionally, Metro has provided no study of BRT-style buses for this BRT project. Cities across the United States are consistently using buses that board from both sides to provide light rail-like service for buses. Metro's center-running F1 option proposes costly demolition of existing medians, some of which could be mitigated through use of actual BRT-type vehicles that are able to board from a centrally-located station. Metro must study procurement of buses that board from both sides for this and other BRT projects that are in development. 238-6

What is most frustrating about Metro's poorly considered options is that there is no lack of know-how and collaborative spirit within Eagle Rock. Time and again over the past three-plus decades, Eagle Rock's community has worked together to develop plans to support small businesses, protect architectural character, provide greenery, and make for a safer and more multi-modal transportation system. Most obvious in such collaborative efforts within Eagle Rock's diverse community should be The Eagle Rock Association (TERA), who spearheaded the visionary Take Back The Boulevard initiative, who convened a positive community dialog around Metro's project in August 2019 at a time when Metro struggled to communicate basic goals for the project, and has over three decades of experience in advocating for a better Eagle Rock. Rather than ignore this community resource, Metro should work with TERA to provide community engagement and discussions moving forward about project goals and solutions.



238-7

Where Metro has failed, the Eagle Rock community has stepped up to provide the "Beautiful Boulevard" plan: a context-sensitive solution for the BRT project within Eagle Rock that is organized into three zones. This proposal saves existing medians, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and increases roadway safety, all while providing quality regional transit service to and from Eagle Rock. This solution is detailed at https://www.eaglerockforward.org/.

I support the Beautiful Boulevard proposal and urge Metro to study and adopt it as the locally-preferred alignment within Eagle Rock. I urge our elected leaders to fully support this plan and assist in community engagement to ensure it can be developed to maximize community and transit rider benefit. 238-8

When I and other voters voted "yes" on Measure M in 2016, we did so with the goal of building a better and more sustainable transit system across the Los Angeles region that would provide a viable alternative to driving and regional congestion. In its prioritization of driving convenience and efforts to maximize vehicle lanes to the detriment of active transportation, Metro's project team has completely lost sight of this primary goal and is instead centering decision making apparently to appease a 28.9% minority that voted against Measure M. This is a completely unacceptable

approach to designing a transit line in 2020, at a time when transportation costs are a significant component of residents struggling to make ends meet and where climate change's impact is being felt through longer fire seasons that pollute our air and endanger our communities.

I've had enough of the public grandstanding that does not work towards meaningful action. We need Metro *and* our elected leaders to fulfill the promise that voters approved by implementing quality transit that will take meaningful action on climate change. Maximizing travel by private automobiles ain't it. 238-8 (cont.)

The Beautiful Boulevard proposal provides a workable solution for Metro to provide quality transit, safe first mile/last mile connections, while mitigating impact to locally important context within Eagle Rock.

Save our medians! Adopt the Beautiful Boulevard alignment solution.

Sincerely,

Michael MacDonald
Eagle Rock, 90041

COMMENT LETTER 239

Subject: The “Beautiful Boulevard” concept for Metro’s NoHo-Pasadena BRT is FANTASTIC!
Date: Monday, December 28, 2020 at 1:43:46 PM Pacific Standard Time
From: Michael Schneider
To: NoHoPasBRT@metro.net
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Dear Metro,

As someone born and raised in Los Angeles, I can understand how difficult change is. I understand that in our city, it’s somehow assumed that - unlike the rest of the world - people “just wouldn’t bike” even if we gave them safe infrastructure. And it’s become a given that the bus takes 2-3x as long as a car. But just IMAGINE what would happen if there was safe bike infrastructure AND bus infrastructure that made it even faster than private cars at rush hour. It would change everything.

Having recently seen eaglerockforward.org, it is the best of all worlds. It combines world class bike and bus infrastructure without adding too much inconvenience to people driving, while beautifying Colorado Bl. and brining more customers to businesses. I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks.

239-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. **I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.**

Michael Schneider

90046

COMMENT LETTER 240

Subject: Don't remove bike lanes on Colorado Bl!
Date: Monday, November 9, 2020 at 2:51:29 PM Pacific Standard Time
From: Michael Siegel
To: NoHoPasBRT@metro.net

Dear Metro,

I support the creation of a BRT on Colorado Blvd - it absolutely must be on Colorado Blvd.

However, I oppose removing existing bike lanes for a bus lane. The whole point of this thing is to provide a connected network of public transport with other multimodal options on this route. Removing bike lanes does the opposite.

240-1

Bike lanes/bus lanes/car lanes on this route provide the intent of a good transportation network - multiple options. Why are we trying to go backwards?

Please, I urge you to implement BRT and maintain the existing bike lanes.

Thank you,

Michael Siegel
South Pasadena, 91030

COMMENT LETTER 241

From: Michael Tuggle
To: NoHoPasBRT@metro.net
Subject: NoHoPasBRT
Date: Monday, December 28, 2020 3:09:20 PM

Hello,

I live in Eagle Rock. I don't understand why you are planning to go through Eagle Rock on Colorado BLVD with the NoHoPasBRT. Seems like you should stay on the 134. You are already on the 134, you come off of it to go through Eagle Rock, and then you get back on the 134 to end up in Pasadena. If you are concerned about the speed of the trip, then staying on the 134 would be faster. If you are concerned with adding more riders, then please provide some numbers as to how many more riders you expect to pick up through Eagle Rock. I do not believe the low number of additional seats you would fill from slowing down through Eagle Rock would outweigh the speed increase by staying on the 134. By driving down Colorado BLVD you seem to be proposing either taking out the median that runs through Eagle Rock or taking away parking along Colorado BLVD. Your website states you will not remove the bike lanes. I live here and the bike lanes are hardly used. I voted for them, but they are hardly used. The parking is used. The parking is used every day. All of the small Mom & Pop businesses along Colorado need that parking so we can spend money at their stores. The median makes it feel like a small town even though we are part of LA. The median is a haven for my children and I as we cross Colorado to get from one store to the next. Please don't take the median away. Please don't take the parking away. Please send the NoHoPasBRT on the 134.

241-1

Thank you,

Mike Tuggle

COMMENT LETTER 242

Subject: Noho-Pas brt, Eagle Rock, Colorado Blvd - no bus only lanes, please drive the bus on Colorado Blvd. without changes

Date: Tuesday, December 29, 2020 at 3:08:36 PM Pacific Standard Time

From: mm

To: nohopasbrt@metro.net, Chris Dunn

Dear Metro Staff,

We are residents of Eagle Rock, living 2 blocks away from Colorado Blvd. We are asking that you NOT DESIGNATE BUS ONLY LANES ON COLORADO BLVD. Please just drive the bus on Colorado Blvd exactly as it is without "bus only lanes". The traffic on Colorado Blvd in Eagle Rock always flows smoothly at 30 mph, which is the same speed a bus would travel in its "bus only lane", there is very little time difference in driving the 1 miles stretch whether a bus would have its restricted lane, or just drive in traffic... the transport time would be the same, even in rush hour. 242-1

I am an environmentalist and pro-public transportation, we have many bus lines currently in Eagle Rock. Even before the pandemic there is very little ridership on the current bus lines. 242-2

Please do a study of driving time in a designated lane, and without a designated lane along Colorado Blvd., there is absolutely no need to take away a lane from local residents. Also this is our only shopping zone along Colorado Blvd. Bus only lanes would be extremely disruptive to residents and local businesses and restaurants..

Planning a bus only lane in Eagle Rock (where traffic flows freely all day) will do nothing to improve speed for the rapid bus line. It will only infuriate Eagle Rock residents. 242-3

Please cancel any plans to make a "bus only lane" on Colorado Blvd. Clearly the majority of Eagle Rock residents want the bus line on the 134, or on Colorado Blvd without "bus only" lanes. Please listen to us, this is our tax money, we do not want it wasted on disruptive unsightly bus lanes that don't provide any time benefit for the bus through this neighborhood. I have recorded videos of the traffic speed at 4 times throughout the day last January on California Blvd. I'm happy to send you those videos, it is proving all traffic moves at 30 mph all day and night. 242-4

Thank you,
Michele McKinley

COMMENT LETTER 243

VOICEMAIL

Date: December 29, 2020
From: Michelle McKinley

Hi I would like to leave a comment regarding the North Hollywood to Pasadena rapid line we live in Eagle Rock in a block away of Colorado Blvd I just wanted to say it seems most people in Eagle Rock want it to go on the freeway. My feeling is there is no need for a bus only Lane that would disrupt our one and only shopping district here in Eagle Rock. The main reason the traffic on Colorado Blvd always travels at 35 mph even during rush hour there's no need for a bus only lane where the bus will be going 30 mph just like the rest of the traffic that goes at 30 mph this is not a heavily congested area that needs a bus with its only dedicated bus lane. Please drive the bus up Colorado Blvd exactly as it is do not take another lane from the local residents there would be time difference for the bus in its own dedicated bus lane. My name is Michelle McKinley. 243-1

COMMENT LETTER 244

Subject: I Support BRT in Eagle Rock

Date: Thursday, November 12, 2020 at 1:20:39 PM Pacific Standard Time

From: Miguel Nunez

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Attachments: image.png, image.png, image.png

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

If a street is identified on both the TEN and the BEN, designs must include both dedicated transit facilities and protected bicycle facilities, if feasible. The Mobility Plan realizes that future street improvements may not always fully realize the full design elements that have been conceived and/or articulated.

The impact assessment provided does not comply with the requirements by the City of Los Angeles to adequately address conflicts with Programs, Policies, and Ordinances. While it is true that MP2035 recognizes that there may not be sufficient space for a TEN and BEN facility, the spirit and letter of the policy analysis required by the City of Los Angeles is to identify conflicts with planned facilities and bring to the attention of stakeholders and decision makers that a conflict exists and decision must be made to prioritize or select the implementation of the facilities that meet one or both of the suggested cross-sections and infrastructure that are reflected in each. It does not allow for agencies like Metro to unilaterally decide that the conflict with and preclusion of specific facilities in the MP 2035 network, which specifically calls for a dedicated protected bike facility, is not a conflict when it clearly is and needs to be identified as such for decision makers. The guidance in the City's Transportation Analysis Guidelines requires the disclosure of projects that preclude or conflict the installation of other city facilities, this project is clearly in conflict and that impact is not identified and instead hidden under the statement above. That statement does not absolve the project of disclosing conflicts that preclude installation of specific facilities identified in MP 2035. This project is not merely precluding future dedicated bicycle facilities, it is removing designated bicycle facilities and replacing it with a shared facility. Colorado boulevard is wide enough to accommodate bus lanes and dedicated bicycle facilities, therefore Metro should at least try to offer an option that complies with the City of Los Angeles's Mobility Plan.

244-1

10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero

4.15 Public Hearing Process:

Require a public hearing for the proposed removal of an existing Class II or Class IV bicycle facility.

Open communication in changes to a still nascent network of bikeways benefits stakeholders and maintains the integrity of the long range vision of our transportation system.

Is the hearing to remove the Class II the hearing for this project or would that be held separately? How is the decision in this DEIR to *remove AND preclude* designated bike lanes with the preferred option consistent with the CIty's TAG requiring disclosure of conflicts and removal of Class II Facilities? Where does the EIR offer an option that complies with MP 2035 and provide a rationale from deviating with compliance? Has metro obtained parking data to better understand how much the parking is used and whether that can be removed instead of the bike lane?

The City policies described above clearly call for greater transparency, notification, and identification of conflicts that reflect significant impacts per the evidence above under the CIty's new transportation analysis guidelines.

Thank you,

Mike N

COMMENT LETTER 245

Subject: Comment re: NohoPas BRT through Eagle Rock 90041
Date: Thursday, November 19, 2020 at 3:21:30 PM Pacific Standard Time
From: Mina Fried
To: NoHoPasBRT@metro.net

Dear Metro,

I have lived in Eagle Rock for 29 years. I own a home one half block north of Colorado Blvd.

I walk frequently in the neighborhood for both errands and fitness.

It is very important that you maintain our Main Street (Colorado) as close as possible to current configuration.

We must have TWO FULL LANES FOR VEHICLES IN EACH DIRECTION.
Otherwise, the environmental damage of cars stuck idling in a single lane will increase air pollution for those of us who live and walk here.

We must maintain our CURRENT MEDIAN. Otherwise, the environmental damage of losing green space and trees will damage our air quality and increase our carbon emissions.

245-1

We can have busses move rapidly by having our TRAFFIC SIGNALS SYNCHRONIZED, so that pedestrians have long enough time to cross the boulevard and busses can move along as well.

We can let BUSSES SHARE THE BIKE LANE, because there is very little usage of the bike lane. It is more important for us to MAINTAIN STREET PARKING ON COLORADO so our local businesses can survive.

245-2

Your diagrams and outlines do not easily explain which plan would meet these requirements of our neighborhood. But our neighborhood must NOT BECOME A THOROUGHFARE THAT DEPRIVES LOCAL RESIDENTS OF SAFE ACCESS TO OUR OWN COMMUNITY.

245-3

Thank you, and please keep us all posted of any future activity regarding this project.

Mona FIeld,
Retired Professor, Glendale Community College

Sent from my iPad

COMMENT LETTER 246

VOICEMAIL

Date: December 1, 2020
From: Miri Hindes

Hi my name is Miri J, I'm a resident of Eagle Rock. I was trying to leave a comment about how much I'm opposed to your project and when I click through on the email that you say is a public comment email, it is invalid. So there is no way to leave comments. So there's no way that you can gauge how opposed we are to your project. My number is [redacted]. Thanks. 246-1

COMMENT LETTER 247

Subject: Metro NoHo-Pas DEIR Comments
Date: Thursday, December 10, 2020 at 12:04:54 PM Pacific Standard Time
From: Devil's Night & Hicksville
To: nohopasbrt@metro.net

Eagle Rock needs this going down Colorado Blvd. The trees in the middle of Colorado are ugly anyways. 247-1

morgan night

COMMENT LETTER 248

Subject: Please run bus along Colorado Blvd!
Date: Tuesday, December 1, 2020 at 6:54:40 PM Pacific Standard Time
From: Myanna Dellinger
To: NoHoPasBRT@metro.net

Dear Metro:

In response to the NoHo to Pasadena bus route, PLEASE run it on Colorado Blvd. and NOT on the 134 freeway!!!

Many older, conservative voices want the bus on the freeway for "Not in my backyard" purposes. However, we all now know that public transportation in urbanizing areas for many reaons: to avoid traffic congestion, to revive areas that otherwise won't have as much night life and diversity as could be with public transportation, and to, simply, model what we KNOW works from Europe and other places: enabling people to move around more easily will make areas more modern, likeable, and profitable for businesses.

Running a bus on the 134 freeway through Eagle Rock will be a disaster as no one in Eagle Rock will want to walk up a very steep hill "just" to get on a bus.

248-1

The comments about "nice trees" are ridiculous: the trees along Colorado Blvd. are NOT nice, need to much water, and just look bad anyway as do the grassy area they are in. A nicely done bus route with cacti landscaping will look much better and bring more people in and out of Eagle Rock which is the way to do things for the future. We are in an urban area in LA. It is almost the year 2021. It is time to stop acting in selfish, needlessly ineffective ways just for NIMBY/conservative reasons by people who are never out and about anyway, but just want to resist things in the hopes of returning a past that is gone.

What worked was the trolley line in the 1900s! Lets do what we know works from that era and from Europe!

Please listen to the many of us that want this bus route along Colorado Blvd

---
Myanna Dellinger

COMMENT LETTER 249

Subject: BRT Comment
Date: Tuesday, November 3, 2020 at 1:56:03 PM Pacific Standard Time
From: Nadine Levyfield
To: NoHoPasBRT

Dear Metro,

Please do not build the BRT on Colorado Blvd. in Eagle Rock.

Tearing up Colorado Blvd. will create chaos for local residents like me, harm local businesses, and increase car traffic due to restricted lanes. 249-1

Please use the 134 for the Eagle Rock portion of the route, or use the existing bus lane.

Thank you,
Nadine

COMMENT LETTER 250

Subject: Comment in support of NoHoPasBRT
Date: Saturday, December 5, 2020 at 8:02:42 PM Pacific Standard Time
From: Nathanael Cho
To: NoHoPasBRT@metro.net

To whom it may concern,

Times are extremely difficult right now, but please continue working on this project. The potential impact sounds amazing. LA and Southern California are better when more people have access to transit.

Please expedite the needed reviews and processes as much as possible, within safety and reason. More people are telecommuting right now, so optimistically there being less traffic can lead to this project being completed faster. 250-1

I have one suggestion: Please give this project a nickname or an identifier like a letter and color. Remembering "North Hollywood to Pasadena Transit Corridor (NoHo to Pasadena BRT)" is difficult.

Sincerely,
Nathanael Cho

Los Angeles resident, and frequent traveler between the San Fernando and San Gabriel valleys

COMMENT LETTER 251

Subject: NoHoPas BRT - Eagle Rock Community
Date: Tuesday, December 1, 2020 at 7:35:34 PM Pacific Standard Time
From: Nathanael Tronerud
To: NoHoPasBRT@metro.net

To Whom it Concerns,

As a resident of Eagle Rock (male, 34, white) who relies on public transportation, I am **in favor** of the proposed route between North Hollywood and Pasadena through Eagle Rock via Colorado Blvd., with stops at Eagle Rock Plaza, Eagle Rock Blvd., and Townsend Avenue. While options eastbound to Pasadena do already exist in Metro Lines 180, 181, and the Rapid 780 (making travel from Eagle Rock to Pasadena relatively straightforward), travel westbound, by contrast, past Glendale, into Burbank and North Hollywood, is so circuitous, that making the trip south to DTLA and back north via the Red Line is often preferable, from my experience.

Some residents of Eagle Rock, particularly certain business owners, have come out against the NoHoPas BRT, claiming that such a route would increase local traffic, as well as increase low-income and/or homeless riders coming to the area, an enormously biased, if not outright racist, point of view. Such perspectives are often the loudest in debates such as these, and are usually backed by those who stand to gain the most financially.

Perhaps a BRT "Rapid" can be introduced simultaneously that bypasses Eagle Rock via the 134, for those wishing to travel between NoHo/Burbank and Pasadena as quickly as possible. But to do so by default only would be to abandon residents of the Eagle Rock, Highland Park, and Mt. Washington neighborhoods hoping to gain easier access to the other side of Glendale via public transit. While the Glendale Metrolink line does exist, it cannot be relied upon in the same way as regular transit options, especially since getting to/from the station is itself somewhat difficult, rendering any time saved a wash. 251-1

Indeed, as the LA Metro is surely aware, well designed and easily accessible transit systems *decrease* traffic locally, not increase. And if nothing else, offering low-income, and yes, homeless, riders easy and simple access across the expanse of LA county can surely only be a boon to the economy, not a drag (not to mention life-saving for many such individuals).

Eagle Rock does not need to, and should not become, yet another high income, "chic" hotspot within LA via gentrification, and good public transit helps to prevent such an undesirable outcome.

Thank you for your time.

Sincerely,
Nathanael Tronerud

COMMENT LETTER 252

Subject: NoHo to Pasadena Transit Corridor comment
Date: Monday, October 26, 2020 at 5:27:42 PM Pacific Daylight Time
From: Neale Stokes
To: nohopasbrt@metro.net

Hello,

I would like to take a moment to express my support for routing the BRT down Colorado through Eagle Rock. As a resident of Glassell Park who often uses transit, I would personally make use of this alignment to reach businesses in the Valley and Pasadena and avoid using a car. This alignment would provide great benefit to people living in Glassell Park, Highland Park, and Eagle Rock, and makes much more sense than bypassing actual commercial and residential areas by aligning on the 134. I would never use this transit option if it was on the 134. Such an alignment would make this great resource useless to people living in my community.

252-1

thank you,
Neale Stokes

COMMENT LETTER 253

Subject: I Support BRT in Eagle Rock

Date: Sunday, November 15, 2020 at 2:30:35 PM Pacific Standard Time

From: Nick Richert

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd.

253-1

Thank you,

Nick Richert

--
Hear the Bike Talk podcast at KPFK.org
Streams at stream.wbai.org:8000/biketalk Fridays, 6-7:30pm
Website: biketalk.org.
Please join our Facebook Group
Twitter: biketalkpfk
Click to SUBSCRIBE

COMMENT LETTER 254

Subject: BRT

Date: Monday, November 30, 2020 at 4:37:29 PM Pacific Standard Time

From: Nilza Serrano

To: NoHoPasBRT@metro.net

CC: Nilza Serrano, saveeaglerockcommunity@gmail.com

To whom it may concern.

I am against the NOHO project and strongly oppose it!
The State of CA, County of LA, and the City of LA are all in a financial crisis.
Bus ridership will never be the same post covid and Metro needs to find a way to reinvent itself not spend 267 million dollars where it is not needed!

254-1

Nilza Serrano

Nilza Serrano

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COMMENT LETTER 255

Subject: I support the "Beautiful Boulevard" Eagle Rock Plan
Date: Wednesday, December 16, 2020 at 7:08:03 PM Pacific Standard Time
From: Noah Cox
To: nohopasbrt@metro.net
CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Hi, today I was advised of an alternate Eagle Rock BRT plan called "Beautiful Boulevard". I am in complete support of that plan as compared to those proposed by Metro.

To be honest, I was completely shocked that the prior BRT Metro proposals treated Eagle Rock as a highway with little regard for the major value that Colorado plays in day-to-day life in Eagle Rock. I do see a value in ensuring that Eagle Rock has public transportation connections to other neighborhoods but those plans previously proposed were going to destroy local business and social life within our community. Eagle Rock is a blossoming neighborhood with a wonderful mixture of people who have a wide variety of interests, responsibilities, economic abilities, and backgrounds. The businesses, social outlets, and transportation around Colorado Blvd. is the lifeblood of the community. Immense care needs to be taken to preserve (and hopefully enhance!) that area.

255-1

The "Beautiful Boulevard" plan is a much better proposal with benefits for both local residents, those seeking to travel between points where Eagle Rock is merely along the route, and those needing public transportation to travel to and from Eagle Rock. It has done an excellent job incorporating needs of different transportation methods (bus, car, pedestrian, and bicycle). It has done an excellent job of accomodating the needs of the local businesses for parking and beautification. And it preserves our community social environment.

I would be happy to discuss this further if you have any questions. Thank you for your attention to my opinion,
Noah Cox

Los Angeles, CA 90041

COMMENT LETTER 256

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 7:55:43 PM Pacific Standard Time
From: Olga Lexell
To: NoHoPasBRT

Dear Metro,
While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. This false choice - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 256-1

Thank you,
Olga Lexell
Resident

COMMENT LETTER 257

From: Olga Lexell
To: nohopasbrt@metro.net
Subject: Eagle Rock
Date: Monday, December 28, 2020 12:03:39 AM

Please do not put the BRT stop on the highway. It needs to be in a pedestrian friendly area so that people actually want to take it. 257-1

--

Olga Lexell
Writers' Assistant/Script Coordinator

COMMENT LETTER 258

Subject: Public feedback
Date: Thursday, November 12, 2020 at 10:53:23 AM Pacific Standard Time
From: Oscar
To: nohopasbrt@metro.net

Metro needs to have high quality center running bus lanes through Eagle Rock while preserving bike infastructure and improving the pedestrian experience. This exact corridor was built around a streetcar, it is ridiculous that the baseline transit service being considered is worse than it was a century ago. Additionally, the Central and Broadway segments through Glendale are dangerous for bike riders and are basically useless due to the parking lane on the other side. If your goals are so mediocre, honestly don't even bother. It is an insult to Glendale to get this subpar treatment. 0% of the roads in Los Angeles are high quality bus routes, this measely approach is embarassing.
-Oscar Peña

258-1

COMMENT LETTER 259

Subject: Comment on upcoming busing route plans
Date: Monday, December 28, 2020 at 8:06:41 PM Pacific Standard Time
From: Owen Thurston
To: NoHoPasBRT@metro.net

Hello,

I am very excited to see this new busing route be implemented into Los Angeles to help decrease pollution and traffic. I hope to see more routes designed in the same way this route was!

259-1

From,
Owen T.
--
Owen C. Thurston

COMMENT LETTER 260

Subject: Public comment for NoHo-Pasadena BRT route
Date: Monday, November 30, 2020 at 2:42:10 PM Pacific Standard Time
From: Padric Gleason Gonzales
To: NoHoPasBRT@metro.net

I strongly support a BRT route servicing these neighborhoods with fast a reliable service. I strongly oppose all alternative routes that direct buses to the 134 freeway. The purpose of BRT is to provide transit options to underserved neighborhoods and locations, not to use the already-congested highway. The proposed route through Eagle Rock is a good route and Metro should ignore calls to skip Eagle Rock. Also, the route should use center-running configurations as much as possible. One benefit that particularly interests me is the use of all-electric buses.

260-1

Regards,
Padric

Padric Gleason Gonzales

COMMENT LETTER 261

Subject: Letter in support of 134 fwy NoHo BRT option
Date: Friday, December 11, 2020 at 11:26:47 AM Pacific Standard Time
From: Patricia Pérez
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team
CC: Eric Garcetti, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, Kathryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org
Attachments: NoHoPas BRT.docx

Mr. Hartwell;

On the corner of Eagle Rock Blvd and Colorado Blvd. sits a painted utility box that says “Eagle Rock. L.A.’s Hometown.” The artwork reflects the spirit of our community and the reason I am writing today to express my concerns about Metro LA's plan to run the NoHo Pas BRT through the center of our town. I am adding my voice to the strong community opposition against transforming Colorado Blvd into a bus corridor that would change the quality of life, affect property values, and impact the safety of our Eagle Rock community. 261-1

I have attended numerous public scoping meetings and briefings and from the beginning have sensed that the Colorado alignment was pretty much a done deal. At a meeting held at Occidental College Supervisor Hilda Solis assured us that Eagle Rock residents would be heard. After the program concluded, LA Metro CEO Phil Washington speaking to a small group of people, told us that studies showed Colorado was the best option and that the BRT would be going through the center of Eagle Rock. So you see why I am skeptical of the process. 261-2

We have worked hard to revitalize Colorado Blvd. for small businesses making it a quaint shopping and eating destination for many. I worry about the negative impact these dedicated lanes or incessant bus traffic will have on these local business-owners. The reduced parking will certainly impact business and the residents living along the planned corridor. 261-3

Colorado Blvd is the heart of Eagle Rock with new and established businesses like Casa Bianca that have been in our neighborhood for more than 50 years. Our local businesses are lovely and, along with our trees and green space, define the character of our community.

We also have schools and homes on or feet away from Colorado Blvd. Safety is a major concern for residents, spurred by the number of terrible incidents that have taken place. Modifications have been made to improve pedestrian and driver safety on Colorado, which will again become an issue once buses start racing down the street. Drivers looking to avoid Colorado will opt to use Hill Drive or Yosemite, again impacting the safety of residents there. 261-4

This radical transformation will certainly destroy the character of Eagle Rock. The small community alure is what has drawn many to our area and increased property values. Converting Colorado into a transportation corridor goes completely against what we have worked hard to develop and love about our town. 261-5

I strongly support public transportation but not at the expense of an established vibrant neighborhood.

The 134 Freeway option would satisfy the City's transportation needs, Metro's goals, and those of Eagle 261-6

Rock residents who will fight for the future of our community. Please have the NoHo Pas BRT run through the 134 freeway.

261-6 (cont.)

Sincerely,

Patricia Pérez

COMMENT LETTER 262

Subject: "Beautiful Boulevard" Eagle Rock
Date: Sunday, December 20, 2020 at 12:39:23 PM Pacific Standard Time
From: Paul Rabinov
To: nohopasbrt@metro.net

I am writing to express my support for the community-generated "Beautiful Boulevard" concept for the BRT as it runs through Eagle Rock. This concept addresses transit issues raised in prior outreach meetings, while helping the community maintain and further develop a livable, walkable environment in its core area. The concept is superior to the three proposals identified in the DEIR, and should be considered as the preferred approach.

262-1

Paul

COMMENT LETTER 263

Subject: Eagle Rock portion of the Metro project.
Date: Sunday, December 27, 2020 at 6:30:24 PM Pacific Standard Time
From: Paula Grepo - Fuentes
To: nohopasbrt@metro.net

As a resident of Eagle Rock, who lives close to Colorado, I feel that this new bus system will take up too much of the street, and cause traffic and pedestrian problems. If you have not seen this street lately (since the covid outbreak), it is diminished by one lane on each side to allow restaurants to do business. There is no parking lane on much of the street. There are already buses on the street, in addition to the UPS, Amazon, and FedEx trucks that are being used for deliveries. Colorado fronts onto many residential streets, which means that there are older people as well as children using the streets now, since traffic is already bad. I do not think this is a good idea or the present, and if it has to be done, to wait until this pandemic is over before starting. 263-1

My favorite idea is to use the two park and rides at Broadway and Figueroa as a stop for this bus system, with the bus system that is already in place used to carry people to and from these park and rides.

COMMENT LETTER 264

Subject: BRT... Eagle Rock
Date: Friday, November 13, 2020 at 3:19:50 PM Pacific Standard Time
From: ANGELINA CISTULLI
To: nohopasbrt@metro.net

Hello,
My comment is that I fully support the freeway option for Eagle Rock portion of the proposed BRT…

264-1

Thanks
Peter Cistulli, homeowner

COMMENT LETTER 265

From: Peter Liepmann
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 12:20:42 PM

To speed loading/unloading, consider having an area to pay the fare before getting on, rather like the train light rail system.
Brasilia did this to speed, and got buses to perform about as well as trains.

265-1

COMMENT LETTER 266

Subject: ticketing speed-up option
Date: Wednesday, November 11, 2020 at 9:07:22 AM Pacific Standard Time
From: Peter Liepmann
To: NoHoPasBRT@metro.net

Brasilia sped up bus rapid transit by moving ticket taking to the stations before boarding (like trains) rather than onboard, like most buses.
This meant during heavy travel times, boarding time was reduced by 1-3 minutes at every stop, greatly improving service.
If NoHoPasBRT can do this, it would improve service.

266-1

Also, starting service in 2021 instead of 2024 would help grow ridership and allow experimentation with routes, etc.
Why wait 3 years to start the service?

Peter Liepmann MD FAAFP MBA

COMMENT LETTER 267

From: Pilar Reynaldo
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 9:45:14 PM

Hello,

As someone who often works in Burbank and lives on the Pasadena border this is a very exciting project. I urge Metro to study a revised project alternative that incorporates a reduction of existing vehicle travel lanes to accommodate dedicated bus lanes. Metro should consider and study the community-generated "Beautiful Boulevard" compromise solution (described below) that calls for a reallocation of one vehicle travel lane in each direction within Eagle Rock's central business district on Colorado Boulevard approximately between Eagle Rock Boulevard and Mt. Helena Avenue in order to maintain existing medians and provide dedicated bus lanes, protected bike lanes, an improved pedestrian experience, and additional street trees. 267-1

In 2019, during Metro's Alternatives Analysis for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project, many of organizations urged Metro to set efficient transit as a primary goal for this project, and to incorporate first mile/last mile improvements to provide safe and convenient access to this transit line for transit users who access bus service on foot, in wheelchairs, transferring from other transit lines, and by bicycle. These priorities are particularly important for the section of the transit line that is designed for the Los Angeles community of Eagle Rock. In the last eight years since I moved to the area I have seen Eagle rock evolve, Colorado blvd now has many fine restaurants who I hope survive the pandemic and flourish once again. It would be immensely beneficial for transit to travel through Eagle Rock and offer rider to exits and explore the many establishments in the area. 267-2

Sincerely,

Pilar Reynaldo
Neighborhood resident.

COMMENT LETTER 268

Subject: Noho to Pasadena comment
Date: Wednesday, December 2, 2020 at 11:29:18 AM Pacific Standard Time
From: pinguino
To: NoHoPasBRT@metro.net

Pretty excited to see an extension out to Pasadena, and hope its faster than doing Universal to DTLA and hopping on Gold. I personally prefer the subway to busses as they feel safer and less confusing to me, but anything to expand routes within the city I'm happy to see. 268-1

--
Pinguino Kolb

COMMENT LETTER 269

Subject: Opposition to LA Metro's Rapid Bus Plan Through Glendale

Date: Monday, December 14, 2020 at 2:49:59 PM Pacific Standard Time

From: Kasha, Priscila

To: NoHoPasBRT@metro.net, mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, Kathryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov

Dear Metro Board:

I have lived in the Glenoaks Canyon area of Glendale for 45 years and am writing to express my strong personal opposition to the proposal for LA Metro's Rapid bus lines running through Glendale.

I know that Mayor Najarian is on the Metro Board, and I am not sure how engaged the City of Glendale is on this issue.

Metro plans to expand its transit network with bus rapid transit (BRT) to run a new bus line that would connect North Hollywood to Pasadena by way of Burbank, Glendale and Eagle Rock. The link below describes the background and controversy surrounding this issue:
https://laist.com/2019/07/16/eagle_rock_metro_rapid_bus_route_noho_to_pasadena.php

269-1

The proposals are for the bus to go south at Central Avenue and continue on one of three potential routes:

1. Hop on the 134 Freeway, bypassing surface streets in downtown Glendale
2. Take Central down to Broadway, continuing until it merges into Colorado Boulevard
3. Take Central down to Colorado Street, continuing until it merges into Colorado Boulevard

The cheapest route is the one that includes freeway travel.

We definitely do not want the bus ramming down Central, Broadway or Colorado or any Glendale street. Our traffic has gotten so incredibly bad already in Glendale due to all the new construction, apartment buildings, etc.

269-2

The projects will affect motor vehicle traffic, parking and roadways. I have serious concerns over the potential fewer car lanes, lost medians and parking chaos. We do NOT want dedicated bus lanes.

The City's infrastructure simply cannot handle this added burden, and this project will negatively impact the character of the neighborhoods in Glendale. Also, the buses are dirty and unsafe with the astronomical increase of the homeless population in the area.

269-3

Another serious concern is about "up-zoning" which would take local control out of the hands of our City government and into the hands of State politicians being lobbied hard by real estate developers. Senate Bill 50 is an example of this problem. Creating a new mass transit corridor raises the possibility for developers to build taller, denser housing along that route — and a risk that communities currently zoned for single-family homes could see that change. This is especially important in Glendale, where a lot of the land is occupied by single-family homes.

We have already seen the disastrous consequences that foolish "road diets" have caused in other cities

269-4

such as Los Angeles which resulted in public outcry over traffic nightmares. The political blunder resulted in bad press, reputation damage and costly litigation that ended up compelling the City to add back the car lanes that had been removed.

269-4
(cont.)

We don't need this type of social experiment in Glendale. I feel this would destroy our community. Please help us stop this ill-advised idea.

Thank you for your attention to this important matter.

Regards,

Priscila Kasha
Attorney at Law

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COMMENT LETTER 270

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Wednesday, December 23, 2020 at 4:11:54 PM Pacific Standard Time

From: Q. Sarah Ostendorf

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

Dear all,

As an Eagle Rock resident and transit user, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I support the proposal not only because it will improve my own experience in Eagle Rock, but also because, as a faculty member at Occidental College, I can see how this proposal would be beneficial to the ~2000 students of Occidental, most of whom do not have cars, and all of whom could benefit from accessible transit service, protected bike lanes, and a more vibrant, pedestrian-friendly Colorado Boulevard corridor. Since very few Occidental students are in residence on campus now because of the campus closure, and thus likely unaware of this proposal and unable to comment on it, I hope you will consider them as you consider this project.

All of the alternatives that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, and improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org.

270-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Q. Sarah Ostendorf

90042

COMMENT LETTER 271

Subject: NoHo-Pasadena BRT Line
Date: Monday, December 28, 2020 at 4:19:35 PM Pacific Standard Time
From: Rachel Hastings Saunders
To: NoHoPasBRT@metro.net

Hello,

I'm a resident of Burbank, and just wanted to say that I'm in favor of this project. As someone who would like to use transit more often, I'm very excited about the possibility of expanded options in my neighborhood. That being said, I'd advocate for the Olive/Verdugo station to be included, since without it there would be a fairly substantial gap between Buena Vista St. and Front St.

271-1

Thank you for your time,
Rachel Hastings Saunders

--
Rachel Hastings Saunders

COMMENT LETTER 272

Subject: Re: NOHO-PAS Bus line
Date: Wednesday, October 28, 2020 at 1:14:45 AM Pacific Daylight Time
From: Raymond Palagano
To: nohopasbrt@metro.net

I read an article about a new Noho to Pasadena rapid bus. Don't we have this already with the 501 line ? Would the 501 then be eliminated?

272-1

I read the article about a Noho/Pas rapid bus. Don't we already have that with the 501 line ?

COMMENT LETTER 273

Subject: North Hollywood - Pasadena BRT Comment Letter
Date: Monday, December 28, 2020 at 4:23:13 PM Pacific Standard Time
From: Rebecca Kalauskas
To: NoHoPasBRT@metro.net

To Metro Staff,

I'm a resident of the Magnolia Park neighborhood of Burbank and I'm writing in support of the North Hollywood to Pasadena BRT Project. The project will provide much-needed reliable, frequent transit service in Burbank. 273-1

Please include the proposed station at the Verdugo/Olive intersection. Without this station, there will be an over 1.5-mile gap between the Buena Vista and Front Street stations and residents of the surrounding neighborhoods will not be able to use the service. The Verdugo/Olive station would also provide access to both the Burroughs High School as well as Starr Middle School. In addition, the Verdugo/Olive station would provide access to the Joslyn Senior Center and the recreational facilities at Olive Recreation Center and park. 273-2

I am very concerned about the safety of the proposed operational configuration and the narrowing of sidewalks along Olive Avenue. Narrowing of sidewalks is in conflict with the City of Burbank's Complete Streets vision that prioritizes pedestrians. As it is proposed, there seems to be very little protection of pedestrians from the buses that will be traveling immediately adjacent to the sidewalks. Please look into creating a buffer for pedestrians that will maintain a safe pedestrian environment for the entirety of Olive Avenue (not just at the station areas). Do not remove any trees along Olive Avenue if it can be avoided. 273-3

I am also concerned about pedestrian safety on the Olive bridge. The current rail height is low and I do not believe meets current standards. If a station is to be located on the bridge with increased pedestrian traffic, please increase the height of the railings. As it is, I do not feel safe using the bridge as a pedestrian, especially when I'm walking with my children. 273-4

Please work closely with the City of Burbank to align with their Complete Streets vision. The project also presents a unique opportunity to work with the City of Burbank to improve the safety of the Olive/Verdugo intersection and to implement the design enhancements proposed by the city. The currently proposed configuration does nothing to improve pedestrian safety at this dangerous intersection. 273-5

I am also oppose the removal of the bike lanes along Colorado Boulevard in Eagle Rock. A shared bus/bicycle facility presents major safety concerns as these are not compatible modes. The buses present a major safety hazard for the bicycles and the bicycles will only slow down the buses. The proposed configuration does not meet any of the proposed goals. 273-6

Thank you for all your work in moving this project forward.

Sincerely,
Rebecca Kalauskas

COMMENT LETTER 274

Subject: DEIR missing the impact of increased side street traffic in Eagle Rock resulting from loss of lanes on Colorado and restrictions on turns on to and off of Colorado

Date: Thursday, November 12, 2020 at 6:33:37 PM Pacific Standard Time

From: Reg Willson

To: NoHoPasBRT@metro.net

Will the final EIR consider the impact of increased side street traffic in Eagle Rock resulting from loss of lanes on Colorado and restrictions on turns on to and off of Colorado?

274-1

-- Reg Willson

COMMENT LETTER 275

Subject: Metro NoHo-Pas DEIR Comments
Date: Saturday, December 5, 2020 at 8:01:37 AM Pacific Standard Time
From: Reiner Kolodinski
To: nohopasbrt@metro.net
CC: editor@glendalenewspress.com, councilmember.kevindeleon@lacity.org

According to the Glendale News-Press on 12/5: “the 18 mile line WILL STRETCH...” and “Metro officials elected to go with a surface street route instead of using the 134 Freeway..,”
It seems as though the public has been duped into thinking that they still have a say in this project. Metro has made its decision and the remaining public meetings it advertises appear to be like the old “Soviet show trials” where the outcome was predetermined. Why continue to pretend?
Tell the public, especially those of us who live near this line and whose lives will be permanently and negatively disrupted that this decision is really about more and more SFV development, increasing density by further and future rezoning and making money- for the big development corporations of the SFV! Yes it will connect the SFV to the SGV but at a tremendous negative cost to the residents of Eagle Rock in terms of business disruption (as if covid was not enough of a small business killer), pollution, increased traffic on residential streets and cutting our community in half (N and S of the line) by limiting crossing access. 275-1
The reality is future ridership is grossly overestimated, the flow of shoppers will be one-way (to the SF Valley) ER’s businesses will suffer irreparable damage and the bulk ER’s residents will watch near empty buses go by and have their community negatively changed by outside influences.
It is no surprise that Mr Najarian has sold this to the people of Glendale as he has led the charge of the high density movement there with the result being high rent housing, the loss of affordable housing, massive street traffic and noise, and a shrinking school district (young families can hardly afford to live in Glendale).
No, the real, long term solution to connect the two valleys would have been to create a light rail line using the 134 freeway (with stations in key locations) combined with a toll road option and forcing a road diet for freeway travelers... only then would people ride this line to profitable sustainability. Why this very expensive band-aid?

Make each day your masterpiece

COMMENT LETTER 276

From: Reiner Kolodinski
To: nohopasbrt@metro.net
Subject: Eagle rock
Date: Monday, October 26, 2020 5:00:01 PM

After reviewing much of this material it appears as though my worst fears have been realized, Metro did not listen to the hundreds of people not wanting our community disrupted by this unnecessary project, you paid lip service to 134 route and now plan to continue with your original plan... there is no “entertainment” district in ER, a few small local businesses that serve local people. No one is going to ride a bus to ER from outside this area as the surrounding areas already have major developments that ER can never compete with. These will be horribly impacted by this construction (as if covid wasn’t enough) and the noise levels, traffic disruption and timing of construction (at night) Will ruin this community... 276-1
Keep the bus on the 134, stop at Fig and Harvey, and do not ruin this community... it is easier to have N-S connectors and increase DASH routes from those Stations... this was like a Stalinist show trial!
Maybe we need to contact So Pas and figure out how they Saved their community

Make each day your masterpiece

COMMENT LETTER 277

From: Rene
To: NoHoPasBRT@metro.net
Subject: Oppose Burbank BRT Line
Date: Monday, December 28, 2020 5:20:31 PM

I oppose the BRT line as it cuts a path through Burbank.

There are already bus lines that go on nearly the same route that are not being utilized. It's a waste of money and hurts our neighborhood with more traffic, less parking, and harder the travel across Burbank.

277-1

Rene

COMMENT LETTER 278

Subject: Comment on Noho to Pasadena Bus Rapid Transit Corridor
Date: Tuesday, November 10, 2020 at 12:23:11 PM Pacific Standard Time
From: Rex Mayreis
To: NoHoPasBRT@metro.net

I guess this isn't really an environmental comment, but I'll send it for consideration anyway.

I live in Altadena and sometimes ride my bike down to Pasadena and take the 401 bus to to North Hollywood, usually to connect with the Orange Line. I'm thinking that the 401 will be discontinued after the Pasadena-North Hollywood BRTC is completed, but it sounds like the travel time for getting from Pasadena to North Hollywood will probably double. The online presentation said that travel from Pasadena to North Hollywood would be about an hour. realize that neighborhoods in Glendale, Eagle Rock, and Burbank will be better served, which is important, but I wanted to mention this effect for portion of the riders. I appreciate your efforts to offer the best service and that there are always trade-offs. 278-1

Thanks!

Rex Mayreis, Altadena

COMMENT LETTER 279

From: richard luczyski
To: Scott Hartwell
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 6:39:42 PM

Why do you think anyone who has commented on any of your proposals would consider any of them. In Pasadena I think having a center route through Colorado Blvd. is a real bad idea. We already have a curbside system that is being used already. Tell us if that system is workable?. If people are to walk and ride bikes why keep them in the same areas as the other buses? You make the system too congested and are not considering those who would walk and ride bikes. Those buses you consider will still be sharing the same route and congestion will certainly occur as well as delays and safety issues. I prefer using Green St. and returning on a portion of Union St. back to Colorado St. and then back to the Freeway at Orange Grove Blvd. I think this route would serve the most people each way through Pasadena and should cause the least congestion in the Business district but would fulfill the desired results Metro is looking for. I'll continue to view your plan and make further comments if given the chance. I live in Pasadena and care very little about the rest of your route. The other routes should be honored by those living along those routes you propose. Making an alternative suggestion possible with a time saving element included on a reliable basis.
Richard Luczyski

279-1

COMMENT LETTER 280

Subject: Comment on North Hollywood to Pasadena Draft EIR
Date: Saturday, December 5, 2020 at 11:03:23 AM Pacific Standard Time
From: Richard Margulieux
To: NoHoPasBRT@metro.net

Thank you for all the hard work going into this project. Increasing transit reliability and connectivity through LA County is critical to the future of our region, and projects like BRT and bus-lanes are a cost-effective way to do that.

I support the Colorado Boulevard route through Eagle Rock, with a dedicated lane. I support option F2, since I don't think the cost and complexity of the center-running route is warranted. I don't mind sharing bus and bike lanes, as I've seen this approach be successful in cities like London and Paris. From Eagle Rock Blvd to Townsend, Option F2 could further be improved by eliminating the street parking, re-adding a stand-alone bike lane, and widening the sidewalks. I support the station definitions for the Eagle Rock segment. 280-1

Lastly, I support the E1 and G1 alignments as the most beneficial for my potential use.

Thank you again, and keep up the good work.

Richard Margulieux
Northeast Los Angeles Resident

COMMENT LETTER 281

Subject: bus lane on city streets is a terrible idea
Date: Sunday, December 27, 2020 at 10:09:14 PM Pacific Standard Time
From: richard mcfarlane
To: NoHoPasBRT@metro.net

I live in Pasadena near Eagle Rock and do most of my shopping there. When Colorado blvd lost a lane a couple years ago it had a very negative effect on traffic in Eagle Rock. Converting another lane or the median will make that traffic even worse. Even if the buses ran in just the median it will be a problem for cars turning left across the median. I doubt the projections of ridership are accurate, few will ride it and many more will have problems, trying to get people out of cars by brute force is just a bad idea.

281-1

COMMENT LETTER 282

From: Rick
To: NoHoPasBRT@metro.net
Subject: NoHoPasBRT
Date: Sunday, December 27, 2020 10:28:47 AM

Hello Metro,

I agree that transportation options should be available for commuters in the Los Angeles region. I myself am a supporter of the Metrorail and Metrolink systems. Our transportation infrastructure has been neglected for many years and its time to catch up to the rest of the modern world.

It is a fact that buses are great for local community transportation. The DASH system is great for students, seniors and local shoppers. Its should also play a vital role in linking to the Metrorail and Metrolink systems.

282-1

Unfortunately buses are high in labor and operational costs! The overhead for a bus is by far the most expensive for the three forms of transportation discussed here. The creation of a bus "corridor" through a residential community just doesn't make sense when the cost out weighs the need!

To date, this project is based on hypothetical statistics with hypothetical demand and is not full proof! Metro is concerning themselves with housing and not transportation! Bus express lanes should only be on freeways and/or parallel with rail lines! Feeding a freeway station on Figueroa/134 using the Metro/DASH bus system is more practical!

It is apparent that running this bus corridor through Eagle Rock is just a push from developers to create for-profit, unneeded, market-rate housing. Lets focus on a competent transportation infrastructure.. the so called "needed" housing will come when this model is proven efficient!

282-2

Rick Marquez

COMMENT LETTER 283

Subject: Please keep bike lanes on Colorado Boulevard
Date: Friday, November 6, 2020 at 10:38:53 PM Pacific Standard Time
From: Riker Haddon
To: NoHoPasBRT

Dear Metro,
While I support the creation of a bus rapid transit on Colorado Bl, I oppose removing the existing bike lanes. People that ride bikes deserve safe passage on the street. Many people commute by bicycle to fill gaps in public transportation e.g riding bicycles to the light rail using a bike locker and taking the light rail. To meet climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes.

283-1

Thank you,
Riker Haddon
Valley Village, 91607

COMMENT LETTER 284

From: Robert A Stoughton
To: nohopasbrt@metro.net
Subject: noho pas brt routing and design
Date: Sunday, December 27, 2020 11:43:39 AM

As pedestrian and cyclist living in Glendale I support the Metro nohopasbrt preferred street alignment thru Glendale and the Beautiful Boulevard Proposal for Eagle Rock for pedestrian and cyclist street safety also help reduce bus travel times for the route there. 284-1

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Possible Conspiracy Theory Link Emerges in Nashville
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Former WWE Champ Jon Huber Dead at 41
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COMMENT LETTER 285

From: Robert Barbosa
To: nohopasbrt@metro.net

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 8:23:35 PM

My comment is in reference to the impact this project will have in the section through my community of Eagle Rock.

I was born in Eagle Rock in 1955 and still live in Eagle Rock. I know what happens here when traffic issues occur and I'd bet my bottom dollar that this project will cause traffic problems if it runs along Colorado Blvd in Eagle Rock instead of the 134 freeway. 285-1

Colorado Blvd. in Eagle Rock used to be 3 lanes per direction not too long ago. Within the past few years, Colorado Blvd. lost a lane per direction due to the addition of a bicycle lane. Since then, traffic flow has been reduced considerably with only 2 lanes per direction making for a frustrating commute for community residents. 285-2

Now your proposal to add a dedicated bus lane will take another lane from auto traffic. This will reduce auto traffic flow down to a crawl. When a signal turns green for Colorado traffic to go, the intersection will not be able pass through all the vehicles waiting which means it may take 2 or 3 traffic signal cycles to get passed one intersection. That's insane!

I also know for a fact, because I've witnessed it happening, that when Colorado Blvd. gets congested, the traffic will use alternate streets that are parallel to Colorado Blvd. such as Hill Dr. and Las Flores Dr. to the north and Chickasaw Ave. and Yosemite Dr. to the south. These streets are all residential streets with children playing in the area. That's a disaster just waiting to happen! 285-3

If you must implement this project, use the 134 freeway to get through Eagle Rock and don't congest and destroy our community and put our children in harms way with this terrible idea of yours. 285-4

65 year resident,
Bob

COMMENT LETTER 286

VOICEMAIL

Date: December 10, 2020
From: Robert DeVelasco

Yes, my name is Robert DeVelasco and I'm a resident and business owner in Eagle Rock and Colorado Blvd. I reviewed your presentation and there is no way we're going to let you run a dedicated bus lane on the center of Colorado Blvd. That totally is out. The other option that that you cited is a side running bus Lane option I believe a side running bus lane would be very dangerous. Your only option listen to me, the only option is to use the 134 freeway can't you please hear what we're saying we have thousands of names signed on petitions saying that don't you hear what we're saying? Don't not listen to me carefully do not destroy Colorado Blvd it's not acceptable. 286-1

COMMENT LETTER 287

Subject: Re: Last Chance to Submit your Comments on the Metro NoHo-Pas DEIR
Date: Monday, December 28, 2020 at 5:24:49 PM Pacific Standard Time
From: Robert Frampton
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

Comment on NoHo-Pas DEIR/
The EIR states that there will be a facility for bus maintenance and overnight storage, but that the location for such a facility has not been determined. The EIR suggested a possible location in El Monte (not very close to the Orange Line BRT route).
I would like to suggest that the Final EIR study a possible location for the bus maintenance facility to be in Pasadena, in the median of the 710 freeway just north of (and adjacent to) California Blvd. CalTrans is currently negotiating with the city of Pasadena to transfer this land from CalTrans to the City of Pasadena, following a decision to not pursue the 710 construction into the City of South Pasadena.
You could negotiate with the Transportation Commission of the City of Pasadena to explore the suitability of this location in the 710 corridor at California Blvd for the bus maintenance facility. It could be a 2-story facility, with maintenance bays on 1st floor and offices on the 2nd floor.
Robert V Frampton, Pasadena CA.

287-1

From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>
Sent: Sunday, December 27, 2020 8:59 AM
To: rvframpton@hotmail.com <rvframpton@hotmail.com>
Subject: Last Chance to Submit your Comments on the Metro NoHo-Pas DEIR

The DEIR public comment period will close tomorrow, December 28.
View this email in your browser<https://mailchi.mp/5710daf0232b/metro-green-line-extension-community-meetings-reminder-1309430?e=bf40166a33>
[https://gallery.mailchimp.com/6bd4e2e2e2f9dddb11c80bb46/images/0e0eab24-61bc-445b-8ff1-89c6fbab0544.jpg]

The NoHo to Pasadena Transit Corridor Draft Environmental Impact Report (DEIR) Public Review Period Ends Tomorrow

The public review period for the Draft Environmental Impact Report (DEIR) is closing tomorrow, December 28, 2020. Comments can be submitted via email, mail or project telephone number listed below. Please visit our virtual platform<https://therobertgroup.us4.list-manage.com/track/click?u=6bd4e2e2e2f9dddb11c80bb46&id=dd296b4c85&e=bf40166a33> for more information on the project, including the recorded presentation, project update video, DEIR documents and information boards. We look forward to your feedback.

You can submit public comments directly via email to: nohopasbrt@metro.net<mailto:nohopasbrt@metro.net?subject=Metro%20NoHo-Pas%20DEIR%20Comments> or via phone at: 213.418.3228

Thank you again for your participation in the NoHo to Pasadena Transit Corridor Project. Stay tuned for more updates on the project as we review comments submitted during the public review period.

Contact Us

[https://gallery.mailchimp.com/6bd4e2e2e2f9dddb11c80bb46/images/d9053808-3d08-46a4-9e93-415b721d5ff7.png] <https://therobertgroup.us4.list-manage.com/track/click?u=6bd4e2e2e2f9dddb11c80bb46&id=5f3182431a&e=bf40166a33>
[https://gallery.mailchimp.com/6bd4e2e2e2f9dddb11c80bb46/images/0e0eab24-61bc-445b-8ff1-89c6fbab0544.jpg]

Mañana termina el periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental

El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental termina mañana, el 28 de diciembre de 2020. Los comentarios pueden enviarse por correo electrónico, correo postal o al número de teléfono que se encuentra más abajo. Por favor, visite nuestra plataforma virtual<https://therobertgroup.us4.list-manage.com/track/click?u=6bd4e2e2e2f9dddb11c80bb46&id=25d4ebb5a1&e=bf40166a33> para saber más sobre el proyecto, lo cual incluye la presentación grabada y el video con actualizaciones, los documentos sobre el Plan preliminar del Informe de Impacto Ambiental y los anuncios informativos. Esperamos ansiosos sus comentarios.

Puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net<mailto:nohopasbrt@metro.net?subject=Metro%20NoHo-Pas%20DEIR%20Comentarios> o por teléfono al: 213.418.3228

Le agradecemos, nuevamente, por su participación en el Proyecto de autobús de tránsito rápido de North Hollywood a Pasadena. Esté atento a las novedades del proyecto a medida que vamos revisando los comentarios presentados durante el periodo de revisión pública.

Contáctenos

[https://gallery.mailchimp.com/6bd4e2e2e2f9dddb11c80bb46/images/d9053808-3d08-46a4-9e93-415b721d5ff7.png] <https://therobertgroup.us4.list-manage.com/track/click?u=6bd4e2e2e2f9dddb11c80bb46&id=f78745839c&e=bf40166a33>
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You can update your preferences<https://therobertgroup.us4.list-manage.com/profile?u=6bd4e2e2e2f9dddb11c80bb46&id=afe8807a3e&e=bf40166a33> or unsubscribe from this list<https://therobertgroup.us4.list-manage.com/unsubscribe?u=6bd4e2e2e2f9dddb11c80bb46&id=afe8807a3e&e=bf40166a33&c=5e778b04d9>.

COMMENT LETTER 288

Subject: Orange Line BRT Draft EIR
Date: Thursday, October 29, 2020 at 3:59:32 PM Pacific Daylight Time
From: Robert Frampton
To: nohopasbrt@metro.net

I would like to discuss with one of your staff the following paragraph from the Draft EIR:

Maintenance Facility: Metro has capacity for maintaining Proposed Project buses at multiple existing facilities. The specific facility has not been identified at this time, although the likely location is the existing Metro bus facility in El Monte.

As you may know, the 710 freeway north end segment through Pasadena (adjacent to Old Town) is in the process of being transferred from CalTrans to the City of Pasadena. The southern end of the freeway right of w, ay, immediately north of California Blvd, could provide a suitable location for an Orange Line bus maintenance and storage facility. If this idea is of interest to you, I would like to discuss it with you.

288-1

Robert V. Frampton, Pasadena CA

COMMENT LETTER 289

From: Bob Huddy
To: nohopasbrt@metro.net
Cc: KeepPasadenaMoving; Victor Gordo

Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 1:02:38 PM

12-28-2020

To whom it may concern at the LACMTA,

I support better bus service in this corridor.

I, as the retired manager of Regional ITS and Transit Planning for the Southern California Association of Governments, have contracted for and done actual time and motion studies of Los Angeles buses to determine the causes for bus delay. And based upon that work, found that exclusive bus lane by themselves on arterial routes we actually collected field data on, with significant traffic volumes, and a high number of signalized intersections, showed no improvement in bus speed or shorter travel times. This was found to be true in either congested or uncongested periods or conditions. Thus, it is extremely unlikely that the proposed "take a lane" bus lanes that have been proposed in this corridor, as part of this project, will not and can not improve travel times in this corridor. And, based on other "take-a-lane" modeling, such an arterial configuration, as has been proposed in this corridor, could, under certain conditions (like increased intersection delay, at longer signal timing phases to clear increased intersecting and adjacent intersection back up, or left hand turn movements controlled by signal) even result in increased bus travel times. 289-1

The impacts that have been modeled on other "take-a-lane" proposals for various alternative uses on high volume arterials, have most often shown significant spillover traffic into adjacent neighborhoods. There is also more and longer cueing at intersections, resulting in significantly higher auto vehicle travel times. And, worse, this results in increased localized unhealthy vehicle emission from more "stop and go" intersection cueing and peak congestion, resulting also in more fuel consumption, which are unacceptable environmental negative impacts, for no observable benefits to bus speeds or travel times from exclusive bus lanes in such corridors. 289-2

Things that are proposed for this project, like signal coordination/pre-emption, longer spacing between bus stops, higher capacity bus doors, can and have been shown, without any need for exclusive arterial lanes, to improve bus speeds and travel times, and make sense in an urban arterial corridor like this, with high signal frequency. This is because signal delay for conflicting movements is the second largest component of arterial bus delay. I support those proposed actions and find those to be credible actions. 289-3

Of course, larger doors, all door boarding, and better stop placement and design can also improved bus speeds and reduce travel times since this is the number one cause of bus delay, both peak and off peak. So, that makes some sense not only in this corridor, but as a productivity factor to consider for all potential MTA bus purchases. 289-4

I hope these comments are useful in determining a final configuration and operating scenario for this proposed project that will have positive impacts, without unnecessary and avoidable impacts to other corridor user and communities.

289-5

Sincerely,

Robert Huddy

Sent from Mail for Windows 10

COMMENT LETTER 290

From: Bob Inman
To: nohopasbrt@metro.net
Subject: Comments on the Metro NoHo-Pas DEIR
Date: Monday, December 28, 2020 9:35:08 AM

I wish to voice my support for the Metro's NoHo to Pasadena Bus Rapid Transit as described in your virtual presentation. I specifically want to express my strong support for either the center running or side running BRT on Colorado Boulevard in Eagle Rock. I am a septuagenarian who has lived within 1.5 miles of Colorado Boulevard all but four years since 1976. Although I am an automobile driver, I use Metro frequently and reload my TAP card knowing that transit is good for me and good for the region. I would love to be able to use the BRT from Colorado Boulevard and Townsend Avenue when it is built. The 134 Freeway “option” through Eagle Rock was never a serious transit solution. We need it on Colorado to serve our diverse community of residents and businesses. I am proud to be the editing co-author of An Architectural Guidebook to Los Angeles as well as the author of three books about mobility via foot in our urban region.
Thank you.
Robert L Inman

290-1

COMMENT LETTER 291

VOICEMAIL

Date: December 10, 2020
From: Robert Velazquez

I reviewed your project plans and the only viable option out of these two is it use a general purpose running Lane there's nothing wrong with it doesn't infringe on anyone and it keeps Colorado open and flowing beautiful. The other option is to use the 134 freeway and that is it anything aside from that we're not interested in. 291-1

COMMENT LETTER 292

Subject: NoHoPasBRT comment
Date: Wednesday, November 4, 2020 at 11:53:29 AM Pacific Standard Time
From: ROBERTA A MEDFORD
To: NoHoPasBRT

Hello,

The route through Glendale must connect with the Metro 90/91, and with Glendale Beeline #3. These buses are the only public transit available to us in North Glendale/Montrose/LaCrescenta. 90/91 and #3 use Glendale Avenue through Glendale. A stop by the BRT near Brand Blvd. or Central Avenue is a long walk from Glendale Avenue! 292-1

I would think this connection is a no-brainer, is it?

Roberta Medford

COMMENT LETTER 293

Subject: Comments on BRT
Date: Saturday, November 7, 2020 at 7:03:59 AM Pacific Standard Time
From: Rody Stephenson
To: NoHoPasBRT

I live in La Canada and strongly support this BRT link. 293-1

Please expedite it.

Can you send me a link for the Nov 10th briefing. 293-2

What is the estimated travel time from end to end? 293-3

Rhoads

R. Rhoads (Rody) Stephenson

COMMENT LETTER 294

Subject: Public Comment - Noho to pasadena
Date: Monday, December 28, 2020 at 6:33:11 PM Pacific Standard Time
From: Roger Carnow
To: nohopasbrt@metro.net

Hello,

My name is Roger Carnow, I live in NoHo and work in Glendale on Brand.

I want this line to run as fast as possible! I want bus lanes and bike lanes and pedestrian infrastructure along this entire route.

In noho - I personally think it was a mistake to not have it run east along Chandler alongside the existing bike route. That's how it was originally presented in Measure M, I think it sucks you caved to pressure of Burbank homeowners to not put it there. If there was a stop at cahuenga/chandler i'd ride it every day.

I would prefer it to not go on the freeway at all, or at least minimize the amount of time it's on it. This bus needs right of way in dedicated bus lanes at all time. If you want people to ride it it has to actually be good (I want to ride it, i want it to be good and fast).

294-1

In Glendale I like the existing route presented or the one that runs further south - not the one on the freeway.

In Eagle Rock i want it on colorado blvd with bus lanes, bike lanes, and pedestristian infrastructure. All 3, separated as safely as possible. This route must be preferable to driving.

I think all options in pasadena look good.

Thank you! Please put bus lanes, bike lanes, and pedestrian infrastructure in as many places as you possibly can, thank you!

-Roger Carnow

COMMENT LETTER 295

Subject: Public Comment Noho to Pasadena BRT
Date: Wednesday, November 4, 2020 at 8:53:49 PM Pacific Standard Time
From: Roger Carnow
To: NoHoPasBRT

Hello,

My name is Roger Carnow, I live in Noho and work in Glendale on Brand. Thank you for this BRT I could take it everyday if and only if it is in a dedicated Bus Lane and not just in mixed use lanes. I defer to environmental experts on whatever is best (center median, side lanes). Would also love bike lanes - I prefer both and as separate lanes, not biking in the bus lane.

In Noho, I have no preference - whatever is faster or in higher demand.

I find it very frustrating that it has to travel south and onto the freeway - would've been awesome to put on Chandler next to the bike path. NO CAR is necessary on that street. This route feels slower and less accessible than just travelling east along Chandler, Burbank, Magnolia, or Camarillo - or something like that. 295-1

Please please please keep the current Glendale route or do route 3. I'm begging you don't just have it go on the freeway and skip over Glendale.

Please have it continue along Colorado blvd and not just be on the freeway through Eagle Rock. I love Eagle Rock and would love this accessible east west public transit option connecting it to noho.

In Pasadena I have no preference.

Thank you for allowing the public comment! Please give the bus a dedicated lane in an environmentally friendly way and don't just have it travel on the freeway through Glendale and Eagle Rock. If it is fast and accessible, people will take it!

-Roger Carnow
Noho to Glendale commuter

COMMENT LETTER 296

Subject: Burbank home owner happy about project
Date: Friday, November 13, 2020 at 1:31:37 PM Pacific Standard Time
From: Ron B
To: NoHoPasBRT@metro.net

Hello,

I just wanted to say that I think this project is a great idea. Please think about parking availability and pricing.

Working in Hollywood it was more cost effective and time saving driving over taking Metro.

I hope you are able to take priority at traffic lights over traffic. The Orange Line operates slower then needed due to it becoming another lane turning left. Signal lights should always give the dedicated metro lines a green light whenever traffic has come to a stop. Honestly the signals should know you are coming and have a green light ready for you. I want to take transit over driving, but draw the line at significant increases in commute time and hassle. 296-1

People should be pissed off when they see the orange line flying by them. It should make mad the first time, and jealous soon enough.

Thank you,

Ron Bergeron

COMMENT LETTER 297

Subject: FW: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project
Date: Friday, October 1, 2021 at 10:16:11 AM Pacific Daylight Time
From: Isaiah Ford
To: Julianne Rendon

-----Original Message-----
From: ron mcgill
Sent: Wednesday, December 23, 2020 8:22 AM
To: nohopasbrt@metro.net
Cc: councilmember.kevindeleon@lacity.org; JacksonM@metro.net
Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

As an [Eagle Rock resident/transit user/bicycle commuter/Northeast LA stakeholder], I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

[PERSONALIZE HERE]

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eaglerockforward.org%2F&data=04%7C01%7Cnohopasbrt%40metro.net%7Cf7a015920a534313953108d8a75ee814%7Cab57129bdbfd4cacaa77fc74c40364af%7C0%7C0%7C637443373364422489%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=%2FhkSgITziSeAU%2BmxUY7xKyxtsYaCkGYezPychADGAI8%3D&reserved=0

297-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

[NAME]
[ZIP CODE]

COMMENT LETTER 298

From: Ronda Jovanelly
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 10:10:38 AM

To whom it may concern,

My entire family (8) and I cannot believe how you have disregarded the will of the majority in Eagle Rock and continue to pursue your agenda to ruin Colorado Blvd as we know it. It is already a traffic filled street which occurred with the addition of the mostly unused bike lane. And now you want to take it down to one lane thus furthering the problem, when you can put it on the 134 fwy instead? 298-1

At all of the lip service meetings you had you heard actual residents and tax payers oppose this. You also listened to persons who do not live her which smacked of corruption and agenda. 298-2

You will increase traffic on Hill Drive and Las Flores which is unfair to the residents and children who live there. 298-3

Your bus hubs will become needle infested and filthy? Is Metro going to clean that daily? 298-4

You will destroy the businesses on Colorado because people will be avoiding it. 298-5

The ugly tiny high median that is proposed will further make this blvd inaccessible to the elderly/children who need to wait in the median while crossing the blvd. 298-6

Why not run your bus in a regular lane and collect data seeing how many actually want to ride it? In a global pandemic are you going to be sterilizing your seats and filtering the air in the bus constantly throughout the day and night? 298-7

Is this an opening to rezone our area so the developers involved in this can further ruin Colorado? 298-8

Lastly, you do not live here or pay taxes here, so why do you decide for those of us who do? Jose Huizar wanted this bus (or sold out to developers for this project) and he was corrupt selling out the city; I do not believe his project/your project should continue. 298-9

PUT the BUS on the FREEWAY where the majority of tax payers and business owners want it to be. 298-10

Sincerely,
Ronda Jovanelly

Sent from my iPhone

COMMENT LETTER 299

Subject: Noho Pas BRT - Draft EIR Comments
Date: Wednesday, December 30, 2020 at 11:45:57 AM Pacific Standard Time
From: Ross Selvidge
To: nohopasbrt@metro.net

When will I be able to view online the comments that have been submitted?

299-1

Can I view the comments before Metro publishes its responses to the comments?

Ross S. Selvidge, Ph.D.

COMMENT LETTER 300

Subject: NoHo to Pasadena BRT Comment
Date: Thursday, November 5, 2020 at 9:33:07 AM Pacific Standard Time
From: Roy Orecchio
To: NoHoPasBRT

Dear Metro,

It's absolutely unacceptable to have the Pasadena segment of the BRT line run in mixed use traffic lanes. This will slow the BRT to the same speed as street running traffic which is much too slow for mass transit.

I realize the Pasadena city officials don't want a dedicated bus lane but this is where Metro must act as a county wide agency and do what is best for the entirety of the BRT line.

300-1

The Pasadena segment of the BRT must run in its' own lane as it will do in the NoHo. Burbank, Eagle Rock, and Glendale segments.

Thank you.
Roy Orecchio

COMMENT LETTER 301

Subject: In Support of BRT on Colorado Blvd
Date: Wednesday, December 2, 2020 at 10:39:30 AM Pacific Standard Time
From: Ryan Patrick
To: NoHoPasBRT@metro.net

Hi Metro Team –

As an Eagle Rock resident who lives less than a half a block away from Colorado Blvd, I fully support the proposed BRT route on Colorado. Having the BRT run a different route (say, along the 134) is NOT a good idea. It will deter ridership and pollute the air of those waiting at the stations.

I urge you to **KEEP THE BRT ROUTE ALONG COLORADO BLVD** in Eagle Rock – it will promote further small business development along our main street while taking cars off our roadways. Plus, we get the added bonus of property values increasing (as we saw with homes near the Expo Line)

301-1

So please – give us the great public transit Eagle Rock deserves on Colorado Blvd.

Ryan Gallagher
Argus Dr Resident – Eagle Rock, Los Angeles, CA

COMMENT LETTER 302

Subject: I Support BRT and Complete Streets in Eagle Rock

Date: Tuesday, December 29, 2020 at 9:12:49 PM Pacific Standard Time

From: Ryan Johnson

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

Greetings. I'm a resident of the Eagle Rock neighborhood in the City of Los Angeles, and I travel by bus and bike within the neighborhood and to other communities (including my job in Downtown LA). I'm writing to support BRT in Eagle Rock along Colorado Blvd. 302-1

However, I would urge Metro to develop a new option for Colorado Blvd. that is consistent with the City's Mobility Plan and our own community-generated Complete Street initiatives (such as "Take Back the Boulevard"). We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable, and sustainable Colorado Blvd. and Eagle Rock. 302-2

Thank you for your consideration.

Ryan Johnson

COMMENT LETTER 303

From: Ryko Kohne
To: nohopasbrt@metro.net
Subject: Corridor project public comment
Date: Friday, December 18, 2020 1:31:36 PM

Hi,

My name is Ryan, & ive been living & using the metro here for 3 years now. I think the bus project is exciting, mostly because of the thought of getting new bus lanes. Bus lanes are so nice because they remind people that the bus exists, & are proof of the metro's existence, like rail roads.

I live on Reseda Blvd, & while I haven't been in to Burbank much since the pandemic began, I can say I will probably never use the entire length of the new bus service. I will either use it to connect from the metro link station to the gold line, or from Noho station to the Metrolink Burbank station.

303-1

Overall I'm excited as LA continues it effort to make a more expansive metro network.

Sent from my iPhone

COMMENT LETTER 304

From: Wufoo
To: nohopasbrt@metro.net
Subject: NoHo to Pasadena Transit Corridor Project [#557]
Date: Friday, December 18, 2020 3:09:37 PM

Name *	Sam Erman
Email Address *	
	• Please add to email list.

Comment and/or Questions *

I am writing in support of BRT on Colorado Avenue in Eagle Rock. I am a resident of Eagle Rock, where the need is great for BRT and other public transportation options. Using the 134 would make BRT much less useful for Eagle Rock residents and people seeking to visit Eagle Rock. Having public transportation be as helpful as possible to as many people as possible is a matter of environmental justice, racial justice, income-equity justice, and good urban planning. I do not feel strongly about retaining a median or retaining parking spaces, but do think that keeping bike lanes is important. Any accompanying beautification (including tree replacements) would be welcomed. Thank you for your consideration.

304-1

COMMENT LETTER 305

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Thursday, December 17, 2020 at 10:32:52 AM Pacific Standard Time

From: Saman BK

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident and Eagle Rock Elementary parent, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I am strongly in favor of improved transit and bus routes in Los Angeles. I am also strongly in favor of safe pedestrian walkways and dedicated bike lanes. The Beautiful Boulevard concept delivers on all of these priorities. It is a rare win-win-win.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

305-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Thanks,

Saman Bravo-Karimi
90041

COMMENT LETTER 306

Subject: Comments on North Hollywood-Pasadena BRT
Date: Monday, December 28, 2020 at 9:02:35 PM Pacific Standard Time
From: Samuel Siegel
To: NoHoPasBRT@metro.net

To Whom It May Concern,

First, let me express my excitement and support for this project—a fixed guideway link between North Hollywood and Pasadena will be a tremendous asset moving into the future. 306-1

That being said, I'd like to address two areas of comment, concern, and recommendation regarding the project.

(1) Electrification and/or Rail Conversion

The Mayor's pursuit of battery buses to reduce GHG emissions, while admirable, is not entirely a feasible prospect at the moment due to technological limitations of capacitors as well as the need for specialized charging infrastructure. 306-2

Electric trolleybuses, such as those of the Muni fleet in San Francisco, are powered by the well-established standard of overhead catenaries, and provide a tangible and feasible means to achieve zero-emissions transit today and now. In the interest of environmental sustainability, Metro should study constructing and operating the NoHo-Pasadena BRT as an all-electric route, utilizing catenaries whenever possible and batteries when the inclusion of catenaries is unfeasible.

Apart from that, Metro should consider, as with all of its current and planned BRT lines, the possibility of future LRT conversion, and plan the NoHo-Pasadena route for ease of adaptation accordingly. No matter how far battery-operated electric vehicle technology progresses, it is foolhardy to believe that the transition to electric vehicles will both occur rapidly and comprehensively, and that the removal of internal combustion engine-powered vehicles will suddenly transform hostile anti-pedestrian landscapes into urbanist paradises. Rail-oriented transit planning has been and will continue to be a critical part of sustainable metropolitan living. 306-3

(2) Route Options

After examining the route options for the NoHo-Pasadena BRT, I believe that incorporating dedicated center-running or median running transit lanes throughout the *as much of the route as physically possible* is the best possible option. Far too much of the current route employs mixed-flow, curb-running and side-running lane confirmations, rendering much of the "rapid" aspect of BRT moot. As such, center running transit lanes should be protected from automotive traffic via twin adjacent medians featuring street trees, electroliers, or other barriers; median-running lanes should be protected by some form of smaller barriers as well, such as concrete curbs or durable fencing; both options should include boarding platforms (at both edge medians or in the central median) where needed. Adhering to these layouts for as much of the line as possible is the best option in terms of travel speed, functionality, aesthetics, and ease of possible future LRT conversion. 306-4

Catenaries for trolleybus or LRT could be supported by an allee of posts/electroliers at either end of the center ROW, or in the center of the ROW between two transit lanes.

A. North Hollywood to Glenoaks Ave

Rather than following Vineland or Lankershim to Olive, a much more direct route would be to continue from the G Line North Hollywood station down the extant Chandler Blvd ROW and then link onto the Magnolia Blvd bridge to cross the I-5 either by way of Victory or N Varney, and proceed to Glenoaks. This option, explored in 2017 but dropped due to land use factors and community resistance, would provide transit access to the Magnolia Park neighborhood, reactivate an historic ROW, and could render the NoHo-Pas BRT an extension of the G Line, while also 306-5

setting up the infrastructure needed for the (re)introduction of rail. A significant portion of the E Line operates through a SFR neighborhood in West LA, incorporating bike and walking paths along the ROW. Narrowing either side of Chandler to single lane one-way streets with one lane of parking or two-way two-lane streets with no parking could allow for a widened ROW flanked at either side by a wall of street trees and/or noise barriers to afford privacy and beautification to residents, and still have room for pedestrian and bike paths.

B. Glenoaks Ave to SR-2

After continuing down Glenoaks past Pacific, I would suggest using Brand as an alternative to Central for a N/S route through Glendale. Brand is a more principal thoroughfare, was historically home to a Pacific Electric route, and programmatically better supports BRT than Central. Prior concerns about bulb-outs and diagonal parking which eliminated the circa 2017 proposed Brand alignment are rendered irrelevant with the implementation of center-running lanes.

Although the option #3 Colorado Street route is somewhat more direct and does not feature the same amount of residential land use as the eastern portion of Broadway, the historical precedence of rail transit on Broadway and major trip generators makes it a superior choice for fixed-guideway transit.

C. Final Approach into Pasadena

Following the route of Colorado Boulevard through Eagle Rock and onto the Colorado Street Bridge and into Old Pasadena seems the ideal choice for the final approach to the line's eastern terminus. Dedicating a ROW along SR-134 would prove somewhat difficult compared to the Colorado St Bridge, which could be relegated to transit and pedestrian use only, and possible catenary poles incorporated into new suicide barriers. Future conversion of the Bridge to handle to LRT would require engineering feasibility studies to determine impacts to the bridge's structural and historic integrity.

306-5 (cont.)

Within Pasadena itself, the loop option as seen in alternate #5 may complicate future eastern extensions of the line, which would best be done via Colorado Blvd continuing past Hill Avenue. That, combined with historical precedence of rail transit on Colorado Blvd and strong retail offerings on the boulevard in Old Pasadena, make it the most logical choice for a dedicated BRT ROW.

I look forward to the finalization of the project and its eventual construction, and hope that the end result is a quality BRT readily convertible to proper rail transit in the near future.

Regards,
Sam Siegel

Sam Siegel
UCLA Luskin School, Class of 2020
UC Berkeley, Sesquicentennial Class of 2018

COMMENT LETTER 307

From: SK Beckley
To: nohopasbrt@metro.net
Subject: MTA Proposal
Date: Sunday, December 27, 2020 2:25:35 PM

Whomever:

I am opposed to the MTA bus line running down Colorado Blvd. I am an Eagle Rock resident of 23 years and it is a lovely community with many small shops which are struggling now more than ever. Your proposed bus line would make our Colorado Blvd a mini freeway disrupting the quiet we enjoy here. I live above Colorado Boulevard and I am very upset with this proposal. 307-1

Sincerely,
Sandra Kay Beckley

COMMENT LETTER 308

Subject: Re: DANGER TO PEDESTRIANS AND TRANSIENTS
Date: Sunday, November 15, 2020 at 8:42:21 PM Pacific Standard Time
From: sara antebi
To: NoHoPasBRT

I'm not interested in your emails nor in the project I'm interested in you taking care of the homeless drug addicts and transients who are crossing the Metro putting their selves in danger and making tents along the metro rail and putting regular civilians in danger as well please take care of this problem it's your responsibility to keep the Metro clean and safe for all civilians

308-1

On Sun, Nov 15, 2020, 7:53 PM NoHoPasBRT <NoHoPasBRT@metro.net> wrote:

> Thank you for commenting on the North Hollywood to Pasadena Transit Corridor Project Draft Environmental Impact Report (EIR). The Draft EIR was prepared in compliance with the California Environmental Quality Act. A response to your comment will be included in the Final EIR, which will be made available for public review prior to consideration of the project by the Metro Board of Directors.
>
> Your contact information will be added to our mailing list to receive future project updates. In addition, you are able to view the environmental document and learn about the project through ourvirtual platformandproject website.
>
> Thank you again for your interest in this project.
>
> Metro Community Relations
> Metro Twitter
> Metro Facebook
>
> ---
>
> **Sent:** Saturday, November 14, 2020 3:47 PM
> **To:** NoHoPasBRT <NoHoPasBRT@metro.net>
> **Subject:** DANGER TO PEDESTRIANS AND TRANSIENTS
>
> There has been an ongoing problem with the homeless encampments in front of the LA Fitness Center 5300 Cold water Cyn and under the
> METRO!!! Bridge 12800 Chandler bl across and under the wash in Valley Village I have complained hundreds of times to the Metro, the city, the police station, the sanitation department ,and nothing is being done I ask that the members of the Valley Village Council help to resolve the situation as soon as possible there are homeless people laying on the METRO /PASSAGE OF BUSESS / CURB dumping to the wash and Metro Lane all of their belongings shooting fireworks in the middle of the night doing drugs all over the LA Fitness parking lot . Repairing their cars on the sidewalk along Coldwater where the LA Fitness is where there is a grease and oil all over the sidewalk and the wash area. they grinded down
>
> And ripped off all the bars that the Metro secured underneath the wash. I don't understand who is running away from their obligation the city or the Metro or sanitation.
> please take care of this problem as soon as possible.
> Sara

308-2

COMMENT LETTER 309

Subject: BRT Comment
Date: Friday, November 20, 2020 at 2:03:45 PM Pacific Standard Time
From: Sarah Gooderham
To: NoHoPasBRT@metro.net

Hi!
My name is Sarah Dean-Goodehram; I'm 21 years old, and a former student at Occidental College. I live in Eagle Rock and I commute to/from NoHo almost every day to see my boyfriend who lives there. I drive in my car on the 134. I am very excited about having a BRT option to use instead of my car! I support having the BRT route go along Colorado Blvd through Eagle Rock instead of going on the 134. This would mean I could access the route easily from Colorado (I live off of Eagle Rock Blvd) rather than have to bike all the way to a stop on the edge of town. Having a route that goes along Colorado through Eagle Rock will also really help with community access in general!
Thanks for your time.
-Sarah Dean-Gooderham

309-1

COMMENT LETTER 310

Subject: Adding more traffic to Colorado

Date: Monday, November 9, 2020 at 5:08:45 PM Pacific Standard Time

From: Christina Newland

To: NoHoPasBRT@metro.net

To whom this should concern,

The main reason for the 210 freeway was to keep buses and heavy traffic off Colorado. Years ago when the 210 freeway was built, eminent domain enacted, many homes were moved, torn down, neighborhoods ruined, and protected trees destroyed to accommodate this huge endeavor. One of the foremost reasons stated was to keep traffic, buses, and large transport from overrunning a unique community with adequate streets designed to carry normal travel. Now it's in the headlights again. Times have changed, yes, but with good planning the freeway should be the only focal point as to an additional route for buses and that should be the ultimate solution. 310-1

Thank you for your time.

Sincerely,

Scott and Christina Newland

COMMENT LETTER 311

Subject: Don't remove bike lanes on Colorado Bl!
Date: Friday, November 6, 2020 at 4:22:44 PM Pacific Standard Time
From: Scott Keiner
To: NoHoPasBRT

Dear Metro,

While I support the creation of a BRT on Colorado Bl, I oppose removing the existing bike lanes to make room for a bus lane. This false choice - being considered to not inconvenience people that drive - would deprive people that ride bikes safe passage on the street. If we hope to meet our region's climate goals, we need to provide efficient bus service AND infrastructure for bikes. I urge you to implement BRT and maintain the existing bike lanes. 311-1

Thank you,
Scott Keiner
Los Angeles 90029

COMMENT LETTER 312

Subject: Concerns about Noho to Pasadena BRT Project
Date: Tuesday, November 17, 2020 at 2:03:34 PM Pacific Standard Time
From: Sean Shen
To: NoHoPasBRT@metro.net

Hi:
I would like to share my opinions about this BRT project. It looks good and goes through good transit corridor. I think the primary option is the best one. Option 3 is fine but option 2 & 4 are horrible. Running on local street instead of on freeways can attract more passengers and contribute to the businesses along the route. However, I found a few aspects that may be improved. I feel that it may be better if there are more stations serving the downtown Burbank and Glendale area, since these areas are dense with high-rise office buildings and apartments. Additional stations can help reduce the walking distance to stations and attract more passengers. 312-1
Also I would like to know if the freeway section has dedicated busways or not.
Thank you very much.
Best regard
Sean Shen

COMMENT LETTER 313

Subject: Public comment
Date: Saturday, November 14, 2020 at 11:11:41 AM Pacific Standard Time
From: Sergio Hernandez
To: nohopasbrt@metro.net

This project is being taken hostage by the small business community. I attended the event at eagle rock city hall a few years ago where I was heckled and booed for supporting the project. Please do not bend to the will of the classist business owners that think the project will only increase homelessness and ruin their business. Think of your customers that ride the busses. Ideally removing the center median should be considered to run the brt as a center running route. The freeway option would by pass Eagle Rock destinations and have minimal ridership. Removing the bike lanes would also be detrimental as these have become a useful fixture of the community. I look forward to seeing a true BRT that is speedy and well built.

313-1

COMMENT LETTER 314

Subject: Metro BRT Comment - Eagle Rock - Oppose F3
Date: Sunday, November 22, 2020 at 7:56:01 PM Pacific Standard Time
From: S. David Padilla
To: NoHoPasBRT@metro.net

Hello,

As a resident of Eagle Rock (Yosemite Way), I would like to voice my support for the BRT options F2 and F1, and, simultaneously, my opposition to option F3 (the 134). Although a few, vocal NIMBY neighbors have absolutely opposed bringing in rapid bus services to Eagle Rock, I am not one of those. In fact, I would love to be able to leave the car at home when having to go have dinner and watch a movie in Pasadena. It would also be great to be able to connect to Amtrak for some visits up to San Luis Obispo or Burbank airport (if timed right, unfortunately). Many of those opposing the BRT are thinking of the bus as a way to bring people *in* to Eagle Rock and flippantly dismiss that nobody wants to come here, while also wanting to preserve the uniqueness of our town. I support the BRT, because it allows me to go elsewhere from Eagle Rock, while preserving the rhythm of life here. It allows us the flexibility to connect to other parts of Los Angeles.

The reason I oppose option F3 is simple: if a bus must use the freeway to commute between locations, then there is absolutely no reason to use that bus service. If I'm going to sit in an hour of traffic to go somewhere, I'll skip the bus. In fact, this is why I don't use public transport for my daily work commute. A trip to Los Feliz from my home requires 45 minutes or more by bus (especially with mixed traffic and transfers) or I can take a gamble and be there in 12 minutes. On certain days, even a bicycle is quicker. When a bus shares the same lanes as a car, then the car will always win. This is not the way to a sustainable city.

My partner moved down from Oakland at the beginning of the pandemic, she used to take the Express bus into San Francisco from Oakland (3 stops, downtown to downtown). When she got a job in Pasadena, we looked at the possibility of having a similar experience, where her commute could be comparable in time, while avoiding parking fees. Unfortunately, a 10 minute drive means a 35+ minute bus ride with transfers. She recently sold her car during COVID and we are a one-car household and the lack of effective public transport has definitely changed how we live our lives. Luckily, this was due to some personal circumstances, but had it been due to hardship... it would be much rougher. 314-1

While living in Eagle Rock provides a serene environment, it also forces all the residents to use the freeways for anything outside of the neighborhood—and barring those that work from home or are local realtors, that means most of us are beholden to the car. Those who can no longer drive have to ask for a ride, rely on shuttle services, or move away somewhere where they can maintain some independence. Those that can use the freeway, often don't, because it's faster to cut through the very heart of Eagle Rock than to sit on the 134. With a lack of alternatives, this will only be exacerbated.

I support the BRT, because I know that infrastructure is hard to build and not building now it means more congestion down the line as alternatives get harder to build. I once drove to South Pasadena, only so that I could take the Gold Line to a concert at the LA Historic Park... at the end of my trip, I was left a little jealous that there are neighbors around me that have the possibility to travel across the city without having to figure out what to do with their car once they get there. Must be nice.

Sincerely,
Sergio Padilla

Pardon the typos, sent from my phone.

COMMENT LETTER 315

From:	Severin Martinez
To:	Metro NoHo to Pasadena BRT
Cc:	Metro Board Secretary; Office of County Supervisor Hilda Solis; Office of County Supervisor Hilda Solis; Office of Councilmember Kevin de León
Subject:	Noho-Pas BRT DEIR Comments
Date:	Monday, December 28, 2020 8:26:27 PM

Dear Noho-Pasadena Project Team,

As an Eagle Rock bus rider who would benefit from the connections provided by the Noho-Pasadena BRT line, I would like to offer my comments. Much attention has been given to the Eagle Rock segment of the project. My comments touch on that but also address bicycle infrastructure more broadly and potential sidewalk narrowings/street widenings proposed as part of the project outside of Eagle Rock. 315-1

Enhancing and Accommodating Bicycle Infrastructure

There are portions of Metro's proposed plan that appear to overlook opportunities to expand or enhance existing bicycle infrastructure. For example, on Glenoaks Boulevard between Povidencia Avenue and Alameda Avenue, travel lanes should be narrowed to accommodate bike lanes so that they connect to and extend existing bike lanes on Glenoaks Boulevard east of Alameda Avenue in the City of Glendale. 315-2

On Glenoaks Boulevard between Concord St and Pacific Avenue, the travel lanes are shown to be as wide as 12' and 11'. Metro should consider converting this stretch of bike lane into parking-protected bike lane or simply a buffered bike lane to provide greater separation between bicycle traffic and vehicle traffic. It's unclear why travel lanes should be so wide while providing the bike lane the bare minimum bike lane which will be in the "door zone" of parked cars. If there is excess space, it should be devoted to enhancing the safety of vulnerable road users before any space is given to vehicle lanes that are not in danger of conflicting with the "door zone" of parked cars. 315-3

On Glenoaks Boulevard between Pacific Avenue and Central Avenue a bike lane is only shown in the westbound direction. If the bus lanes and travel lanes are narrowed, there may be sufficient space to accommodate an eastbound bike lane without sacrificing any material benefits. In the absence of a dedicated bike lane, people will be discouraged from bicycling and those that do bicycle (including people who bike to/from buses) will be forced to share a lane with high speed vehicle traffic. 315-4

On Central Avenue between California Avenue and Wilson Avenue, Metro's plans show a 4' bike lane next to a parking lane. Metro should be aware that 4' bike lanes are only permitted if there is no on-street parking present and therefore the design should be revised to either narrow travel lanes and/or parking lanes so that the bike lane can be the minimum. 315-5

On Central Avenue, Metro's plans show a bike lane next to a bus lane that vehicles can 315-6

turn right from. Special attention should be paid at such intersections to provide “protected intersection” to minimize conflict between through moving bicycles and right turning vehicles. Typically right turning vehicles are supposed to turn right from a designated bike lane. If right turns occur from the left of a bike lane, there should be adequate buffer separation and “Right Turn Yield to Bike” signage unless the intent is to provide a separate signal phase from the right turning vehicles and the bike lane.

315-6 (cont.)

Avoid Narrowing Sidewalks/Limit Street Widening

Metro proposes narrowing sidewalks to accommodate the proposed project in the City of Burbank. The project team should exhaust all options to accommodate the project without resorting to widening the street or to minimize how much the street is widened by. For example, instead of using 11’ bus lanes, the project team may consider 10.5’ bus lanes, or a 9’ center left turn lane rather than a 10’ left turn lane. Although such changes are minor and incremental, it is important to protect sidewalk space and landscaped parkways. Maintaining wider sidewalks/parkways will offer the following benefits: the street will be easier for pedestrians to cross, wider landscaped parkways will be able to better capture rainwater, and there will be a calming effect on traffic speeds and right turns. Cumulatively, these benefits are worth considering as they can be accommodated simply if Metro is willing to use narrower vehicle travel and bus lanes.

315-7

In some cases, it appears widening can be limited to just intersections, which would provide a cost-savings in addition to the other benefits previously mentioned. For example, Metro proposes widening Olive Ave between Beachwood Drive and Virginia Avenue. However, the striping plan shows an unusable median space between this segment, with only a small left turn pocket accommodated at the intersection of Beachwood Drive and no left turn pocket in the northeast direction at Virginia Avenue. Metro should consider limiting the widening to just the stretch necessary to accommodate the left turn pocket to avoid further widening to the northeast of Beachwood Drive. Throughout, Metro should more closely examine if street widenings and sidewalk/parkway narrowings are truly necessary. Perhaps some widenings can be avoided or minimized by exploring narrower travel lanes, or limited to intersections where additional space may be needed to accommodate left turn lanes/pockets.

315-8

Eagle Rock Portion Comments

Regarding the Eagle Rock section of the BRT line, I support maintaining a center running alignment as much as possible and avoiding a side running alignment that transitions to a center running. I have concerns with both the F1 and F2 alternatives presented and would like Metro to add a new option or revise F1 in a manner that is more suitable to the Eagle Rock Community. I also support Metro studying the “Beautiful Boulevard” proposal that appears to provide a context-sensitive approach to BRT in Eagle Rock.

315-9

With respect to station placement, the placement of the proposed station near the Eagle Rock Plaza should be considered in the context of how the Plaza is primarily accessed by people on foot. The Plaza is undoubtedly the largest trip generator in this vicinity and therefore the station placement should be designed for seamless and convenient travel between the station and the Plaza. Metro's F1 option shows stops anchored at the intersection of Colorado/Broadway or a split stop with the westbound stop at Sierra Villa and the eastbound stop at Colorado/Broadway. F2 shows a split stop at Sierra Villa Drive. Metro should study how bus riders presently travel between the Plaza and existing bus stops at Colorado Boulevard/ Sierra Villa Drive. Anecdotally as a transit rider and Plaza shopper, the primary way I observe bus riders access the plaza is by using the driveways off of Sierra Villa into the Plaza. Placing BRT stops that force extra walking place an additional burden on bus riders so every effort should be made to avoid this from a user experience. Similarly, the Eagle Rock Boulevard/ Colorado Boulevard station needs additional consideration to optimize a location based on user experience. It may be preferable to place BRT stops to the east of Eagle Rock Boulevard to maximize natural building shade and to serve the greater density of businesses that exist to the east of Eagle Rock Boulevard. Of the potential station locations for the Townsend Avenue stop, I am most favorable to the option of having the station west of Townsend Avenue again from a transit user perspective. Additionally, as part of the FEIR, I would like Metro to study the potential of an infill station at Colorado Boulevard/ North Figueroa Street and/or at Colorado Boulevard in the vicinity between Eagle Vista Avenue and Wiota Avenue with a street alignment through Eagle Rock. Currently the freeway running alternative F3 shows a stop at North Figueroa Street that would travel along Colorado Boulevard between Figueroa St and San Rafael Ave. Given the surprisingly strong ridership projections at a potential Figueroa stop, the FEIR is an opportunity to study this intersection as an infill station that can be added at a later date for a street alignment. Although the bus currently is anticipated to transition to the 134 freeway east of Linda Rosa Avenue, Metro could explore keeping the bus on Colorado Boulevard to serve a Figueroa station. Alternatively, Metro should consider a stop near Eagle Vista Avenue to maintain the Colorado Boulevard/134 Freeway transition zone.

315-10

With respect to the potential of the BRT running along the 134 Freeway, I want Metro to study the operational air quality, public health, and safety impacts to transit riders of placing the BRT on the freeway. Having bus stops directly on freeway ramps to facilitate stops at Harvey intuitively feels like it would place a disproportionate air, noise, and safety risk to transit riders compared to a street alignment where stops would be much further from the noise and pollution of a freeway. I sincerely believe transit riders deserve better than being placed in incredibly close proximity to a busy freeway in order to access a bus.

315-11

In general, I am hopeful that Metro can develop a street-running option for Eagle Rock that maintains and enhances bicycle and pedestrian infrastructure on Colorado Boulevard while providing efficient and attractive center-running bus lanes.

315-12

COMMENT LETTER 316

Subject: I support the “Beautiful Boulevard” Eagle Rock alignment concept for Metro’s NoHo-Pasadena BRT project

Date: Saturday, December 26, 2020 at 3:15:13 PM Pacific Standard Time

From: shannon goss schwartz

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, I support the “Beautiful Boulevard” concept for Metro’s North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I also walk my children to school every morning. It's a highlight of our day and a routine that we came to relish and now sorely miss. The majority of our walk is along Colorado Boulevard. I feel like any version that works to expand traffic lanes rather than making it more pedestrian friendly is a mistake that could have dangerous repercussions. And I will add that as a resident, I do worry about traffic being pushed up into the neighborhoods, worry about people driving like jerks far too fast. However, I think speed humps could help that should it become a problem. And regardless, I don't think adding more lanes of traffic to Colorado is the answer. Our community is walkable and bikeable and anything that can be done to encourage this whilst preserving the green areas and adding better public transit options is a huge win.

316-1

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro’s center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Shannon

90041

COMMENT LETTER 317

Subject: Public Comment for NoHo to Pasadena Bus Rapid Transit Corridor Project
Date: Sunday, December 27, 2020 at 3:41:47 PM Pacific Standard Time
From: Shant Jaltorossian
To: nohopasbrt@metro.net
CC: Shant Jaltorossian

To whom it may concern:

I look forward to riding the NoHo to Pasadena Bus Rapid Transit line, and would like to submit comments regarding the project.

I strongly recommend that in Glendale, Metro place the line on Broadway instead of Colorado Street. Whereas Colorado Street is the southern border of Downtown Glendale, Broadway is more central.

317-1

I also strongly support a street-running option in Eagle Rock. Using the 134 would effectively bypass Eagle Rock.

Regards,
Shant Jaltorossian

COMMENT LETTER 318

Subject: NoHo to Pasadena BRT - Public Comment
Date: Monday, November 30, 2020 at 10:40:46 AM Pacific Standard Time
From: Shelagh McFadden
To: nohopasbrt@metro.net

I'm emailing to protest Eagle Rock route Option 3 to "Operate along the SR-134 with proposed stops at Harvey Drive and Figueroa Boulevard." This is a terrible option! Who on earth wants to get off a bus at a freeway service road? This option would make the Eagle Rock portion both useless and dangerous.

Otherwise, the NoHo-Pasadena BRT is a big benefit to transit riders like me. Without this route, travel from NoHo to Pasadena would require me to take the train back to Hollywood (perhaps a bus + train depending on where I was in NoHo) in order to get a 780 (or two trains) to Pasadena. 318-1

Time-savers like this will hopefully encourage more Angelenos to go car-free.

Shelagh McFadden

COMMENT LETTER 319

From: Simon Byrne
To: NoHoPasBRT@metro.net
Subject: Support for the project.
Date: Monday, December 28, 2020 8:56:13 PM

I am writing to express my support for the NoHo Pasadena BRT project.

As a Caltech employee, the BRT will significantly improve the accessibility of the campus (and that of the neighbouring PCC), and hopefully provide some motivation to improve the rather lackluster amenities at that end of Colorado Ave.

319-1

I also support the proposed alignment on Colorado through Eagle Rock: it's a fantastic area with great cafes, shops and other amenities, but is hampered by its poor accessibility from neighbouring areas (even by car, accessing it from the 2 or eastbound 134 is a pain).

Regards,
Simon Byrne

COMMENT LETTER 320

Subject: NoHo Pas BRT Comment
Date: Monday, November 30, 2020 at 6:58:51 PM Pacific Standard Time
From: SIOBHAN BURKE
To: NoHoPasBRT@metro.net
Attachments: BRT study request to Councilmember-elect (1).pdf

Hello,
I would like to underscore the comments of the EPNC per the attached letter, particularly that the BRT options meet the following goals for all communities that it runs through:

1. The BRT plan must be safe for all users - pedestrians, bicyclists, disabled street users, bus-riders, as well as vehicular drivers and riders.
2. 35 mph is fast enough for traffic on portions that are a Scenic Highway
3. Where bike lanes exist, the infrastructure should be enhanced (not eliminated)
4. Any existing medians and trees must be maintained--if anything Metro should be working to expand street canopy, reduce impervious surfaces, and implement a water-wise, native landscaping plan. For the crucial protection of our endangered bio-diversity and environment, Metro's plan should also implement a mix of drought tolerant plants that include 75% of true SoCal native plant species.
5. Pedestrian sidewalks, crossings, and opportunities for outdoor dining should be enhanced to keep the boulevards as a vibrant and key part of our community.

320-1

It is the bare-minimum to request that as part of their DEIR, Metro make a bona fide effort to design an alternative that includes:

1. Protected Bike lanes
2. Additional opportunities for trees and native landscaping as part of the bike buffer
3. Maintenance of existing street-parking which in the current pandemic can continue to be used for Al Fresco dining
4. Reduced travel-lanes and lane-widths to actively slow traffic down to 35 mph
5. Center-running bus-lanes to minimize delays from right-turns and parking cars
6. Maintenance of the existing medians' landscape area while fulfilling the requirements of the Mayor's Executive Directive #5.

320-2

In the City of Pasadena, it seems appropriate to consider a BRT that would loop south of the Colorado at Pasadena City College along Hill Street and then run west along California Boulevard to service CalTech, Polytechnic, the shops along Lake Ave, and Huntington Hospital in close proximity to Art Center College before running north along Fair Oaks Blvd, returning westbound along the 134 Freeway - rather than looping back to service the same area in Old Town.

320-3

Many thanks for your consideration,
Siobhan

Siobhán Burke /// Principal, AIA, LEED AP

Lyric Design and Planning
architecture | public space

COMMENT LETTER 321

Subject: Don’t fear the Eagle Rock NIMBYs!
Date: Tuesday, December 8, 2020 at 9:37:15 PM Pacific Standard Time
From: Stan Yu
To: NoHoPasBRT@metro.net

Hi Metro Growth Spurt!

My name is Stan and I live in the west San Fernando valley (91304). My sister used to live in Koreatown, to which I would always take the Orange & Red lines to visit her. Now she lives in downtown Pasadena, and the long trip down to Union Station and up the Gold Line makes transit a waste of time compared to driving. I look forward to a BRT to carry direct & rapid trips between the Valley & Pasadena!

But I wholly prefer that the BRT stay off CA-134 as much as possible, even if that lengthens the ride. Why? Because Eagle Rock is a cool little village that outsiders without cars deserve to discover. Colorado Boulevard is a traffic nightmare and locals who want climate friendly, economical transportation alternatives shouldn’t have to suffer a standard orange bus that crawls along at half the speed of cars. A BRT rebuild of Colorado & Broadway could bring along a protected bike lane, either along the BRT route or on parallel adjacent streets. The upcoming electrification of the Metroliner bus fleet will nullify noise concerns. 321-1

Sent from my iPhone

COMMENT LETTER 322

Subject: Metro NoHo-Pas DEIR Comment
Date: Friday, November 20, 2020 at 12:28:17 PM Pacific Standard Time
From: Stephen Berens
To: nohopasbrt@metro.net

To Whom It May Concern,
I have lived in Eagle Rock for 30 years and come to know many of the residents during this time. This project has come up over and over in conversations over the last year. Almost no one seems to be in favor of running the route down Colorado Blvd. The freeway bypass is much more reasonable and practical.
Hopefully for once METRO will listen to the people the project is, in theory, designed to serve rather than ram in an unwanted and disruptive project to our community.
Sincerely,
Stephen Berens

322-1

COMMENT LETTER 323

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Monday, December 21, 2020 at 8:41:28 AM Pacific Standard Time

From: Steve Messer

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As an Eagle Rock resident, transit user, and bicycle commuter, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I also support the street running option through the city of Glendale.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. I am a regular user of this bike lanes. 323-1

The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Steve Messer
90041

COMMENT LETTER 324

From: Susan Buchanan
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 11:26:42 PM

I find this project very hard to understand for the average resident. This project involves 18 miles through various cities yet the overview is very vague as to what the impact is in each city. Unless you are able to wade through 100s of pages of documents and correctly follow the diagrams, there is little that shows the real picture.

In particular, what is the impact to current traffic lanes in Pasadena? Do the stations bump out into the parking lanes with the bus boarding from the travel lane or does the bus pull to the curb? Where does the bus go at the final stop on Colorado? There is no indication of how the bus will maneuver to return to the west bound route?

Hill Street is a highly travelled road as an entrance to the 210 freeway, access to PCC and Caltech, businesses, churches and the library. It will be further impacted by more housing and a hotel that are in the plans.There are often areas of congestion because of students arriving and departing from PCC and from St.Phillips Elementary School. The intersection at Hill and Colorado is already a dangerous one with at least one pedestrian fatality.
The idea of having buses traversing from the south side of Green to the East side of Hill and back to the north side of Union in a 2 block space sounds problematic especially with through traffic also traversing the same lanes. With the addition of a 2 way cycle track to Union added to the mix, I believe this route would add a safety hazard to cyclists accessing or exiting the lane at Hill.

324-1

Susan Buchanan
Pasadena resident

COMMENT LETTER 325

From:	sue bull
To:	NoHoPasBRT@metro.net
Subject:	Metro BRT in Eagle Rock
Date:	Friday, December 25, 2020 2:06:03 PM

Dear Metro BRT:

The metro buses in Eagle Rock do not need to take away lanes of traffic, or the median strip. Given the low ridership, and unlikely hood of people who own cars of switching to riding the bus, this project should not destroy the current set up of Colorado Blvd.

325-1

Please pick the plan that does the least damage. Do not remove the tree lined strip in the middle, and don't lower the lanes to one, each way. This will create major congestion, and effect the businesses along Colorado.

Thank you,

Susan Bull -Eagle Rock

COMMENT LETTER 326

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Monday, December 28, 2020 at 5:00:05 PM Pacific Standard Time

From: Suzanne Smith

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, jacksonm@metro.net

To Whom It Concerns

As an Eagle Rock resident who lives just south of Colorado and a long block from the Colorado/ER Blvd intersection,I write to support this plan. I have long been concerned about how various Metro plans would negatively affect our local businesses,and I am delighted to see a plan that addresses those concerns while enhancing both the greenscape and pedestrian and bike improvements that have been made over the past decade.

I am especially happy to see a plan that maintains (and creates) medians with increased shade, expands our sidewalks, and preserves parking along Colorado. As the plan notes, there are different needs along this 2 mile stretch,and this is the only plan that addresses all of them. 326-1

I hope you will consider this in determining how best to improve cross-county mass transit. Thank you for your consideration.

Yours sincerely,

Suzanne Smith

(residence)

Sent from BlueMail

COMMENT LETTER 327

Subject: Comment on BRT
Date: Monday, November 30, 2020 at 6:57:08 PM Pacific Standard Time
From: T Y
To: nohopasbrt@metro.net

The ridership through Eagle Rock will be lower than estimated and will slow down the total time between Pasadena and north Hollywood.

Metro should declare right now the exact ridership estimated to be picked up on Colorado Blvd and Townsend. If it is less than 50% of the estimate on one year after starting, the BRT on Colorado should be cancelled and only the Eagle Rock plaza stop should be kept. If there's insufficient pickups at the local level, it is proof that the estimates were wrong and the 134 freeway route should be used. 327-1

Sent from my iPhone

COMMENT LETTER 328

Subject: LOVE this project, feedback
Date: Wednesday, November 25, 2020 at 12:02:51 PM Pacific Standard Time
From: Terenig Topjian
To: NoHoPasBRT@metro.net

Hey Metro,

I love this project! I live in Sherman Oaks and use the Red Line frequently to go to Downtown. Now this line would open up Glendale and Pasadena!

My feedback would be to have Metro strongly consider allowing riders not change buses at NoHo. It would be so convenient to simply board an Orange Line bus and hop off in Burbank, Glendale, or Pasadena.

328-1

We're pouring so much money into Metro expansion, it would be such a shame to not build these two lines as a seamless experience.

If I use a car, I'm not expected to change vehicles every time I change freeways!

Many thanks,
Terenig

COMMENT LETTER 329

From:	Theodore Stern
To:	nohopasbrt@metro.net
Cc:	kerrin tso
Subject:	Opposition to MTA"s Eagle Rock Plan
Date:	Sunday, December 27, 2020 4:29:47 PM

December 27, 2020

As a long-time resident of Eagle Rock, I strongly object to MTA's proposal to run a dedicated bus lane down Colorado Boulevard through Eagle Rock. The present configuration—two automobile lanes (plus a bicycle lane that periodically disappears and then reappears)—is barely adequate and is frequently congested.

I have voiced my objections to MTA's plan at meetings of the Eagle Rock Neighborhood Council. It is my understanding that the MTA has already received 600 signed petitions from fellow Eagle Rock stakeholders protesting the dedicated bus lane. No local business owners whom I have talked to support MTA's proposal. So why does MTA persist? 329-1

I strongly urge MTA to drop this proposed Colorado Boulevard route and run its busses along the 134 Freeway, with drop-off points at either end of Eagle Rock.

Sincerely yours,

Theodore Stern

COMMENT LETTER 330

Subject: We are in a climate crisis -- I Support BRT in Eagle Rock

Date: Monday, December 28, 2020 at 10:08:17 PM Pacific Standard Time

From: Thurmon Green

To: mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, Kathryn@bos.lacounty.gov, anajarian@glendaleca.gov, mike.bonin@lacity.org, jacksonm@metro.net, Mayor@longbeach.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov, councilmember.kevindeleon@lacity.org, nohopasbrt@metro.net, EquitableEagleRock@gmail.com, jbutts@cityofinglewood.org, FourthDistrict@bos.lacounty.gov

I'm a lifelong resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, **I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan**.

The BRT system should slow deadly speeding traffic, prioritize pedestrians, cyclists and people with limited mobility. We need a climate-forward option, one which provides **bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions**, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. 330-1

Thank you,

Thurmon

90019

COMMENT LETTER 331

From: Thurmon Green
To: nohopasbrt@metro.net
Subject: the BRT line
Date: Sunday, December 27, 2020 2:05:36 PM

The BRT line is a great addition to LA's quest for transit equity and the fight against climate change. **The line should NOT be routed onto the freeway at any point as it would be a horrible experience for transit users by completely prioritizing drivers**.

The idea alone of putting transit routes and stops on freeways could only be cooked up by someone who does not plan on ever using public transit. For far too long Metro and LA city has accommodated private car drivers at every turn (so few bus lanes, so few protected bike lanes) while air quality, public transportation, and land use suffer in the end.

331-1

Metro must continue with this line and make it a dignified experience for transit riders. Do not just plop a BRT line onto a 8 lane street of speeding traffic and say "job well done". We need investments in safe crosswalks, wider sidewalks, shade trees, ample seating, amenities, traffic slowing measures, and protected bike lanes. The BRT line will be useless if it does not prioritize transit users and pedestrians of all physical abilities, age, and income.

Maybe instead of courting potential riders (code: White and monied), Metro could learn to appreciate, listen to, and prioritize the riders that they currently have and just might lose without bold change.

-Thurmon

COMMENT LETTER 332

Subject: Metro NoHo-Pasadena BRT
Date: Thursday, November 19, 2020 at 12:53:52 PM Pacific Standard Time
From: Thurmon Green
To: nohopasbrt@metro.net

Hello,

Metro needs to keep the NoHo-Pasadena BRT on Colorado Boulevard in Eagle Rock and NOT on a freeway. We need protected bike lanes (don't remove ANY bike lanes) and curb extensions that make it safer for pedestrians, transit users.

332-1

Accommodating personal vehicle drivers in a public transit project makes no sense and basically equates to climate change denial.

Thank you,

Thurmon

COMMENT LETTER 333

From: Thurmon Green
Sent: Thursday, November 12, 2020 11:55 AM
To: mayor.garcetti@lacity.org <mayor.garcetti@lacity.org>; firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>; Kathryn@bos.lacounty.gov <Kathryn@bos.lacounty.gov>; anajarian@glendaleca.gov <anajarian@glendaleca.gov>; mike.bonin@lacity.org <mike.bonin@lacity.org>; Jackson, Michele <JacksonM@metro.net>; fasanaj@accessduarte.com <fasanaj@accessduarte.com>; Mayor@longbeach.gov <Mayor@longbeach.gov>; councilmember.krekorian@lacity.org <councilmember.krekorian@lacity.org>; sheila@bos.lacounty.gov <sheila@bos.lacounty.gov>; markridley-thomas@bos.lacounty.gov <markridley-thomas@bos.lacounty.gov>; councilmember.kevindeleon@lacity.org <councilmember.kevindeleon@lacity.org>; NoHoPasBRT <NoHoPasBRT@metro.net>; EquitableEagleRock@gmail.com <EquitableEagleRock@gmail.com>; jbutts@cityofinglewood.org <jbutts@cityofinglewood.org>; FourthDistrict@bos.lacounty.gov <FourthDistrict@bos.lacounty.gov>
Subject: I Support BRT in Eagle Rock

Hi there,

I'm a resident of Los Angeles, and a bus and bike rider. I'm writing to support BRT in Eagle Rock on Colorado Blvd. However, I would urge Metro to develop a new option for Colorado Blvd that is consistent with the City's Mobility Plan. We need a climate-forward option, one which provides bus-only lanes AND maintains infrastructure such as bike lanes and curb extensions, which are important features that contribute to a safer, more equitable and sustainable Colorado Blvd. The proposed design is alarming in that it appears to prioritize fast moving cars over pedestrians and transit users.

333-1

Thank you,

Thurmon

COMMENT LETTER 334

Subject: route 501 vs BRT

Date: Tuesday, December 1, 2020 at 11:09:21 AM Pacific Standard Time

From: Tim Leetrakul

To: NoHoPasBRT@metro.net

Hello,

I live in Monrovia and work in North Hollywood. Before the pandemic I would take the gold line to Pasadena and board 501 to NH station and a local line to complete my trip. Will the BRT replace the 501? If so I would not be able to ride due to the extra time that would be added to the trip. For those of us that take it end to end maybe the 501 can be kept on as an option. thanks

334-1

Tim

COMMENT LETTER 335

Subject: Re: NoHo to Pasadena Transit Corridor DEIR Review Extended
Date: Monday, November 30, 2020 at 7:08:30 PM Pacific Standard Time
From: TIM MELLIN
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

thanks.....

What's with your new buses with sealed windows....unable to be opened to let out the Covid germs ?

335-1

You should try to rescind / alter the new bus orders, in light of Covid, to new buses that can have window opening option.

tm.

From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>
Sent: Monday, November 30, 2020 1:59 PM

Subject: NoHo to Pasadena Transit Corridor DEIR Review Extended

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The Draft Environmental Impact Report (DEIR) review period for the NoHo to Pasadena Transit Corridor project is extended to December 28, 2020.

The NoHo to Pasadena Transit Corridor Project has extended the **deadline for public comment on the DEIR until December 28** to allow for more opportunities for public comment due to the holidays and election cycle.

If you haven't visited the virtual platform yet, you can do so at nohopasbrt.com to learn more about the project, view project information boards and maps, watch the recorded presentation and update video, and submit your comments. You can also submit public comments directly via email to: nohopasbrt@metro.net or via phone at: 213.418.3228.

Thank you again for your participation in the North Hollywood to Pasadena Transit Corridor Project.

Contact Us

Metro invites you to stay involved and share your feedback.

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro



El periodo de revisión del Plan preliminar del Informe de Impacto Ambiental para el proyecto del corredor de transporte público de North Hollywood a Pasadena se extiende hasta el 28 de diciembre de 2020.

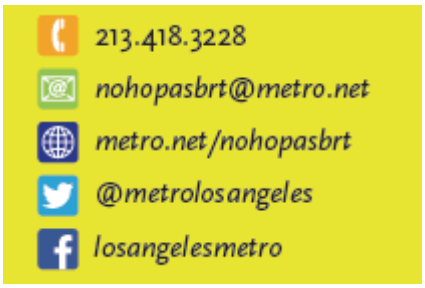
El proyecto del corredor de transporte público de North Hollywood a Pasadena ha extendido **la fecha límite para la entrega de comentarios públicos sobre el Plan preliminar del Informe de Impacto Ambiental hasta el 28 de diciembre** para brindar más oportunidades de participación debido a los días festivos y las elecciones.

Si todavía no ha visitado la plataforma virtual, puede hacerlo en nohopasbrt.com para conocer más sobre el proyecto, ver los anuncios informativos y los mapas del proyecto, ver la presentación grabada y el video con actualizaciones y enviar sus comentarios. También puede enviar los comentarios públicos directamente por correo electrónico a: nohopasbrt@metro.net o por teléfono al: 213.418.3228.

Le agradecemos, nuevamente, por su participación en el proyecto del corredor de transporte público de North Hollywood a Pasadena

Contáctenos

Metro lo invita a participar y compartir su opinión.



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COMMENT LETTER 336

Subject: Re: NoHo to Pasadena Transit Corridor DEIR Review
Date: Monday, November 9, 2020 at 12:44:32 PM Pacific Standard Time
From: TIM MELLIN
To: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team

Hi:

I hope to phone dial into the meeting on the 12 or the 14 of November.

Last year, I attended a preview / public comment session for said issue in Pasadena, and issued a suggestion. I will repeat it here, so we'll be ready when the upcoming virtual mtgs. occur.

Ergo: Repeating: You already have limited red lines 780/781 on Colorado Blvd. in Eagle Rock....Monday to Friday. You could run the new express line completely on the Foothill Fwy: Mon-Friday, bypassing the Colorado Blvd. route. On weekends, when the 780 doesn't run, then route the new express line through Colorado Blvd in Eagle Rock, effectively covering the non running 780. Have it stop at the limited 780 stops that are already in use. You could run it that way just in Eagle Rock, and rejoin the Freeway on Figueroa, or also run it on the remaining 780 stops east of Figueroa into Pasadena.

336-1

I list these routes in one direction here, but I mean from the other direction, too, starting in Pasadena west to Eagle Rock and then back on the freeway.

This way, you'd solve both issues of whether to route the bus on the freeway, or on Colo. Blvd. thru Eagle Rock. You do both, with my suggestion here. Freeway = weekdays. Colorado Blvd = weekends.

I also have applied last week to be on the new Stakeholder Metro Safety committe, so I guess this is a good start to that, too.

Thanks....tim mellin....highland park, ca.

From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>
Sent: Monday, October 26, 2020 4:29 PM
To: timconsultme@hotmail.com <timconsultme@hotmail.com>
Subject: NoHo to Pasadena Transit Corridor DEIR Review

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NoHo to Pasadena Transit Corridor Public Hearing and Draft Environmental Impact Report (DEIR) Review.

Metro has a plan to make it easier to get around, which includes improving bus service to better connect communities in the San Fernando and San Gabriel Valleys. Bus Rapid Transit (BRT) is faster and more reliable than regular bus service and can improve access to jobs, schools and recreation by providing connections to key destinations and the regional transit network.

The NoHo to Pasadena Transit Corridor Project extends approximately 18 miles, with connections to the Metro B (Red), G (Orange) and L (Gold) Lines, as well as Metrolink and other municipal bus lines. The proposed project will serve North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena. BRT is designed to rival the speed, capacity, and comfort of high-quality rail lines by making capital and operational improvements.

Metro invites you to a virtual public hearing or virtual platform on your own time to learn more about the project, the environmental process and provide your comment. Public hearings are being held to gather public comment on the Draft Environmental Impact Report (DEIR) during the review period from October 26, 2020 to December 10, 2020.

Please join us.

Thursday, November 12, 6-8pm

Link: zoom.us/j/93362737314

Phone: 877.853.5247

Access code: 933 6273 7314#

Saturday, November 14, 11am-1pm

Link: zoom.us/j/93255094044

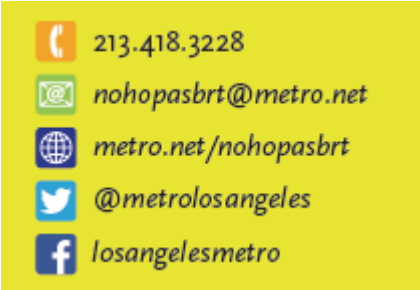
Phone: 877.853.5247

Access code: 932 5509 4044#

Comment on the DEIR at an upcoming virtual public hearing or visit our virtual platform to learn more about the project.

Contact Us

Metro invites you to stay involved and share your feedback.



All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 323.466.3876 at least 72 hours in advance.

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COMMENT LETTER 337

Subject: Eagle Rock
Date: Monday, October 26, 2020 at 4:37:38 PM Pacific Daylight Time
From: Timothy Eckert
To: NoHoPasBRT@metro.net

The last thing Colorado blvd. thru Eagle Rock needs is a dedicated bus lane.
We already have bus service, who's ridership is dwindling, and dedicated bike lanes with very few cyclists.
We need smart development on Colorado that serves the needs of residents and stakeholders, not commuters from NoHo into Pasadena.
Run it on the fwy for commuters and do not turn Eagle Rock into a bus corridor.

337-1

-Timothy Eckert

COMMENT LETTER 338

From: Tom Krumal
To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Sunday, December 27, 2020 10:23:02 AM

I want to register my opposition to a BRT down Colorado Blvd. through Eagle Rock.. this would not only disrupt and eliminate small businesses along the route, that are already struggling with the pandemic restrictions, but would also do away with already minimal parking. We as a community have discussed this proposal adnuseum in numerous public meetings. The majority opinion is that the community desires a 134 route, with stops at both East and West ends of Eagle Rock. (Harvey and Figueroa). We already have numerous bus lines that allow us to connect up to the San Fernando Valley and Pasadena..We like living in a “small town” environment. This proposal with would drastically change the make up of our community, likening it to narrowing streets, slowly grinding through blocks of condos, multistory retail businesses. We don’t desire a rezoning change to allow more unwanted, overbuilt, overpriced, development. Thank you, but no thanks.....

338-1

Sent from my iPhone

COMMENT LETTER 339

From: Tony Butka
To: NoHoPasBRT@metro.net
Subject: Public Comments on Metro NoHo Pasadena DEIR
Date: Sunday, December 27, 2020 10:43:47 AM

During the double whammy of a COVID-19 Pandemic, stay at home orders, and a rapidly crumbling local economy, this project makes absolutely no sense.

Ridership is way down, and will be for the forseeable future, with small businesses going the way of the dodo bird as they bankrupt, and with the great downtown center concept morphing into remote work, why on God's earth would Metro expend the funds they have on such a project?

339-1

Neither route makes any sense under our current economic and medical crisis. Please simply put the project on hold until we find out if there is going to be recovery or an economic crash in Los Angeles County.

Sincerely,

Tony Butka, Glassell Park & CityWatch contributor

COMMENT LETTER 340

Subject: Draft EIR Comment
Date: Sunday, November 15, 2020 at 3:25:51 PM Pacific Standard Time
From: Tyler Bonstead
To: NoHoPasBRT@metro.net

Hello,

340-1

I am a Magnolia Park resident and strongly supportive of the project. I have three comments:

1. Please include the optional Verdugo Ave station in Burbank - it is over 1.5 miles from the Buena Vista station to the Downtown Burbank Metrolink station through a dense residential and commercial neighborhood, and the Verdugo station will provide access to the eastern portion of Magnolia Park. 340-2

2. The section of Olive Avenue through Magnolia Park with 11 foot curb/bus lanes is of concern to me from a pedestrian comfort/safety standpoint. I request that you include appropriate streetscape improvements in this section to ensure a safe and comfortable pedestrian experience with buses running frequently and close to the curb once the project is built. 340-3

3. Please work closely with the corridor cities moving forward to ensure a construction process that minimizes impacts to the surrounding communities, especially from a traffic and noise standpoint. 340-4

Thank You
-Tyler Bonstead

COMMENT LETTER 341

From: vdkbod (null)
To: nohopasbrt@metro.net
Subject: Eagle Rock Blvd
Date: Saturday, December 26, 2020 9:36:30 PM

Eagle Rock is a close knit community. There is no good reason to tear up Eagle Rock Blvd for less than a mile of rapid transit. Have a stop at Harvey and get back on the freeway. It's ready made. We like our Boulevard with its trees just like it is. Leave us alone. 341-1

Sent from my iPhone

COMMENT LETTER 342

From: vdkbod (null)
To: NoHoPasBRT@metro.net
Subject: Eagle Rock
Date: Saturday, December 26, 2020 9:39:57 PM

Keep your buses on the freeway. They will destroy the unique community that is Eagle Rock Blvd. 342-1

Sent from my iPhone

COMMENT LETTER 343

Subject: Re: Reminder: NoHo to Pasadena Transit Corridor DEIR Review
Date: Thursday, November 5, 2020 at 7:19:26 AM Pacific Standard Time

To: NoHoPasBRT

Not through our town, Eagle Rock, use the 134, you got biden , enjoy the taxes. 343-1

-----Original Message-----
From: Metro's NoHo to Pasadena Bus Rapid Transit Corridor Team <nohopasbrt@metro.net>

Sent: Thu, Nov 5, 2020 7:00 am
Subject: Reminder: NoHo to Pasadena Transit Corridor DEIR Review

En Español Sa Tagalog

Հայերենում

View this email in your browser



NoHo to Pasadena Transit Corridor Public Hearing and Draft Environmental Impact Report (DEIR) Review.

Metro has a plan to make it easier to get around, which includes improving bus service to better connect communities in the San Fernando and San Gabriel Valleys. Bus Rapid Transit (BRT) is faster and more reliable than regular bus service and can improve access to jobs, schools and recreation by providing connections to key destinations and the regional transit network.

The NoHo to Pasadena Transit Corridor Project extends approximately 18 miles, with connections to the Metro B (Red), G (Orange) and L (Gold) Lines, as well as Metrolink and other municipal bus lines. The proposed project will serve North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena. BRT is designed to rival the speed, capacity, and comfort of high-quality rail lines by making capital and operational improvements.

Metro invites you to a virtual public hearing or virtual platform on your own time to learn

more about the project, the environmental process and provide your comment. Public hearings are being held to receive formal public comments on the Draft Environmental Impact Report (DEIR) during the review period from October 26, 2020 to December 10, 2020.

Please join us.

Thursday, November 12, 6-8pm

Link: zoom.us/j/93362737314

Phone: 877.853.5247

Access code: 933 6273 7314#

Saturday, November 14, 11am-1pm

Link: zoom.us/j/93255094044

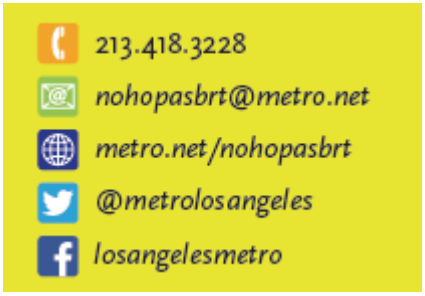
Phone: 877.853.5247

Access code: 932 5509 4044#

Comment on the DEIR at an upcoming virtual public hearing or visit our virtual platform to learn more about the project.

Contact Us

Metro invites you to stay involved and share your feedback.



All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 323.466.3876 at least 72 hours in advance.

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COMMENT LETTER 344

Subject: Oppose LA Metro's Rapid Bus Plan Through Glendale

Date: Tuesday, December 15, 2020 at 5:54:15 PM Pacific Standard Time

From: Walt Kasha

To: NoHoPasBRT@metro.net, mayor.garcetti@lacity.org, firstdistrict@bos.lacounty.gov, anajarian@glendaleca.gov, Kathryn@bos.lacounty.gov, mike.bonin@lacity.org, mayor@cityofinglewood.org, jacksonm@metro.net, fasanaj@accessduarte.com, Mayor@LongBeach.gov, hahn@bos.lacounty.gov, councilmember.krekorian@lacity.org, sheila@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov

Dear Metro Board:

I am a Glendale homeowner and writing to ask you to please stop the LA Metro's Rapid bus line proposals that would go through Glendale streets to connect North Hollywood to Pasadena.

I am strongly opposed to any proposal that would allow a new bus to drive down any Glendale street. This would create an unnecessary traffic nightmare, with no guarantee that customers will switch from their cars to ride the bus. This occurs at a time when our City has gotten overbuilt by a vast number of new developments and buildings, that further adds to traffic congestion. 344-1

Glendale streets would need to be changed because of the 4 types of bus lane configurations that Metro is proposing: (1) center running; (2) median running; (3) side running; and (4) curbside running. This would negatively affect the flow of traffic and seriously reduce parking that has already become scarce in the area. The problem will be even worse during commuting hours.

We want to preserve all car lanes and NOT add dedicated bus lanes. There is a potential ripple effect to surrounding cities due to backed up traffic, traffic signals that can't regulate the flow, and an overloaded roadway. The City of Los Angeles had exactly this issue occur when they removed a lane on Vista del Mar that connected Marina del Rey to Manhattan Beach, and caused traffic to backup into Culver City, El Segundo and Playa del Rey. As described in the Los Angeles Times article headline, "Commuters between the South Bay were Livid", and after lawsuits filed by the "Keep LA Moving" organization against LA DOT, the lanes were restored. https://www.latimes.com/local/lanow/la-me-ln-vista-del-mar-lanes-20170726-story.html
Metro's proposal will change the character of Glendale streets and neighborhoods with the loss of medians and greenspace along the roadways. I also have serious concerns about safety and cleanliness as the homeless ride buses all day long as a cheap way to keep cool in air conditioned buses. 344-2

These local issues should be handled by our own City Council and not dictated by the politics of the County or the State which is already looking for ways to create new mass transit corridors and take zoning authority away from local government.

We have seen what the reduction in car lanes has done in other areas-traffic woes, angry residents and costly litigation demanding that car lanes be restored. 344-3

Please help us preserve our community.

Thank you for your assistance on this matter.

Sincerely,

Walt Kasha

COMMENT LETTER 345

Subject: Objection to the routing of a bus rapid transit (BRT) lane on Colorado Boulevard in the Eagle Rock neighborhood

Date: Sunday, December 27, 2020 at 8:16:34 PM Pacific Standard Time

From: Warren Brodine

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org

To Whom it May Concern:

I write as a homeowner and resident of Eagle Rock to oppose the routing of a BRT on Colorado Boulevard though our community. I believe the entire project should be placed on hold pending the end of the global Coronavirus pandemic; however, should Metro insist on moving forward with something, then in the spirit of the namesake of the 134 Freeway, President Barack Obama, who found power in local community input and process and control, please listen to this community and route the busses on the freeway.

345-1

First, I wish to note a general objection to a deadline for public comment coming the first business day after an extended Christmas weekend, in the middle of a global pandemic, when many people's attention is rightfully pointed elsewhere. Like the solicitation of public comment throughout this project, it seems deliberately chosen to minimize public input and maximize input from developers and those who can outsource their advocacy to others.

345-2

Second, please note an objection to the manner in which the Eagle Rock Neighborhood Council (ERNC) does not seem to take seriously its obligations of recordkeeping, compliance with open meetings laws, and maintaining a posture of open mindedness to the community's needs. I recognize that neighborhood councils are made up of volunteers; however, that does not absolve them of their requirements to adhere to state and local law regarding their conduct of the public's business. The job description for neighborhood council members clearly needs an overhaul. While I realize this is not Metro's bailiwick, Metro should be sufficiently concerned with the way the supporters of this development behave to want to reset the clock to zero and start over. Metro cannot trust the word of the ERNC in communicating the will of the community.

345-3

Third, as we are in the midst of a global pandemic that is changing the entire economy, culture and nature of work, business, shopping and community engagement, how can Metro proceed with a project that is based on projections of ridership that could not take the pandemic into account? The initial projections available to the public were based on workers traveling West to the entertainment industry's studios in North Hollywood, Burbank and Studio City, and students and shoppers traveling East to Eagle Rock and Pasadena, for the wide array of businesses in both, and Pasadena City College and the California Institute of Technology at the Eastern Terminus. How will education and shopping and work and leisure take place in 2022? No one knows. It is foolish to proceed with a project that will reconfigure our main street in Eagle Rock until post-pandemic ridership patterns can truly be ascertained.

345-4

As a homeowner and resident of Eagle Rock, I urge you not to proceed with a BRT on Colorado Boulevard in our community. If you must proceed with the project, please route the busses along the 134 Freeway.

345-5

Sincerely yours,

Warren J. Brodine

CC; Keven De Leon, City Councilman, 14th District, City of Los Angeles

COMMENT LETTER 346

Subject: Public Comment
Date: Monday, November 16, 2020 at 2:30:15 PM Pacific Standard Time
From: Will Proctor
To: NoHoPasBRT@metro.net

Hello!

I am fully supportive of Metro's NoHo to Pasadena BRT project! However, I think Metro should incorporate active transportation modes in the plan. That is, the proposal should prioritize walking and biking infrastructure, such as protected bike lanes. I am disheartened that the proposal for the BRT on Colorado Blvd. recommends removing the bike lane and keeping curbside parking. Please find a way to incorporate high-quality bus lanes and protected bike lanes in the projects.

346-1

Additionally, I think the project should include center-running bus-lanes whenever possible. I believe other cities have found that center-running bus lanes are much more effective in freeing buses up from traffic, including right-turning cars. I have notices that curb-running bus lanes in LA (e.g., Wilshire blvd., 5th st., and 6th st.) often have parked cars blocking the bus lane, which makes the lane much less effective.

Thank you for your time and consideration.

Best,
Will

--
Will Proctor

COMMENT LETTER 347

Subject: NoHoPas BRT DEIR
Date: Friday, November 13, 2020 at 10:10:23 AM Pacific Standard Time
From: William Walker
To: NoHoPasBRT@metro.net
Attachments: image001.png, image002.png

Hello,

Is there a link on your webpage that the entire report can be downloaded as one PDF? 347-1

Thanks,

COMMENT LETTER 348

Subject: Re: Navigating the Metro NoHo-Pas Virtual Platform
Date: Thursday, December 10, 2020 at 12:02:13 PM Pacific Standard Time
From: Wm Johnson
To: Metro's NoHo to Pasadena Transit Corridor Team

Use 134 for those 5 people in Eagle Rock

348-1

Sent from my iPad

On Dec 10, 2020, at 11:59 AM, Metro's NoHo to Pasadena Transit Corridor Team <nohopasbrt@metro.net> wrote:

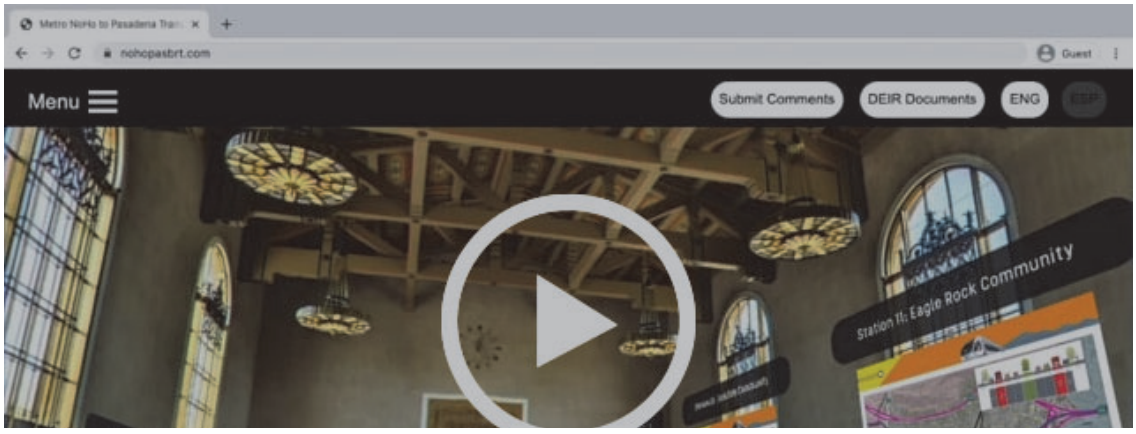
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Navigating the NoHo to Pasadena Transit Corridor Virtual Platform

The virtual platform provides an opportunity to interact with meeting materials from the comfort of your home. The virtual platform includes project information boards, maps, recorded presentation and update video, and an opportunity to submit comments. The platform can be accessed from your computer or smart device by visiting nohopasbrt.com.

Having trouble navigating the virtual platform? Check out our video tutorial below to help guide you through the virtual room.





The public review period for the DEIR will close on **December 28, 2020.** You may provide your DEIR comments here or email us at nohopasbrt@metro.net.

We look forward to hearing from you.

Contact Us

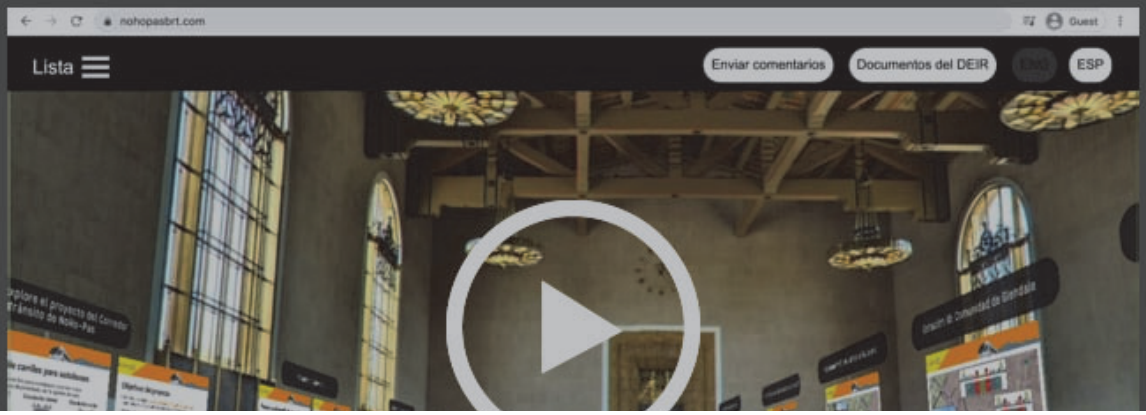
213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro



Navegación por la plataforma virtual del Proyecto de Corredor de transporte público de North Hollywood a Pasadena

La plataforma virtual ofrece la oportunidad de interactuar desde la comodidad de su casa con los materiales de las reuniones. Incluye pizarras informativas del proyecto, mapas, una presentación grabada y un video con actualizaciones y la oportunidad de enviar comentarios. Se puede acceder a la plataforma desde su computadora o dispositivo inteligente visitando nohopasbrt.com.

¿Tiene problemas para navegar en la plataforma virtual? Vea el video tutorial para guiarse dentro de la sala virtual.



El periodo de revisión pública del Plan preliminar del Informe de Impacto Ambiental cierra el **28 de diciembre de 2020**. Puede hacer comentarios sobre él aquí o enviarnos un correo electrónico a nohopasbrt@metro.net.

Esperamos saber de usted pronto.

Contáctenos

213.418.3228
nohopasbrt@metro.net
metro.net/nohopasbrt
@metrolosangeles
losangelesmetro

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COMMENT LETTER 349

To: nohopasbrt@metro.net
Subject: Metro NoHo-Pas DEIR Comments
Date: Monday, December 28, 2020 1:43:35 PM

Removing yet another traffic lane from Colorado Blvd in Eagle Rock is insanity! We have already gone from 3 lanes down to 2 and you want to remove another one?! This will increase traffic in the surrounding neighborhoods and hurt the small businesses in the area. Using the 134 freeway is a much preferred option. 349-1

Sent from my iPad

COMMENT LETTER 350

Subject: I support the "Beautiful Boulevard" Eagle Rock alignment concept for Metro's NoHo-Pasadena BRT project

Date: Thursday, December 24, 2020 at 12:30:33 PM Pacific Standard Time

From: Zachary Rynew

To: nohopasbrt@metro.net

CC: councilmember.kevindeleon@lacity.org, JacksonM@metro.net

As a bicycle commuter, I support the "Beautiful Boulevard" concept for Metro's North Hollywood to Pasadena Bus Rapid Transit project. This concept enhances safety in Eagle Rock, increases the amount of landscaping on Colorado Boulevard, promotes a more vibrant Downtown Eagle Rock, improves the pedestrian experience, provides protected bike lanes for the majority of Colorado Boulevard, and provides quality transit service to and from Eagle Rock.

I support this plan because ultimately, everyone is a pedestrian no matter how they access Colorado and this plan addresses all users. I come to Eagle Rock to enjoy all the independent restaurants and businesses, but the street has never prioritized giving people access, but instead moving vehicles as quickly as possible regardless of safety.

All of the alternates that Metro has offered as part of the Draft EIR for Eagle Rock are problematic. It is unacceptable to eliminate dedicated bike infrastructure on Colorado Boulevard, eliminate existing medians within Downtown Eagle Rock, or to bypass the Downtown Eagle Rock business corridor. The Beautiful Boulevard concept provides a solution that mitigates these deficiencies by adjusting Metro's center-running F1 concept to be a median-running concept that maintains existing medians, focuses reallocation of existing travel lanes on Downtown Eagle Rock where it improves pedestrian safety, upgrades bike infrastructure, expands sidewalks, improves safety of crosswalks. The Beautiful Boulevard concept is more fully described online at www.eaglerockforward.org

350-1

As Los Angeles implements Measure M projects to expand its transit system, it is important that these projects provide net benefits to the communities they serve. I support the Beautiful Boulevard concept for Eagle Rock, because it is centered on making a safer, greener, more vibrant street. I urge Metro to study this option and adopt it as the preferred route alternative for Eagle Rock.

Sincerely,

Zachary Rynew
91607

Public Hearings

PUBLIC HEARING NO. 1

TRANSCRIPT OF AUDIO RECORDING OF
NOHO PAS MEETING PUBLIC COMMENTS

Los Angeles, California

Thursday, November 12, 2020



Reported by:

ALLISON SWANSON
CSR No. 13377

Job No.:
30700ROB-AUDO(A)

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Los Angeles, California, Thursday, November 12, 2020

Unknown Time

(Begin audio at 00:35:50.)

MR. BOEKLHEID: Thank you. And good evening. This has been a great presentation, and we're very happy to be seeing the project reach this draft environmental impact report stage.

My name is Alex Boeklheid. I represent Pasadena City College. I work with Superintendent President Erica Andrew Jonas (phonetic) there. I want to commend Metro for working with the college on this plan and for listing us as a terminus for one of the -- one end of this Metro bus line. PH1-1

We're very excited to be able to offer this resource to our community and to our students who live along the line. We pull from not only Pasadena and surrounding areas but also Eagle Rock and North Hollywood, Burbank, Glendale, all the areas along this line. So this really is a good thing for the college.

We look forward to working collaboratively with Metro and the city of Pasadena to find a way to complete the terminus, integrating the facility with campus, but in a way that does not unduly take away property on campus, but also

does not do -- have too much of an impact on traffic on Hill Street. And we look forward to working with Metro on that.

We also think that this project presents an opportunity for Metro to think about those riders that need support most of all. Community college students face a number of hardships as they try to conduct their studies, including transportation costs.

We've been participating in the U Pass Program at Metro for a number of years now. And we would like to work with Metro to find a way to make that more equitable and to provide more relief to students who are facing high transportation costs, as I mentioned.

Again, thank you for an opportunity to make a comment. We will be supplying a written comment as well through the (inaudible) process.

Thank you.

SPEAKER: Thank you.

As we are going to be reading the names of the people who are in line, I -- I failed to share, I will read the name -- three names in order. So the first -- the next person who will be speaking will be Oscar Pena, followed by the initials M.F., and then Mehmet Beker will follow.

So the next person we are -- will be asking to unmute is Oscar Pena.

PH1-1 (cont.)

MR. PENA: Hello?

SPEAKER: Yes. Once you start speaking, you will -- the timer will start. And we can hear you, Oscar. Please begin.

MR. PENA: All right. Thank you.

Hi. I'm a Metro rider. I'm pretty frustrated with the way that this has been going because every person I know who uses the bus or bikes has pretty much a consensus that, like, we should have center-running dedicated bus lanes through Eagle Rock.

And seeing this presentation, I'm also concerned with the street-running portions in Glendale, which are -- I think the curb-running would be okay, but the street-running seems just designed to fail because what you've essentially done -- and you also say, like, "Oh, well, it's fine because people on bikes can just use the bus lane." PH1-2

But that makes no sense if the entire point of the project is to improve bus speeds. Why you would then be making those same buses share the lane with the slowest road users possible, namely cyclists and people who are trying to parallel park. It's just designing the project to fail.

So I think that the -- and it's also just frustrating that Eagle Rock was designed with streetcars running down the middle of it. So it feels like we are

needing to fight over and over again just to return to a baseline that is worse than it was 50 years ago. So please consider the actual experience of people walking to these stations, riding the bus, and biking through these neighborhoods.

PH1-2 (cont.)

Thank you.

SPEAKER: Thank you, Oscar.

I'm going to read the next three names. But before I do, I also wanted to acknowledge presence tonight of Mr. Doug Mensman, from the office of Mayor Eric Garcetti. Thank you for joining us tonight, Doug.

So the next person who will be speaking will be the person with initials M.F., followed by Mehmet Beker, followed by John Kur (phonetic).

So, M.F., we will be unmuting you now and you will -- your timer will start once you begin to speak.

MS. FIELD: Thank you. My name is Mona Field. I'm a 28-year resident of Eagle Rock. I live a half a block from Colorado Boulevard. I am very concerned about the in-tax on our community of all the proposals.

I know we have really fought hard for you to look at the freeway option, which thankfully is now under consideration. I note that you don't rate it as highly, but I think for most of us who live in Eagle Rock and who need to walk on our boulevard and cross our boulevard, we -- we

PH1-3

would prefer this on the freeway. The option, I believe it's number F3.

I want to say that option F1, which would remove parking from our business community on Colorado Boulevard, which has already been badly, badly hit by the pandemic, is out of the question.

And I would also say that, you know, speeding people through a community that has residential housing immediately north and south of Colorado -- we don't have a buffer here. We don't have commercial properties running half a block south and half a block north. We have people's homes. And those people who live here, we need to feel safe and not have buses racing along our main thoroughfare.

I would just like to say that this can be done without disrupting Eagle Rock. And I'm very glad that our new councilman has some staff here. I hope they're going to listen closely to our community.

Thank you so much.

PH1-3 (cont.)

SPEAKER: Thank you for your comment.

The next three people that will be speaking will be Mehmet Beker, followed by John Kur, followed by Natalie Freidberg.

So we will start with Mehmet Beker to speak.

MR. BERKER: Hi. My name's Mehmet Beker. I'm on the Board of Los Angeles Walks, which is a pedestrian advocacy

PH1-4

organization for the city of Los Angeles.

I really want to urge Metro to maintain some basic standards of safety for all people as they're going about their business. Primarily by having a consistent, dedicated transit lane that never also operates for bikes. We need to keep those modes separate. The street-running alternatives and the curb-running alternatives that incorporate a bike lane within them do not work.

Metro needs to seriously do something it has not done yet, after years of BRT studies, and study buying a fleet of buses that have doors on both sides. This is standard practice in most other cities with actual BRT around the world. And it would enable a lot of different options for our street-running configurations that now Metro says aren't possible. That we can't have a center-running lanes (sic) down the middle of Eagle Rock on Colorado Boulevard because "oh, the bus couldn't -- you couldn't have people get off." If you had doors on both sides, you could.

PH1-4 (cont.)

It's a lack of imagination and it's very disturbing that we're about to embark upon this and another BRT project on Vermont and Metro hasn't done the basic work that cities around the -- around the country and around the globe have already done.

So I'm really disappointed in Metro so far.

This project, as it is designed, is set up to fail, as I think Oscar said earlier. It's designed to fail with people parking in, you know, in and out of the bus lane. And it's just badly scoped.

Thank you.

SPEAKER: Thank you.

I wanted to share the phone number for those of you who are listening by phone that would like to submit a text comment. You can do so as well by -- by texting to (818) 650-0619. Once, again, (818) 650-0619. That is for those of you who are listening by phone and would like to submit comment via text.

You can also raise your hand by hitting "star" "9" to raise your hand by phone. And you will be prompted to do so -- to unmute by hitting "star" "6."

Just so everybody knows, if you raise your hand, you are put in an order according to when you raised your hand. If you put your hand down and then put it back up for some reason, it will bump you back down to the end. So please be mindful of that.

If you want to speak, please be -- please be patient. We will be calling your name.

The next three people that we're gonna be calling are John Kur, followed by Lisa Payne, followed by Israel.

PH1-4 (cont.)

So the first person I'm going to allow to speak right now is Mr. John Kur.

John, we can hear you. You can start speaking now.

Hello, John?

I am not hearing anything from you John Kur. We will -- we will mute you for now and then we will come back after Lisa Payne.

So the next person that we will be going to is Lisa Payne.

Lisa, are you there? You can start and the clock will start as well.

MS. PAYNE: Can you hear me?

SPEAKER: Yes.

MS. PAYNE: Hi. So I'm -- I'm Lisa Payne. I have lived and my family has lived in Eagle Rock for almost 16 years. We live a block and a half south of Colorado. And we're super excited about having a bus that would come and be accessible from Colorado to get around. PH1-5

My kids are at the high school. I would love for them to be able to use the bus to get around, maybe go to the community college once it's that time. And I just feel like Eagle Rock has been kind of off the beaten path for -- for some of this more convenient transit. And I'm super excited for it.

I also think that people will come to Eagle Rock and come help support their local restaurants and the local businesses as well. People are always telling me how much they like the restaurants in Eagle Rock. PH1-5 (cont.)

So, yeah, I hope -- I hope we'll end up with something that we can use and it will be accessible and easy to use from Colorado.

Thank you.

SPEAKER: Thank you.

Let's go back to John Kur, see if he's available to unmute and speak.

John Kur, are you there?

We cannot hear you. I hear -- it sounds like a static. Once, again, can you -- can you try to speak, John?

Okay. We're going to go to the next three people. John, if you -- we'll come back in a couple more and see if you're available. Otherwise, please raise your hand again or you can also call by phone.

So the next three are gonna be person by name of Israel, followed by Michael McDonald, followed by Darren Hall.

So Israel, we are unmuting you. You can start speaking.

MR. ISRAEL: So I'll keep it simple. It would be best if Metro keeps to the center-running BRT along PH1-6

Colorado. It's important that, as others have mentioned, that the modes of transportation are kept separate. Because it does -- it -- it really does impact the -- the efficiency of the BRTs having bike lanes -- or having bicyclists and -- and drivers attempting to park on the actual bus lane.

Looking at Wilshire, this is a constant problem, especially going into Koreatown. And this is a dedicated bus lane going along the sides of Wilshire.

Having said all that, I'm fairly disappointed in Metro as a whole because every winter -- just about every project, when it comes to subway public transportation, Metro takes sort of like the second half step in sort of a one step, two step back approach, basically designing their projects to fail.

PH1-6 (cont.)

And what I see a trend is -- the trend that I see is that there's more of an emphasis on the drivers, in some ways. Like, there's an emphasis to keep the parking, to not disturb driving, and at the same time, touting this project as a way to reduce BMTs.

When you see letters like, for example, from CEL Phillip Washington writing to the -- to Mayor Davila, telling -- telling them that the 605 Freeway exchange, for example, is going to -- is a right-of-way for Metro. And having Phillip pushing his weight around on these type of projects and, yet, you know, there's not a whole lot of push

when it comes to these public transportation projects is a big disappoint.

There's -- there's -- in short, there's a big disbalance (sic) -- imbalance with -- with public transportation projects and freeway projects. There needs to be more of a push because these projects -- these public transportation projects seem to be designed for failure.

PH1-6 (cont.)

And when people look back at these projects after a couple of years, they're going to see that it wasn't as good as they thought it would (sic), which furthers the notion that public transportation cannot be efficient.

Thank you.

SPEAKER: Thank you.

So the next three people to speak will be, looks like Michael McDonald, followed by Darren Hall, followed by David -- David Newman.

So the first person to speak will be Michael McDonald.

MR. MCDONALD: Hi. My name is Michael McDonald and I am an Eagle Rock homeowner.

I'm disappointed that all of the options that Metro has provided in the DEIR do not adhere to the adopted -- to adopted city of Los Angeles plans for Eagle Rock, especially Mobility Plan 2035, which calls for dedicated bus lanes and protected bike lanes on Colorado.

PH1-7

And sets a goal of zero traffic deaths by 2035.

In prioritizing driving over the pedestrian experience, the options do not adhere to the framework and ongoing implementation of Eagle Rock's Take Back the Boulevard Plan.

By prioritizing driving over other modes, Metro is not providing necessary incentive to justify a mode shift from driving to transit use. I urge Metro to develop a plan that incorporates dedicated bus lanes and protected bike lanes and prioritizes pedestrian experience, in compliance with Mobility Plan 2035, and reduces dangerous speeding on Colorado Boulevard in Eagle Rock.

PH1-7 (cont.)

I agree with Mr. Berker, Israel, and Oscar's comments that this project is being set up to fail and urge Metro to use ambition and creativity to make this a project that prioritizes sustainable transportation.

Thank you.

SPEAKER: Thank you.

So the next three will be Darren Hall, followed by David Newman, followed by Sebastian Reyes.

So, Darren Hall, you are next to speak.

MR. HALL: Hi. My name is Darren Hall. I live and work in Eagle Rock. And I'm excited about having BRT be available all along this corridor, including in Eagle Rock, where I live, provided, of course, it actually comes through

PH1-8

our community along Colorado Boulevard.

I will say, though, that, you know, urban planning designs are a reflection of our values. And this community has expressed its values through such successful projects as the Take Back the Boulevard Project. And yet the three proposals offered for the route through Eagle Rock do not reflect those values and that planning careful community input. Instead, these proposals continue to prioritize car travel at the expense of more vulnerable users of our shared public space.

PH1-8 (cont.)

To that end, I really would like to urge you, as several others have already mentioned, to kind of go back to the table and provide us with a route option that preserves safe, protected bike lanes, safety enhancements for pedestrians, and equitable access to public transit through a dedicated bus lane along Colorado Boulevard, when running through Eagle Rock.

Thank you.

SPEAKER: Thank you for your comment.

The next three people will be David Newman, followed by Sebastian Reyes, followed by Cherryl Weaver.

So the first person here to speak will be David Newman.

MR. NEWMAN: Hello. Can you hear me?

SPEAKER: Yes.

PH1-9

MR. NEWMAN: Thank you, first, for your time and your work on this project. I know it's been several years and I appreciate the (inaudible) work that Metro has done, particularly with its engagement of the community.

One thing, I did want to comment on just one issue for this particular meeting. It's the issue of traffic flow. Several of the options have been presented to us and one of them, which is also being pushed by the -- or at least suggested by the Eagle Rock neighborhood council along (inaudible) is an option that reduces the existing lanes of traffic from two to one.

I don't believe that's the proper way to do this and that a better solution can be found by Metro by incorporating the bus along with the existing traffic and bus lanes and parking. PH1-9 (cont.)

I think there are several other options that Metro has explored that work well by preserving a community feel and allowing people in the community to commute and also having people from outside the community come in by car, which let's be honest, it's the way many people travel. This preserves the speed of Colorado. It also preserves the economic interests of Colorado Boulevard -- restaurants, and the businesses that -- that rely on people coming in -- without creating a massive amount of gridlock and making it feel like an undesirable place because of an unsustainable

traffic flow.

Thank you for your consideration.

SPEAKER: Thank you. Just wanted to let you know, David, your comment -- we were able to make out your comments, but there's some fuzziness. So hopefully we were able to capture everything that you said. By all means, I do recommend that you submit your comment in writing to the project e-mail address, just to confirm. But I'm pretty we were able to capture everything that you did say.

So the next three people to speak will be Sebastian Reyes, followed by Cherryl Weaver, followed by Ed Stevens (phonetic).

So the next person is Sebastian Reyes.

MR. REYES: Hi. Can I be heard?

SPEAKER: Yes, you can.

MR. REYES: Great. Thank you.

My name's Sebastian Reyes. I'm an Eagle Rock resident.

I wanted to echo what a number of other speakers have said in that Metro's setting itself up to fail if it doesn't prioritize not only a designated bus lane, but also, you know, improving the experience for pedestrians and also maintaining a bike lane, especially on Colorado.

I think, unlike other speakers have said, we can really, you know, still have a large numbers (sic) of

PH1-9 (cont.)

PH1-10

people coming into our community and benefitting from this project. But people aren't going to use it if it's not pedestrian friendly and if we're not able to ensure that buses are able to move quickly through Eagle Rock and connect to other places of the city.

So I -- I want to really strongly encourage Metro to deprioritize cars and reprioritize buses, bikes, and pedestrians, which we really need, given the climate emergency that we find ourselves in in the city.

PH1-10 (cont.)

Also, just sort of on this similar note, wanted to quickly draw attention to the rendering of the (inaudible) and Lankershim intersection in North Hollywood, which a number of people online have noted is just, once again, deprioritizing pedestrians. It's basically impossible to imagine anyone of any age being able to safely and quickly cross that intersection. So I'd like to encourage Metro to revisit that and make the experience better for pedestrians in that environment.

Thank you.

SPEAKER: Thank you for your comment.

I see that we have more people on the phone. So if you would like to raise your hand and make a public comment, listening by phone, please do so by hitting "star" "9." And it will let us know that you are interested in speaking.

Once again, those of you listening by phone that would like to leave comment, you can do so by hitting "star" "9." And when we call your number to speak, to unmute, you have to hit "star" "6."

So the next three speakers will be Cherryl Weaver, followed by Ed Stevens, followed by phone number with the beginning area code 323, last three digits, 474. Again, 323, last three digits of 474, you'll be the third person to speak.

Next person to speak right now is Cherryl Weaver.

MS. WEAVER: Yes. Can you hear me now?

SPEAKER: Yes, I can hear you now.

MS. WEAVER: Great. First, I want to say thank you so much. It does appear that in this draft EIR a number of the comments made by a majority of people in Eagle Rock were listened to. PH1-11

While many of us still do want the freeway option, the 134 option, I do think that the side-running option took in many of our concerns: Leaving the medians as they are, leaving parking as it is, leaving two-lanes for cars and not back -- backing up traffic. I think these were all good compromises that were made.

And other than alternative 2, which would be the obviously best environmental option, I think that you've

worked very hard and strong to try and make some good mitigations along the way.

I did want to point out that I still do believe that running along the freeway would be faster, more attractive to getting people out of their cars, for one.

Second of all, I wanted to just stress that I'm hoping that, with this project, there is a seamless and easy connection to get to the Burbank Airport, which is probably one of the largest traveled to locations along this whole route.

But, again, I just wanted to commend you that the -- that for listening to the concerns of the community and keeping those environmental things, like our medians planted with trees that have been there for decades, in place and not moving them.

Thank you.

SPEAKER: Thank you.

The next three speakers will be Ed Stevens; followed by phone number 323, last three digits, 474.

I want to clarify, there are two phone numbers that are -- have their hands raised. There's also a number that's a little bit more down the line with a 323, last three digits, 473. So I just want to let you know that I'm not confusing each number. 474 will be after Ed Stevens and 473 will be a little bit later on, after a few more

PH1-11 (cont.)

speakers.

So with that, I will unmute Mr. Ed Stevens to provide your comments.

MR. STEVENS: Hi. Thanks very much. Can you guys hear me?

SPEAKER: Yes.

MR. STEVENS: Excellent.

Thank you for having the hearing and for giving us an opportunity to voice our concerns. I am also an Eagle Rock resident. I'm a parent of two elementary school students at Dahlia Heights.

And I just want to urge Metro to consider future residents in transit users, to prioritize access, safety, and the pedestrian experience. And I think that any steps towards greater access are -- are big steps. So while I do agree with a lot of folks who've expressed opinions about, you know, making sure that Metro thinks big and goes bold, I think any step is a big step. PH1-12

And I also want to say that, you know, although we all love the trees in the median, we can always replant our trees, but we're only gonna have one opportunity to get this right. So I think using that space in the median for a central -- central-running way for BRT is the right choice.

So thank you so much.

SPEAKER: Thank you for your comments.

The next -- the next three to speak will be the phone number with the area code 323, last three digits 474; followed by Sean Nasseri; followed by Natalie Freidberg.

So phone -- I'm unmuting this phone here. If you can also unmute by hitting "star" "6."

Once again, phone number area code 323, last three digits 474, you are on. If you can hit "star" "6" to unmute.

474: Hello? Can you hear me?

SPEAKER: Yes, I can hear you now.

474: Okay. This idea -- I live close to Eagle Rock and I go to Glendale a lot, Eagle Rock. And this is a very bad idea. The -- the traffic in Glendale through Eagle Rock, even to Pasadena, is a very heavy congestion. There is many cars going there, many buses, many lines going every 20 to 40 minutes at a time. And this is -- it's a -- it's a very bad idea and it's a waste of money. PH1-13

SPEAKER: Thank you. Did you want to leave your name?

474: No.

SPEAKER: Okay. Well, thank you for your comments.

474: Sure.

SPEAKER: The next three to speak will be Sean Nasseri, followed by Natalie Freidberg, followed by Andrew Jacobs.

So, Sean Nasseri, you are next to speak.

One more time, Sean, can you --

MR. NASSERI: Hi. Can you guys hear me?

SPEAKER: Now we can; yes.

MR. NASSERI: Okay. Beautiful.

Hi. My name is Sean. I'm a business owner in Burbank. And I recently just got this plan yesterday and just wanted to come on here and kind of get a better idea of -- of what the plan is.

PH1-14

And just from what I understand, there's gonna be a bus that's gonna run through Olive and it's gonna -- it's gonna pretty much wipe out any parking that we have in the area. And I was wondering if anyone can speak to, you know, if -- if there's gonna be any concessions made by the city to alleviate some parking on the side streets or if anyone has any comment on -- on what Metro is thinking on doing with regards to parking for businesses that will be impacted.

Thank you.

SPEAKER: Yes. Thank you for your comment and your question.

The next three to speak will be Natalie Freidberg, followed by Andrew Jacobs, followed by John Kur.

And before we go on to the next speaker, for

those of you who may have joined us later, again, this is a hearing on the draft environmental impact report. We are taking your comments and questions as well, but there will be not -- they won't be responded to tonight because the fact that we are having a hearing.

Again, this is all for the formal process of having the draft environmental impact report reviewed and comments period. So your comments will be responded to in the -- in the next report, which is a final environmental impact report. So just wanted to let people know that.

Again, we are here to take your comments. And the next three will be Natalie Freidberg, followed by Andrew Jacobs, followed by John Kur.

So, Natalie Freidberg, you're next to speak.

MS. FREIDBERG: Hi there. Can you hear me?

SPEAKER: Yes, I can.

MS. FREIDBERG: Hi. I'm a homeowner in Eagle Rock. I live a half a block from Colorado Boulevard. I've lived in Eagle Rock for 32 years.

When I was a student at Occidental College, I would have loved to have had this option available. And I think it's really important for that large student body that lives in our town to have that available on Colorado Boulevard, not on the 134. PH1-15

I think Metro has been working hard to bring us

some options, but I really think that we can do better. And I think it's -- it's a really, really important thing for our future and for people who are going to be living here, even after I'm not, that they have the opportunity to increase their use of public transit.

I actually do take public transportation. I'm not sure how many of my neighbors who've commented do. But I do and I know a lot of people who work in Eagle Rock and who commute to work from Eagle Rock also take the bus. And this would make it a lot easier for them because it's a much faster route.

For that reason, I think it's incredibly important that we have a dedicated bus lane and that the bus not be sharing lanes with cars. So I urge you to consider that. PH1-15 (cont.)

And I'm frankly not worried about the bus drivers speeding, especially if they're in a dedicated bus lane and being managed by the traffic lights that will come along with that. I'm more concerned about my neighbors now who treat Colorado Boulevard like it's a freeway. And I think that this will go a long way to -- towards helping slow some traffic and make for a better pedestrian experience and a much safer, more walkable, more bikable, and more enjoyable neighborhood.

And as the president of a small chamber of

commerce nearby, I'd like to also mention that, for restaurants, it's going to be essential for them to have good dining options in front of their places. And having this be a more walkable neighborhood will increase that possibility.

PH1-15 (cont.)

Thank you.

SPEAKER: Thank you.

The next three speakers will be Andrew Jacobs, followed by John Kur, followed by Fredex2000. That's a user name.

So for those of you that are listening by phone and would like to raise your hand to speak, please do so by hitting "star" "9" to raise your hand. Thank you.

Andrew Jacobs, you are next to speak.

MR. JACOBS: Hi. Can you hear me?

SPEAKER: Yes, I can.

MR. JACOBS: Yeah. Hi. Name's Andrew. I am an Eagle Rock resident and a homeowner living just sort -- just north of Colorado. So very close. Walked on Colorado Boulevard all the time.

PH1-16

My wife and I recently went down to one car. So, you know, we both work, but we have one car. And she actually works in North Hollywood. And I can say that she would love to use this. If it's gonna, you know, beat her -- her commute, not necessarily in time, but allow her

to do work along the way.

I -- you know, the way I sort of think about Colorado Boulevard is it's sort of like main street in Eagle Rock. And in my mind, you know, a main street in any -- you know, Eagle Rock's our small town. That's sort of thing is what people like to say. But I've never seen a small town with a freeway as -- as its main street.

And so I think, you know, for me, I am not worried about buses going too fast down -- down the street in a dedicated bus lane, which is very much what I'd prefer because I -- I believe bus drivers will follow the speed limits. It's more about everyone else who's flying up and down the boulevard and then flies up and down our side streets as well.

PH1-16 (cont.)

And so I think, you know, what I would love to see is, one, make sure there is a dedicated bus lane. And, two, really take into consideration traffic-calming measures that make Colorado Boulevard safer for, not only pedestrians, but bikers and drivers, and make it a more pleasant street to be on, in general. Because, you know, when I'm walking down there just too often it's -- cars are flying by and I'm worried if I step off the curb too soon, you know, might get, you know, plowed over.

So, you know, very much in favor of the project on Colorado Boulevard and would like to see you guys think

about, you know, calming traffic more so than you already are.

SPEAKER: Thank you. Thank you for your comment.

The next three people to speak will be John Kur, followed by Fredex2000, followed by CRzPeach. So those are the next three.

The next person to speak right now is John Kur.

MR. KUR: Hi. Can you hear me now?

SPEAKER: Yes, now we can hear you, John.

MR. KUR: Who. Finally. I'm excited.

Unfortunately, that's all I'm excited about right now. I am quite disappointed at the options presented by the draft EIR, which fails on an environmental, safety, and equity measures. In particular, I feel like Metro has gone out of their way to design this public transit project around the needs of private motorists, particularly a vocal minority that, in all honesty, will never use this system.

The projected decrease in VMT of this project of 0.017 percent is laughably meager and reflects a lack of imagination. As an Eagle Rock homeowner, resident, bike commuter, I am particularly dismayed at the eraser of the bike lanes along Colorado Boulevard in option F2, which is in opposition to the goals of the Colorado Boulevard Take Back the Boulevard Plan, as well as the City of LA's Mobility Plan, which call for protected bike lanes, bus

PH1-16 (cont.)

PH1-17

lanes, and curb bulb outs for pedestrians.

Requiring buses and bikes to play leap frog is unsafe, does not provide a quality transit experience and is not right for Eagle Rock. Metro needs to study additional options that respect pedestrians, bikes, and bus riders as the options here just do not reflect our community plans.

PH1-17 (cont.)

And that's -- that's all I got to say. Thank you so much.

SPEAKER: Thank you for your comment.

The next three people to speak will be Fredex2000 is the user name, followed by CRzPeach, followed by phone number beginning with 323, last three digits 473.

Those of you listening by phone that would like to raise your hand to speak, you may do so by dialing "star" "9."

So, again, next person to speak is Fredex2000.

MR. DRESH: Hi. I'm Fred Dresh (phonetic). And I'm a 22-year resident of Eagle Rock.

And I got to say, the congestion -- right now, it's a great selling moment for the transit for the fact that the traffic is much lighter right now, due to the pandemic. And I think that needs to be considered.

PH1-18

If you -- if I find myself driving down Colorado, inevitably I'm always behind a bus. There's always a bus running up and down Colorado. I feel, from

what I've heard, I need some validation or someone can correct me, but from what I hear are there a lot of investors, developers, and what not who are interested in rezoning that would result from putting this monstrosity through our little down.

I'm so glad I listened to this tonight because what I'm hearing is not reflecting what I know is out there. And I hope the next meetings will be better advertised so people know what's going on. This seems -- there's always been -- I've been to three meetings and there was like a sleazy kind of clandestine feeling to them. And I -- I was not impressed at all. PH1-18 (cont.)

So I -- I just hope that the next meeting, more people are aware of it. There aren't anybody -- you know, there isn't anybody acting as a shill (phonetic) and it doesn't belong on Eagle Rock -- on Colorado Boulevard whatsoever. Absolutely not. It's ridiculous.

Okay. Thank you very much.

SPEAKER: Thank you for your comment.

The next three people to speak will be CRzPeach; followed by a phone number with the area code 323, last three digits, 473; followed by the name Kim.

So first up to speak is CRzPeach.

MS. ZEAGLER: Yes. Hello. Can you hear me?

SPEAKER: Yes, we can.

MS. ZEAGLER: Yes, hi. The CRzPeach was given to me by I don't know who, but it stuck. So my name is Chloe Renée Zeagler. And I live in Eagle Rock and I love it. And I want to thank you for asking for the community's input.

It is my belief and my family's belief that we need the BRT to go through our town of Eagle Rock. My family does not support using the 134 option. And as a former member of the Take Back the Boulevard initiative, I want to stress, once again, what some of our main goals were and are: Reduce traffic speed along our major streets, making our community more pedestrian friendly. All in all, enhance the quality of life in our beautiful town of Eagle Rock. I really love living here. PH1-19

I think Los Angeles needs more transportation, more public transportation. And it needs to expand that network so that I believe people of all walks of life, including our unhoused neighbors, can see their mobility increased. That's really important for me. And Eagle Rock, I think, is very isolated in that regard.

I believe our stores and restaurants --

(Phone ringing)

MS. ZEAGLER: Oh, that's my tree trimmer. Sorry -- that our stores and restaurants will receive support from the people using that bus. I really believe that.

And I definitely want to see that the medians are not removed and that they are landscaped with appropriate plants, including native species and especially drought tolerant species. And I also would love to see more trees planted.

PH1-19 (cont.)

So all in all, I think it's important for that bus to come to life and to -- to change our way of life because we need to change our way of life. We can't continue to only think about ourselves. We have to think about the community at large.

Thank you very much.

SPEAKER: Thank you for your comment.

And, also, I wanted to say thank you to those of you who have submitted comments via e-mail or also the chat feature or via text. We are receiving your comments and we are going to document your comment. So, again, thank you for those of you who are submitting comments in writing. We are capturing those comments that -- that you are making.

The next person to speak is the phone number 323, last three digits 473 -- for you to unmute, you will have to hit "star" "6" on your phone to unmute -- followed by Kim; followed by Ben Foushee.

So phone number 323, last four digits 473, you are unmuted. Please hit "star" "6" to speak.

MR. PARDO: Hello? Can you hear me again?

SPEAKER: Yes, now I can hear you. Yes.

MR. PARDO: Okay. My name is Alejandro Pardo. I live in Eagle Rock.

Okay. My problem is traffic. There's a lot of traffic on the two lanes coming from off the -- what is it? -- Harvey Street, off the 134. And it gets backed up all the way from over there going on to Colorado, right off the Broadway Street.

And then from Colorado from Verdugo, all the way up, there's two-lane high -- two lane and traffic is backed up in the morning, noon, and the afternoon.

Now, then, further down on Colorado Boulevard, PH1-20
going over to Verdugo, right there on Mt. Helena, it goes into a one lane going on Colorado to Pasadena. So how is that going to help out if we close that route and we're going to have one lane only, with no cars going around, other than the bike line?

Okay. So that one lane right there, right before the Mount -- what did I say? -- Helena, right before -- after right that, it goes into a one lane. And then on the left lane, you get onto the 134 Freeway. But in that area, for at least, maybe almost -- how can I say that? -- half mile, a little bit more, it goes into a one lane. And then it divides over to the left lane, going over to Gerroa. And then you go on Colorado and it goes past

Figueroa also.

So it goes in -- like I said, it goes into a one lane. So how is that going to affect any -- make it into two-lane for the -- your bus and the cars that are gonna go through there or there's no gonna -- there's no cars gonna go through there, period, if we take out -- if there's only gonna be one lane there.

So I cannot figure out how you're gonna do that, unless you close the freeway going in there and then to the -- that whole area right in there. Because there's a lot of traffic. Especially when there's an accident on the 134 and the 210. People are getting off at Colorado, going east -- or going west and they get off at Colorado or before, get in on the Colorado freeway to pass the accident that happens within the Eagle Rock area. Either that or further down -- PH1-20 (cont.)

SPEAKER: Your time has expired. Can you please wrap it up?

MR. PARDO: Okay. I do not believe this is a good idea. Period. It's gonna hinder all the stores and parking for us that we go there. And I use the regular bus also. So I have no problem using the DASH or the other Metro bus going into Pasadena. I have no problem with using any of those buses.

Thank you very much.

SPEAKER: Thank you.

So the next three speakers will be Kim, followed by Ben Foushee, followed by Pat Niessen.

So, Kim, you will be the next person to speak.

Again, I wanted to remind folks who may have been joining us late, again, we are in -- we're having a hearing for the draft environmental impact report for North Hollywood to Pasadena bus rapid transit project. We are taking your comments tonight. Again, we are only taking comments and questions, but we are not able to respond because, again, we are in a hearing, which as -- for those of you who participate in the scoping process, that's the same method that we did. We took your comments and they are responded into -- they are responded to in the document. So this is how this is going to be going.

So next person to speak, again, is Kim. You are next and you should be able to unmute now.

KIM: I am unmuted. Thank you very much.

SPEAKER: Thank you.

KIM: Our family has lived in our home in Eagle Rock since 1961. And our home will pass down to our children for future generations to enjoy. I would totally support an expanded DASH bus routes on north -- north/south and east/west routes, which would provide service to more areas of Eagle Rock that are now not serviced.

PH1-21

The expanded DASH routes could include stops at the 134 Freeway and Figueroa and at Harvey Drive and the 134, where bus stops could provide access to the NoHo bus -- Pasadena buses. This would also -- also greatly reduce the amount of time that the buses would spend driving through Eagle Rock.

I am voicing my opinion -- my opposition to a dedicated bus line running through Eagle Rock that will reduce traffic down to one lane. Where are the business delivery trucks going to park for deliveries?

Colorado Boulevard is a major thoroughfare. Any time that there is an accident on the 134 Freeway, traffic is diverted to what -- it becomes a jammed Colorado Boulevard. Local residents then resort to use -- to using what becomes crowded side streets. I can only imagine what this would be like if vehicle traffic was reduced down to one traffic lane in each direction.

PH1-21 (cont.)

It is also my understanding that Colorado Boulevard is an emergency evacuation route in case of emergencies and disasters. In my opinion, save a ton of money by putting the bus route on the 134 Freeway and provide better local bus service with the DASH buses. This would be a win-win situation for the entire community.

Thank you for your time.

SPEAKER: Thank you for your comments.

The next three people to speak will be Ben Foushee, followed by Pat Niessen, followed by Zachary Rynew.

So, Ben, you are next to speak. You are able to unmute.

MR. FOUSHEE: Yes. Can you hear me, Tito?

SPEAKER: Yes.

MR. FOUSHEE: Thank you so much for putting this together. I'm an Eagle Rock resident. Been here -- living here for 20 years.

I'm not in extreme favor of the F2 option of running the bus in the side-running lanes on Colorado Boulevard, sharing their lane with the bicycles. And sharing the lane with other buses.

PH1-22

I'm really confused as to how the BRT is gonna provide a better service when there are a number of other buses that will be sharing that same bus lane and sharing with bicycles that they will have to, upon approaching, merge into traffic lanes. And I do not see that as a viable option, especially thinking of my daughter possibly riding her bike to high school now. And she's a novice bicycle rider, being approached by a bus on the back side of her, just does not seem like a logical use of transportation in a small neighborhood like ours of Eagle Rock.

I believe that commuting is a necessity. And I

believe that public transportation is a great provided service that we do all need. And I am excited about the future of Metro possibly being a fareless service. And I don't understand how a fareless service is going to operate in this manner of extreme expenditures and at the same time possibly overlapping services, which are already provided.

PH1-22 (cont.)

I believe that Metro should consider alternative 2, as things right now stand. I appreciate it.

And thank you for your time.

SPEAKER: Thank you.

Next three speakers will be Pat Niessen, followed by Zachary Rynew, followed by a phone caller area code 323, last three digits are 689.

Once again, for those of you who are listening by a phone, if would you like to leave a verbal comment tonight, like the other folks have done, please raise your hand by selecting "star" "9" on your phone. And when we ask you to unmute on your phone we -- you will do so by hitting "star" "6."

With that, the next speaker is Pat Niessen. Pat, you are on. You can unmute.

MR. NIESSEN: And now unmuted.

Thank you so much for your time. Thank you for giving me time.

PH1-23

I -- I'm a 30-year resident of Los Angeles.

I've been using Metro all along the city the entire time. I'm now a resident of Eagle Rock. And I love the idea of the BRT running through our city your -- or through our town area. And I would like to encourage Metro to listen to the people that are encouraging more bike friendly, more pedestrian friendly, more slow streets on our Colorado Boulevard.

It can be a main boulevard for our street when we consider what it should be. It should be a slow place for people to get through and use as a community and not as a thoroughfare, as many people have said. It is not a thoroughfare, it's our main community boulevard that should be treated as such. PH1-23 (cont.)

There's opportunities here for our transit system and for our county and our city and our community to embrace the idea of one community boulevard that can unit us all. And to treat it as such, as a second highway, is wrong, in my opinion.

And I thank you so much for listening to me. And thank you, as always, for your efforts in making our -- our public transit as best as we can get them. Thank you. And I yield 35 minutes -- or 35 seconds. Thanks.

SPEAKER: Thank you.

So also wanted to let people know that we are -- I wanted to acknowledge we have received some

comments via the Q and A and also via text. For those of you on cell phone who would like to leave a comment via text, you can text us at (818) 650-0619. Once again, (818) 650-0619.

And also, please leave your name so we -- just to help us identify and to link the comment to your name. That's -- that's all we're asking for. There's no other reason that we're asking for, this other than just be able to add that in so it's documented on the report. Otherwise it will go as "anonymous," but the comment will still go -- go on and be acknowledged.

So the next three are Zachary Rynew; followed by the phone 323, last three digits 689; followed by Felicia Garcia. And those seem to be the last three. If anybody would like to add comments that hasn't done so, please raise your hand and we will continue on with taking your comments.

So, Zachary, you are next to speak. You may unmute now.

MR. RYNEW: Hello. This is Zachary Rynew. I live in Valley Village by the North Hollywood station.

You know, my concern is we really haven't advanced much in terms of what we're expecting out of bus rapid transit. We voted for -- for this in Measure M and Measure R and, you know, these projects still lack the

PH1-24

imagination.

We still have the same narrative that it's destructive and it's -- we have this watered down prop -- you know, proposals. But when we have projects like the Orange Line that have dedicated and has done fairly straight line, people have taken it and it's exceeded expectations. And people want more. Same with the Wilshire Line with the number of stoppages along the way. PH1-24 (cont.)

Everybody keeps asking for efficiency. And so we don't apply those lessons to this project, where a center-running lane is a great solution for all modes over there.

And the other problem is this project, this process is not equitable. We only have a certain subset of people that are able to make this meeting, able to speak up, where this project can really impact a number of people getting around from the Valley that need to access Glendale, Eagle Rock, Pasadena, as there aren't many great options there.

So I mean, it would be great for Metro to step into the 21st Century and really give us a project that represent our values.

Thank you.

SPEAKER: Thank you for your comment.

The next three people to speak are -- will be

the phone number 323, area code, last three digits 689; followed by Felicia Garcia; followed by Jasmine.

So phone number 323, last three digits 689, please hit "star" "6" to unmute your phone. You are -- you are able to speak.

MS. JOYCE: Hello. My name is Joyce, and I've lived in Eagle Rock for over 68 years. I live about a half a block from Colorado.

And I can see, already, how many near-empty buses are going east and west on Colorado. Are these buses going to be eliminated or are they gonna be added to the mix to the BRT?

We have few people traveling, by bus, in Eagle Rock going from one side to the other. There's gonna be one stop at the Eagle Rock Plaza. There's no stops planned from the Eagle Rock Plaza to Figueroa.

PH1-25

And for all these people to say that there are people that are gonna be coming here to use the restaurants, that's a crock. There's nobody coming here to use the restaurants on the bus.

I think that you ought to consider the 134 option, which is a whole lot better for people that want to go from North Hollywood to Pasadena. Additionally, I agree with the man that spoke earlier about expanding the DASH buses. The DASH buses, expanded, would carry people from

one side to the other, if that's what people really wanted to do. But I don't think they want to.

Not only that, Glendale doesn't really want the buses, although I have not heard -- speak up tonight. I've heard the majority of people that have spoken up are living in Eagle Rock. PH1-25 (cont.)

And for the mother that's gonna have her four children -- does she realize how expensive that's gonna be versus how much gallon of gas it's gonna cost? I don't think she understands that.

Thank you for taking my comments.

SPEAKER: Thank you.

And I do ask people who are making comment, please make comments based on the presence and address them to Metro. We do not want you to make comment on what other people say. Again, people are here to speak and provide their opinion and their comments, and please respect what other people say. We are hear to take everybody's comment, if you agree with them or not. That's -- that's how the process is here, as part of this hearing.

So, once again, please refrain from making comments towards other people, as far as what they're saying. Again, this -- that's their right to make these comments.

The next three people to speak will be

Felicia Garcia, followed by Marc Caraan, followed by Severin Martinez.

So, Felicia, you are next to speak.

MS. GARCIA: Hi. I'm a bus and bike rider, a resident of Eagle Rock, and a co-founder of the Transit Advocacy Group and website EquitableEagleRock.com.

While I'm glad to see Metro present plans for BRT on Colorado in Eagle Rock, I'm disappointed to see that one of the options removes the bike lane and transforms it into a shared bus/bike lane. As a bike rider, I would not feel safe traveling there.

What I would like to see is a plan for Colorado that incorporates not only dedicated bus lanes but maintains the features of Colorado that make it safe, like curb extensions and bike lanes, while providing good transit access for bus riders, which is sorely needed. PH1-26

Metro needs to design with climate change in mind and with marginalized communities in mind. We know that a majority of those who take the bus and ride bikes are the brown and black residents of Los Angeles. And it needs to be said that a lot of these folks do not have the capacity to participate in time-intensive meetings like this. Metro needs to come up with a better plan for these community members and not simply maintain the status quo.

Please consider bringing forth an option that

will lead us towards a more equitable future and that includes dedicated bus lanes and bike lanes on Colorado.

Thank you.

SPEAKER: Thank you.

The next three people to speak will be Marc Caraan, followed by Severin Martinez, followed by Anna V.

So, Marc, you are next to speak.

MR. CARAAN: Hey. Good evening to everyone. My name is Marc Caraan, who lives in -- in the city of Burbank area. And I hereby support my stance in regards to this bus project that would be going through -- through the neighborhood, as well as neighboring Glendale, LA, and Pasadena.

But the concerns that I have right now is that, with the option, is that to have a bicycle mixed bus lane is making a safety concern, not just to myself on board the bus but also to -- towards the bicycles. And I want the Metro to reconsider having a separate lane for the bus and the bicycle, as well as at least one bike -- one running lane or -- in order to minimize the traffic flow from either -- from all areas, including Colorado Boulevard.

Olive Avenue seems to be a decent lane for us here in the neighborhood, but it's not the same landscape as neighboring Glendale or Pasadena or Colorado as well. So I

PH1-26 (cont.)

PH1-27

just want you to reconsider having a separate lanes (sic) for bus, bicycle, and regular vehicle lanes. Because we want more people to take public transport rather than rely on cars where it's not gonna last forever.

PH1-27 (cont.)

That will be my -- my feedback for now. Have a good evening. Thank you for your time.

SPEAKER: Thank you.

So the next three people to speak will be Severin Martinez, followed by Anna V., followed by Sarah Flatery (phonetic).

And just so everybody knows, those are the last three. If you would like to speak, please raise your hand. For those of you on the phone that would like to speak, to raise your hand, please hit "star" "9."

Once again, we have two -- two callers left. We have Severin Martinez and Anna V.

So, Severin, you are next to speak.

MR. MARTINEZ: Hi. My name is Severin Martinez. I'm an Eagle Rock resident. I'm a renter. I'm a bus rider. And I support BRT on Colorado Boulevard, though I'm not entirely satisfied with the design options that have been presented to the community so far.

PH1-28

When I graduated from Eagle Rock High School, I would take evening classes at Pasadena City College. And I would bike there because it was more reliable and faster

than taking the bus. And it was a precarious experience and I would have loved to have had BRT as an option at that time.

And more recently, I was doing some part-time work in North Hollywood. And, again, because of the odd hours, it required that I bike. And -- because it was faster than taking the regular bus. So I'm in full support of the project. But I would like to see a more context-sensitive design, especially through Eagle Rock. And a design that supports walking, biking and transit and not pit these sustainable notes against each other. PH1-28 (cont.)

It doesn't make sense to say that on a street that's 96 feet wide that there's not enough space to accommodate all these users. What it requires is leadership and empathy and forward thinking. And as from -- from our political leaders and from Metro to design a street so that it prioritizes sustainable, healthy, affordable, equitable transportation.

Thank you.

SPEAKER: Thank you.

Our next speaker is Anna V.

Just so -- that's -- so far, that's the last person that is -- has their hand raised. If you would like to speak, please do so by raising your hand. For those of you on the phone, please do so by hitting "star" "9." We

are here to take your comments on the draft environmental impact report.

Please, again, make your comments towards us and refrain from commenting on other people comments because, again, everyone is entitled to their opinion and their comment for the draft environmental impact report hearing that we are having this evening.

Once again, thank you for -- for participating. And our next speaker will be Anna V.

Anna, you are able to unmute.

MS. V: Hello. It's actually Ava. Thank you.

SPEAKER: Oh, Ava. Thank you.

MS. V: My name is Ava. And as a native Eagle Rockian homeowner of over 20 years, I would like for Metro to think about what axis in equity actually means for the public and for transit users who will actually use the BRT. This project should be designed for those users and those people in mind.

PH1-29

Metro should consider looking at cities who have successfully implemented the BRTs -- like Bogata, Albuquerque, and Oakland -- and views as a sustainable and equitable model for this project.

The reality is, these options are not -- these options are an attempt to appease a population who will not use the BRT. Day and day, I see empty cars driving through

town and no one complains about those.

Thank you.

SPEAKER: Thank you for your comment.

Next person -- we have another person here to speak is -- your name is Elliotthecolorist.com. We are -- that's -- so far, that is the last person that we have in cue to speak.

If would you like to speak and provide a comment, please, do so. Again, we are taking comments here for the -- as a hear -- part of the hearing for the draft environmental impact report onto North Hollywood to Pasadena bus rapid transit project.

Thank you to all of you in the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena for joining us tonight. We will have more information at the conclusion of this meeting. As well, for our next meeting we will have this -- we will do this all over again on Saturday, for those of you who have -- know people that would like to participate.

Now, again, Elliot, you are next to speak. Please unmute yourself.

MR. ELLIOT: Hi. Can you hear me?

SPEAKER: Yes.

MR. ELLIOT: Fantastic.

So I've been listening in for the last half

PH1-29 (cont.)

PH1-30

hour so I -- unfortunately, I missed a little bit -- or a lot of the earlier meeting. However, unlike a lot of the other people on here, I don't have a strong, passionate feeling about how this BRT bus line should go. I've -- I'm familiar with some of the options, not all that were presented here.

My main -- my main thing is that I would love to be able to use the bus. The way that it runs right now is -- is so slow as to make sense for a BRT to exist. If that's on the 134, if that's on Colorado, either way is probably gonna be better than what we've got now.

PH1-30 (cont.)

I do mostly drive through Eagle Rock. I've lived here for ten years. And driving is -- is what works. You know, I don't want it see any parking go away.

I was here for the road diet where it went from three lanes down to two. I'm going to be honest with you, I'm not a big fan of that. I really (inaudible) like that. And I don't -- I certainly don't like the idea of bringing it down to one lane.

There's always a trade off with these things. And I certainly enjoy the medians. I don't want to see those go either. But if we have to keep it at two lanes somehow, and that seems to be the lowest cost way to make that happen, unfortunately.

But either way, my main thing here is just no

more road diets, no more reducing Colorado down to one lane, if that were to come up, and that's -- that's basically the basis of my -- my point.

PH1-30 (cont.)

Thank you very much.

SPEAKER: Thank you for your comment.

That was the last comment this evening so far. Again, if you are interested in providing comment, we are still available here. Our meeting goes until 8:00 p.m. Again, we -- we have the information available on the project website and the project platform. We have boards. We have information for you, as far as just learning more about the project at NoHopassBRT.com.

For those of you who are not able to capture all of this and would like to participate in our meeting on -- on Saturday, our meeting will be from 11:00 a.m. to 1:00 p.m. on Saturday and you will be able to -- to provide comment then. So please share with -- with every -- anyone that you may know that was not able to participate tonight.

I do see that there is another hand raised. Mr. Mike -- Michael Sweeney. And so we will go ahead and ask you to unmute and then we will -- and you can provide your comments.

MR. SWEENEY: Hi. My name's Mike Sweeney. I live in Eagle Rock and I ride the bus. And I think one of the critical things for this is that the -- is that the options

PH1-31

on the table do not sufficiently protect the safety of pedestrians, bike riders, and users of the street. This is -- this is one of very few opportunities that we are going to have, as a city and as a neighborhood, to -- to make Colorado better.

This is not route 66 anymore. It's not a freeway anymore. We need a street that serves all users, that is safe for all users, that provides opportunities for -- for outdoor use by the adjacent businesses and that is tied in to transit that allows people who live here to get to their jobs and, most importantly, for the businesses on the boulevard. Many of whom their workers don't live here. That they can get here quickly, easily, and conveniently. PH1-31 (cont.)

Additionally, one of the critical aspects and the reason that Metro has repeatedly gone to the voters for funding in Measure M and Measure R is to make a transit system that works, that gets people out of their cars. By not dealing in any meaningful way with making the traffic -- making Colorado safer and slower or down to its current 35-mile-an-hour speed limit, Metro is not incentivizing people to use their own service.

By speeding up traffic, you are incentivizing continued use of greenhouse-gas-polluting-single-family -- single-occupant cars. We need to make sure that the transit

options that are created through this project are fast, efficient, safe, and clean.

And currently, this is a good start, but Metro needs to do much better in their final engineering and in their -- and in their FEIR because this -- there are fundamentally unsafe aspects of the shared bus/bike lanes.

Thank you.

PH1-31 (cont.)

SPEAKER: Thank you.

We have another comment here. You were on earlier, but if you have some additional information to add on to your comment, I will -- you will be able to speak. Again, the person is Fredex.

Fred, you will have two minutes to speak. Please unmute yourself.

MR. DRESH: Hi. As I said before, long-term Eagle Rock resident.

And I just find it extremely important that -- that we assess what's going on here and also, I think, as they say "day light is the best disinfectant." I think that the -- the concept that zoning will be changing and what not, I think those things ought to be brought to light for everybody to -- to look and understand what could be -- could be behind the propulsion for this -- this idea.

PH1-32

The 134 would be wonderful. With Figueroa and perhaps Townsend also. Galindo's town center is a mess.

But I think that up front honesty needs to be delivered to the people of Eagle Rock -- and, also, it's apparently Burbank too -- about the zoning changes. You know, you know, forgive if I'm wrong but, you know, this is not right. And there's a lot of people marching to a bad -- a bad drummer. PH1-32 (cont.)

So my anyway, that's it. Thank you so much. And I appreciate you doing this. And I'll let as many people as I know, know that you are doing this. Thanks so much. Bye-bye.

SPEAKER: Thank you for your comment.

So that's -- that's it for the comments. If anybody else has to -- wanted to share comments, we do have another ten minutes before the -- we can wrap up this meeting. Otherwise, we can just provide some more information about next meeting to come. And next steps.

Once again, we are going to have another meeting on Saturday, just the same as you saw -- you saw this evening, from 11:00 a.m. to 1:00 p.m. There is a separate Zoom link for that. That is on the same notice that you have received to join us. You will also be able to join via phone and provide comments and texts the same way you -- you were able to do so this evening.

If you would like to learn more about the project and view the boards, learn -- and just walk around

virtually to -- to see which alignment is featuring along -- I'm sorry -- each segment along the alignment is being featured as from North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena, please visit our virtual platform at NoHopassBRT.com. Once again, that is NoHopassBRT.com.

We have a phone caller who has raised their hand to speak. Your number is -- starts with the area code 323, last three digits are 689. Please hit "star" "6" to unmute. We are unmuting you on our end, but you also have to do so on your end by doing "star" "6."

I -- you have unmuted now, so you can speak.

MS. JOYCE: I just wanted to mention that just one traffic accident on the 134, either in Glendale or Eagle Rock, will cause substantial backups on Colorado Boulevard. Somebody were to come out, when there was an accident, and just see how bad the traffic is on Colorado Boulevard, they would not want the bus -- the BRT bus to be involved in that traffic on Colorado, just to go from Harvey Drive or Glendale Boulevard to Figueroa (inaudible) is at. PH1-33

Thank you.

SPEAKER: Thank you for your comment.

Once again, we have another eight minutes this evening. For those of you who joined us late tonight, this is the hearing for the draft environmental impact report for

the North Hollywood to Pasadena bus rapid transit project. The draft environmental impact report is available for you to view at our virtual platform, NoHopassBRT.com. You can also view project boards that provide more detail about the segments along the alignments that we are looking at in the areas of North Hollywood, in the areas of Burbank, in the areas of Glendale, Eagle Rock, and Pasadena.

This -- this project right now is in the middle of the comment period for the draft environmental impact report. It began October 26th and it is -- the last day is on December 10th of next month. So you have time to comment.

Again, you can review the document at your leisure by a NoHopassBRT.com and comment as you would wish via e-mail or by phone. The e-mail address is NoHopassBRT@metro.net. For those of you who would like to leave comments via phone -- phone line, you can call our voicemail at (213) 418-3228. Once again, (213) 418-3228. You can also send mail, if you would like to submit your comment in writing, attention to Mr. Scott Hartwell -- he's the project manager for this project at Metro -- 1 Gateway Plaza is the address. Mail stop 99-22-6. City is Los Angeles, California 90012.

Once again, Scott Hartwell, Metro at 1 Gateway Plaza, mail stop 99-22-6, Los Angeles, California 90012.

You can also e-mail us, NoHopassBRT@metro.net. Or leave us a phone message at (213) 418-3228.

For those of you who are listening via phone tonight and would like to leave a comment via text, you can text us tonight at (818) 650-0619. Once again, that's area code (818) 650-0619.

We do have another participant who would like to speak by the name of Barbara Kremins.

So, Barbara, you are able to unmute. If you can do so, and then we will begin the timer. Barbara, you are up.

MS. KREMINS: Thank you for this opportunity to speak and thank you for having this hearing.

My biggest concern with the use of Colorado Boulevard is that it is essential as the evacuation route in the event of a natural or man-made disaster. And I think during and after construction, it could be the cause of lives lost, if it is -- if this project goes through on Colorado Boulevard. PH1-34

My other concern about it is what it would do to the small businesses. I think it would be -- in an ideal world, you could get people out of their cars. But I don't think that's gonna happen. And people who come to or drive through Eagle Rock, from Eagle Rock are using cars. And in this year of COVID, the movement, as far as I can tell, has

been more into autos than into public transportation.

Thank you so much for hearing my comments and having this hearing.

SPEAKER: Thank you.

We do have one -- one more. And it will probably be our final speaker tonight. Natalie Freidberg.

So, Natalie, we will unmute you, if you can unmute yourself, you are able to speak now. Please provide your comments.

MS. FREIDBERG: Hi there. I just wanted to come back and double dip because I did speak earlier. But I'm the president of a small chamber of commerce in Silver Lake. And I've done a lot of research about businesses and how BRTs affect businesses in various parts of this city and others. And I think this will actually benefit our businesses.

I think most people in this neighborhood, if you asked them about the neighborhood of Montrose, where there is one lane of traffic going through there in each direction, the restaurants and businesses have all blossomed as a result of the way they've redone Montrose. And I think that this gives people an opportunity to see which businesses are there and to get to them more easily, to be able to enjoy, maybe, an extra glass of wine and be able to take the bus home to their neighborhood from Eagle Rock.

PH1-34 (cont.)

PH1-35

And I don't see how this is going to harm businesses. We haven't really seen a plan that removes all parking, as has been stated. So I'm not -- I think this will benefit our businesses long-term.

PH1-35 (cont.)

Thank you very much.

SPEAKER: Thank you, Natalie.

And I see, Cherryl Weaver, you snuck in one more. So we -- let me unmute you here so you can speak and provide your comments. You are able to unmute now.

MS. WEAVER: Yes. Just wanted to -- concerning parking, which now has been brought up with regards to businesses along Colorado. The loss of any parking at this point would be devastating to our businesses.

Montrose's is a great example. They -- they thrive with one lane because they have tremendous amount of parking behind their buildings. We do have that luxury here in Eagle Rock. The little bit of parking that we do have is definitely a commodity that is -- is -- because we have older buildings, we don't have the amount of parking that other areas in Los Angeles have.

PH1-36

So the center-running option that removes parking is -- absolutely would be devastating to any small business along Colorado Boulevard. And I'd like to add to be considered.

Thank you.

SPEAKER: Thanks, Cheryl.

We do have one more. And our final speaker for tonight will be Pat Niessen. So Pat, again, you are able to speak. Please unmute yourself. And, again, you are our last speaker for tonight.

Thank you, all.

MR. NIESSEN: Thank you, sir. I appreciate that. And I appreciate the back and forth we've all had tonight. And it wasn't supposed to be a discussion, but it turned into a discussion. That's not the intention. Thank you, again, for providing all these opportunities and all these options for our community.

What's real is that -- what's gonna be decided is what we think is the best for our community. There is plenty of parking in Eagle Rock, as we all know. Getting people out of cars is the intent of public transit. Transit is for the public, for us to move around and walk more than we can -- or then we do nowadays. So the more they do it, the better for us. PH1-37

If you have to park three blocks away, that happens. That's fine. I've done it before; I do it now. I've done it across the -- the world of the country that we all live in.

So thank you, guys, for trying to bring mass transit and public transit into our community in a way that

will benefit everyone from Glendale to Pasadena to Burbank to come in and see what Eagle Rock has to offer. I think it's a great opportunity that has a lot of work to do to find a middle ground of bike safety, pedestrian safety, and a boulevard that we all can believe in. I think that's what we all -- we're all trying to find that.

PH1-37 (cont.)

So thank you, Metro, for the opportunity for us to speak. Thank you for having us again. And we'll probably talk to you again on Saturday.

And, again, I yield my time for the last 20 seconds. Have a good night, guys.

SPEAKER: Thank you. And that wraps up our comments portion now.

(End audio at 2:02:08.)

REPORTER'S CERTIFICATION

I, Allison Swanson, CSR No. 13377, a Certified Shorthand Reporter for the State of California, do hereby certify:

That the foregoing transcript of electronically recorded proceedings designated as "2020-11-12_NoHo Pas Public Hearing #1" were taken down by me in shorthand and thereafter transcribed into typewriting under my direction and supervision.

I hereby certify that the foregoing transcript of electronically recorded proceedings is a full, true, and correct transcript to the best of my ability.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

In witness thereof, I have hereunto subscribed my name on this February 22, 2021.



PUBLIC HEARING NO. 2

TRANSCRIPT OF AUDIO RECORDING OF
NOHO PAS MEETING PUBLIC COMMENTS

Los Angeles, California

Saturday, November 14, 2020

CERTIFIED COPY

Reported by:

ALLISON SWANSON
CSR No. 13377

Job No.:
30700ROB-AUDIO (B)

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(Begin audio at 00:36:52.)

MR. MARCEL: Yes, hi. Thank you very much for your presentation.

I have lived and worked in Eagle Rock for 26 years. And since 2007, my wife and I have owned a brick and mortar business on Colorado Boulevard. And I'm also the boulevard's director of the Eagle Rock Neighborhood Council. And I certainly know that our main boulevard needs improvements.

I personally don't consider commuter bus lanes or protected bike lanes part of those. And that's why I've advocated for Metro to include the freeway option in the DEIR. That still would be my preferred route. But, however, I don't see any major problems with the side-running option. PH2-1

And it has become clear, in the past eight years, that hardly anyone uses the bike lanes. So -- so I consider the center-running option fairly disastrous for local -- for the local business community. We already have to deal with the economic fallout of the pandemic. And that will probably last for years.

Dealing with the construction period of the center-running option and losing most street parking afterwards, I think, could deal the final blow to small businesses that need it through the current recession.

So, yeah, that's -- that's basically it. Thank you so much.

PH2-1 (cont.)

SPEAKER: Thank you. So following Marcel, we're gonna have Sam Lerman, followed by Paul Dyson, followed by the Zoom User. That is what you are listed as. And I think there's only one person that's listed as "Zoom User."

So with that, let me go to Sam Lerman.

MR. LERMAN: Hello. Thank you for giving me the opportunity to speak. I'm an Occidental College student.

With regards to the Glendale and Eagle Rock alignments, I would like to voice my objections to alternatives to and for and support a center-running street alignment for these segments.

In order for public transport to be usable, it needs to be walkable. Colorado boulevard is an established retail and residential corridor, where there is an opportunity for more pedestrian friendly development. SR 134 is on the edge of Eagle Rock and Glendale, away from most homes and services in the area. A motorway alignment would simple not be as usable for pedestrians.

PH2-2

Lack of walkable alignments has been the down

fall of many rapid transit projects in North America, including Barts in the Bay Area, as well as the J Line in LA.

With regards to center versus side-running, one of the basic principles of good road design is to separate vehicle traffic by vehicle size and speed. I simply cannot understand why LA Metro would prefer to have bikes share lanes with bus (inaudible) transit, especially since businesses are generally able to withstand a loss of parking much better than a loss of pedestrian or bicycle traffic.

Thank you for hearing me. I yield my time. Down with cars.

PH2-2 (cont.)

SPEAKER: Thank you for your comment.

The next three people that we have are Paul Dyson, followed by Zoom User, followed by Birgitta Martinez.

So the next person to go will be Paul Dyson. We are unmuting you.

MR. DYSON: (Inaudible) commission. Can you hear me okay?

Hello?

SPEAKER: Yes, I can hear you.

PH2-3

MR. DYSON: Sorry. My clock hadn't started. I thought I wasn't online.

I live -- my name's Paul Dyson, I live on

the -- about a mile from Olive in Burbank and about a half a mile from the freeway. And I served on the Transportation Commissioner's Chair for ten years.

I'm opposed to this project. I feel that somebody decided that BRT was a good idea and they were looking for a place to put one rather than looking at the transportation needs of this corridor.

This corridor has a multitude, an absolute multitude of origin and destination pairs. And you just can't put a one-size-fits-all project down the middle of it and hope that you're gonna have a serious impact on the traffic.

The -- well, what I would propose is for the cities of Burbank, Glendale, and Pasadena to get together and run their own routes and do a multitude of routes. There was a lot of argument early on about whether it should -- whether we should have a route serving the airport, for example. We could do all of these things by avoiding this huge capital expenditure on this single project and spreading the money around on enhancements on a number of routes.

We have no idea, post COVID, whether we'll attract the kind of ridership that this -- that is projected here. But we do know that when we implemented the 501 Freeway and express bus, in parallel to a lot of this

PH2-3 (cont.)

route, it's only attracted 3,000 riders, at best, before the -- before the virus came around. So to say where we're gonna get 30,000 riders is extremely optimistic. I simply don't see it happening.

We have, in this corridor, the LA DOT 549 Commuter Express, which has been very successful over the years. We should be enhancing that. We can keep the 501 going and then we can do a number of locally funded routes that would serve a much larger number of origin and destination points instead of one size fits all.

PH2-3 (cont.)

Thanks.

SPEAKER: Thank you for your comment.

The next person -- the next three people to speak will be Zoom User, followed by Birgitta Martinez, followed by Adrian.

So Zoom User, you will be the next person to speak. Let -- let me unmute you. Okay. You can zoom -- unmute yourself, please.

MR. HERNANDEZ: Yes.

Yes. Hello. My name is Sergio Hernandez. I have lived in Eagle Rock for a long time. I participated in some of the meetings, especially the one at City Hall. And I did see that the small business community is opposed to this, siting their businesses. I would like to let them know that businesses do better when they have pedestrians,

PH2-4

where they have people accessing their businesses from further away. I think it's very classist to say that people on the bus will not patronize your business.

I think that the center-running lanes are a lot better than the side-running lanes; right? Because on the side-running lanes, we have to deal with right turns and the bikes; right? So the center will definitely be faster.

I think, yeah, if we run it on the freeway, we are going to miss a lot of ridership. We're gonna miss helping those small businesses get people to patronize them. Right? I think waiting on a freeway for the bus is not gonna work for a lot of people.

PH2-4 (cont.)

I also think that catching the bus on Colorado is going to save a lot of time. Because if you get dropped off at the freeway, between the 2 and the 131 or on Figueroa and -- you're gonna need to catch another bus to get to your home. So it's gonna add a last-mile issue.

I really think that this project is supposed to help bus riders. If you're not a bus rider, I'm sorry, but I don't think that your opinion is as important to this project because you're not gonna benefit from it, and you're also not gonna be destroyed by it.

I remember a lot of small businesses saying that this was gonna end their business. Guys, if you guys can survive COVID, the bus isn't gonna destroy you guys;

okay? So please give this for the people that need it. Okay. If you're not gonna use it, then go on about your life and let us have our BRT.

Thank you.

SPEAKER: Thank you for your comment.

We have the next three speakers. We have Birgitta Martinez, followed by Adrian, followed by Niall Huffman.

Once again, I'll ask you if you can please start with stating your name so we can accurately take your comment and document it on the -- on the report.

So, again, now next person is Birgitta Martinez. You have been -- you have been unmuted. Actually, can you unmute yourself? There you go.

MS. MARTINEZ: Yes. My name is Birgitta Martinez and I am a resident of Eagle Rock. I also work in Eagle Rock.

And I would like to see the BRT go through Eagle Rock on Colorado Boulevard. However, I would like Metro to provide an option that is concordant with the city's Mobility Plan, with bus only lanes, protected bike lanes, and curb extensions, but more importantly, climate forward.

Taking into account that there's a large population -- a growing population of youth who are environmentally conscientious and don't want to be car

PH2-4 (cont.)

PH2-5

dependant, and they need and want and deserve better public transportation.

When I graduated from Eagle Rock High School back in the 80s, I worked at the Glendale Galleria, and I would have benefitted greatly by something like the BRT. And also having to go to Pasadena Community College, I mean, that -- it was almost impossible.

PH2-5 (cont.)

And I've worked with a lot of students in high schools that work as servers and essential workers at stores on Colorado and near Colorado who also go to Pasadena Community College. And they're having to choose, you know, between, like, work or school because, you know, having something rapid, dependant, that would allow them access to school and their work is needed.

And so, yes, with that, I just feel that the youth that are gonna be living in Eagle Rock for the next, well, many years on they need, want, and deserve better public transportation.

Thank you.

SPEAKER: Thank you for your comment.

And, again, I repeat myself quite often because we have people that don't just join us at the beginning, but they'll join us in the middle or maybe they're joining us now. So, you know, I do like to re -- reiterate a few things, which for those of you joining, again, please make

your comments to us and refer to us. Let everyone speak. If they have a difference of opinion, that's fine. That's what we're here for. To take all comments.

If you are joining us by phone, if you would like to raise your hand to speak, please do so by hitting "star" "9." For phone users, I will give you a ten-second warning, since you cannot see the two minute timer, just to let you know that you are next to speak.

So it looks like we have -- the next three speakers will be Adrian, followed by Niall Huffman, followed by a phone caller with a 213 area code, and your last three digits are 942.

So, Adrian, you will be next to speak. You can unmute yourself.

MS. KNOKOMODO: Can you hear me?

SPEAKER: Yes. I can hear you now.

MS. KNOKOMODO: Hi. My name is Joanne Knokomodo. I'm an Occidental College alum and I have been living in Eagle Rock since 1985.

I have seen the ups and downs of Eagle Rock. I have seen, you know, in the past probably 15 years, the flourishment of Colorado Boulevard with blossoming small businesses, new eateries, new boutique shops. And it's -- it's become a really wonderful place to live.

I don't know if we need a BRT. I am pretty

PH2-6

sure that a needs assessment is really in order to look at the actual ridership. I hear that a couple of people are speaking on behalf of many, from the previous few comments that I just listened to.

Having used the freeway to drive my son to Studio City from Eagle Rock for a good part of two years for middle school, I can tell you we made it to Eagle Rock -- I mean, to Studio City from Eagle Rock in 15 minutes, from door to door, using the carpool lane. And I'm not sure why that isn't more of a reason to use rather than disrupting Colorado Boulevard any further because our small businesses are struggling because of COVID.

PH2-6 (cont.)

A lot of the restaurants are choosing to have outdoor dining as an option and they'll probably be -- probably permanent for the foreseeable future. So, you know, I -- I just -- you know, we have the DASH. We have Metro buses. We have the Red Line. We have the Commuter Express. I don't know if we really need another BRT.

And given that this is a quarter of a billion dollar investment. I would say if Metro could find a way to use this better to serve the homeless population and make Colorado Boulevard more pedestrian friendly and safe, that would be very useful.

Thank you.

SPEAKER: Thank you for your comment.

We have the next three people. I think the name is Niall Huffman; followed by a phone number of 213 area code, last three digits 942; followed by John Vu.

For some of you who are using a different name on your computer, again, be listening to who you are showing up as an attendee because that's the name that I am calling to speak.

So the next up is Niall Huffman.

MR. HUFFMAN: Hello. Niall Huffman, resident of Pasadena. I just want to voice my strong support for the project, in particular the street-running alternatives.

I think in order to be successful, this project needs to provide as many access points as possible. Speaking personally, I would like to take the BRT over to Eagle Rock to patronize some of the businesses there. I won't be able to do that as easily with a freeway-running alignment. PH2-7

In addition, I want to encourage staff to further develop option that prioritize transit, bikes, pedestrians, and preserve, to the maximum extent feasible, existing active transportation facilities.

Thank you.

SPEAKER: Thank you for your comment.

So the next three are going to be telephone

caller 213, area code, last three digits are 942; followed by John Vu; followed by Kim.

So we are -- if you are the phone caller, please hit "star" "6" to unmute.

MR. TIM: Yeah, hi. My name is Tim. I live in Highland Park. I have two things to talk about. Make sure these buses, when you put them in, they have the option to open windows. Like with COVID, the MTA buses, you'll always have the option to open the windows if the air conditioning breaks down.

But I notice, just the other day, you have a whole spade of brand new buses on some of the lines that you're not able to open the windows. And with COVID, that's really not good.

So years and years ago, the MTA ordered all those buses with non-openable windows. And they were such a disaster that they eventually took them out of service and retooled them so you could open the windows. So watch out for that whole knew group of buses that you have right now that you can't open the windows on. Look into that and make sure that you change those, you can open 'em. PH2-8

The other one is, I have an answer for both the freeway and Colorado Boulevard. Monday through Friday, run it on the freeway. Because on Colorado Boulevard you always have -- you already have the limited 780 express. The

weekends have 780 red does not run. So on the weekends, run the BRT on Colorado Boulevard -- Saturday, Sunday -- and during the week run it on the freeway.

'Cause you run it during the weekend that'll pick up the traffic that the 780 (inaudible) run on weekends and the stops are already installed there. Use those same stops. And when the 780 runs Monday through Friday, you don't worry about that because the BRT will run on the freeway. Monday through Friday, run it on the freeway; Saturday and Sunday, run it on Colorado Boulevard through Eagle Rock.

PH2-8 (cont.)

Okay. Thank you.

SPEAKER: Thank you for your comment.

The next three speakers will be John Vu, followed by Kim, followed by Cyndi Otterson.

So, John, you're next to speak.

MR. VU: Hi there. This is John. And that's actually my -- my nephew in the photo there.

But just wanted to say, as I am a resident of Eagle Rock, a homeowner, and one of the reasons why I decided to plant roots here was because it -- I'm not -- I mean, I drive. And -- but I also ride bikes and take transit. And I know that I may not always be able to drive, like when I get older.

PH2-9

And so -- yeah, I appreciated this area because

it had really good transit access and also really good bike access. And this is just -- would be a great improvement to get something -- a BRT.

And the thing is, if you put it on the freeway, it's gonna be inaccessible to people who want to take it from Eagle Rock. And I know I go to Glendale, I go to Hollywood, and I go to other areas where I just don't want to have my car all the time using transit. I mean, less lately with COVID. But once we get out of COVID, that's gonna start again. And it wouldn't be very useful to have an option that runs on the freeway.

PH2-9 (cont.)

I also wanted to express my -- just -- I'm not sure why we're removing a bike lane when one of the issues is last-mile access. And I use my bike for last-mile access. And removing -- removing a bike lane just seems to be -- I mean, is there some way to -- to mitigate that and -- you know, why are we making the decision to do that from the -- and mitigating it rather than making a better decision?

So -- and that's it. Thank you.

SPEAKER: Thank you.

So the next three speakers will be Kim, followed by Cyndi Otterson, and Jared Berenholz.

So, Kim, you are the next person to speak. You are able to unmute.

MS. KIM: Hi. Thank you. Can you hear me?

SPEAKER: Yes.

MS. KIM: Okay. Great. Thanks for taking my call.

I have a few comments. Metro ridership has plunged drastically and consistently over the past ten years. And as a previous commenter stated, which made a lot of sense, I think 30,000 new riders is not just a lofty goal, but I think it's impossible. Especially if you're only going to gain 5,000 new riders by 2042. That just does not seem to justify the cost of this project at all.

In light of COVID and the future of commuting in general, I know a lot of people that I know that work for big companies are going to be working at home for at least the next year, possibly for years after that, which is gonna completely change the landscape of commuting. PH2-10

It's -- right now, the buses are practically empty. And I don't think putting new buses is the solution. One of the main reasons that people take the bus is because they have to. And the biggest complaint when they stop taking the bus is because they don't get there quick enough.

The route from North Hollywood, along the 134 would get them to Pasadena much, much faster, according to your alternatives analysis report. And the center-running option, I believe, would actually be the slowest, would have the most stops.

So I think keeping it along the 134 or even the no project alternative, in light of what is happening with our state right now and our country -- who knows when we're gonna be able to build. Who knows what's gonna happen with Colorado Boulevard. If you're gonna have all the dining on the sidewalks for the next year, then this is a project that should not go ahead until there is more -- till we know what's going to be happening, basically.

So I think we should hold off on this for the next year or use the side option.

PH2-10 (cont.)

SPEAKER: Thank you for your comment.

So the next three people to speak will be Cyndi Otterson, followed by Jared Berenholz, followed by Laura Gonzalez.

So, Cindy, you are up next to speak. You can unmute.

MS. OTTERSON: Hi. My name is Cyndi Otterson. I'm actually a resident of Eagle Rock and a homeowner. I support the BRT on Colorado Boulevard. And I'm actually calling today to express my concern over the current options being proposed by Metro for Colorado Boulevard.

PH2-11

Currently, the three options on the table do not provide enough features that would maintain the current usability for bicyclists and pedestrians. And so if the Colorado Boulevard option moves forward, it can -- it can

and should be a solution that will help increase usability and mobility for everyone.

As a mother of two young children who rides bikes often down Colorado Boulevard, I'm concerned that removing bike lanes and curb extensions would make our streets more dangerous. It's also important to note that the residents of Eagle Rock had fought for those bike lanes for many years. So to be -- to remove those from the current option would be just a horrible backwards step.

I believe that the Colorado option can be a win for all residents, if you implement it correctly, without sacrificing the safety and usability. I urge Metro to develop a new option that is consistent with the city's Mobility Plan. We need an option that maintains bike lanes and curb extensions, which will enable a safer and more sustainable user experience on Colorado Boulevard for bus riders, pedestrians, cyclists, and motorists alike.

PH2-11 (cont.)

And for the note -- for people that are talking about ridership, ridership cannot grow unless we invest in public transportation options that actually work. And for the people who don't want it to ruin our neighborhood or our cute town feel, I really urge you to please start making connections between lowering your own personal comfort and start embracing solutions that work for the people who aren't as privileged.

I yield my time. Thank you.

SPEAKER: Thank you for your comment.

So the next three people to speak are Jared Berenholz, followed by Laura Gonzalez, followed by Brandon Yung.

Before we go to Jared, I do want to speak to the phone users that are listening and would like to text their comments instead of speak on this meeting. You can text us at (818) 650-0619. Once again, that's a text only line to submit your comment via text at (818) 650-0619.

Jared Berenholz, you're next to speak. If you can unmute, please.

MR. BERENHOLZ: Yeah, hi. This is Jared. I'm an Eagle Rock resident and homeowners and wanted to say that I support Metro providing more options that support walking and cycling, as indicated by the Take Back the Boulevard Plan and the City's Mobility Plan.

PH2-12

And I think Metro should explore a center-running option that removes a travel lane and preserves bike lanes. I'm a frequent pedestrian, cyclist, and driver on Colorado and around Eagle Rock. Back pre-pandemic, I used to commute by car on Eagle Rock -- or on Colorado, excuse me, through Eagle Rock every day and traffic was never bad enough to warrant maintaining Colorado as a mini freeway as our main street.

I think the -- people's complaints about traffic are overblown and people just need to have a little bit of patience. It only takes an extra couple of minutes and the trade off of having a safe, walkable, bikable street for the whole community to appreciate and enjoy is well worth the trade off.

PH2-12 (cont.)

I yield the rest of my time. Thank you.

SPEAKER: Thank you.

So the next three people to speak will be Laura Gonzalez, followed by Brandon Yung, followed by Tamala Takahashi.

Once again, Laura Gonzalez, you are next to speak. If you could unmute.

MS. GONZALEZ: Hi. I'm Laura Gonzalez and I'm an Eagle Rock resident. I'd like to address the bus lane options proposed for Colorado Boulevard here in Eagle Rock.

I think it's incredibly disappointing that the bus lane option for (inaudible) community removes the bike lanes and prioritizes cars over community.

PH2-13

Colorado Boulevard already feels like a freeway and is unwelcoming as a boulevard. Cars are constantly speeding, and it's no wander that some feel as though the bike lanes are never used. It at times doesn't feel safe and there aren't many safe places to ride outside of this neighborhood with dedicated bike lanes.

We need to actively discourage car use and encourage better modes of transportation like public transport, biking, and walking.

The median offers very little to our community. No one uses it, which isn't a surprise when you're surrounded by four lanes of speeding traffic. I'm not sure why there's an attachment to this piece of land, but it can be bet -- it can be put to much better use by offering better transportation for our community.

PH2-13 (cont.)

Thanks.

SPEAKER: Thank you for your comment.

Next three speakers are Brandon Yung, followed by Tamala Takahashi, and John.

Once again, I'm asking people, when you are going to speak, please provide your first and last name so we can accurately provide your comment on the document. And that's the best way to identify you. So please state your name and then you can begin with your comment.

So with that, I am -- Mr. Brandon Yung, if you can unmute yourself.

MR. YUNG: Hello. Can you hear me?

SPEAKER: Yes. Loud and clear.

MR. YUNG: Okay. Excellent.

PH2-14

My name is Brandon Yung. I am a 20-year-old UC Berkeley undergrad student. And I'm a resident of

Pasadena, grew up in Pasadena.

And I just would like to point out that, you know, under normal CEQA circumstances, you know, it might be really hard to accomplish something such as providing a bike lane. But fortunately, we have Metro's Mobility Plan, which would allow for a center-running option -- which, keep in mind, our medians in Los Angeles exist because we used to have light rail system -- and a bike lane as well.

There's -- Colorado Boulevard currently is a pedestrian, inaccessible freeway. And I would really love to be able to one day use it, as an aspirational homeowner, as a safe way to commute to Hollywood, potentially.

And anyway, I'd just like to voice my strong support for an option that both provides bike lanes and a center-running option.

Thank you very much.

PH2-14 (cont.)

SPEAKER: Thank you for your comment.

Next three speakers will be Tamala Takahashi, followed by John, followed by Jonathan Matz.

So Tamala, let me unmute you. If you can unmute yourself now -- I'm sorry -- you're permitted to talk now. If you can please do so. I (inaudible) -- yes.

MS. TAKAHASHI: Great. Thank you. Can you hear me?

SPEAKER: Yes, can hear you now.

MS. TAKAHASHI: Great. Thank you.

PH2-15

Hi. My name is Tamala Takahashi, and I live and work in Burbank. I'm calling on a couple items.

First, Burbank has a program called Complete Streets that just got approved by city council a couple months ago. And I don't know if the BRT is in -- integrated with that, but there are a couple intersections on Olive path that are really important to take a look at.

The Olive/Verdugo/Sparks intersection has been an area of contention and danger for our city for a while, been trying to figure out how to -- how to fix that intersection. And if the B -- the BRT will go through that intersection. I think it's really important to look at what Burbank has planned for that intersection before starting the BRT.

PH2-15 (cont.)

And the same thing is true for the Olive Bridge. It's a dangerous bridge to walk over. And if the BRT has a dedicated lane right next to the walking area, it would be even more dangerous for our pedestrians.

Also, the city -- or the county has developed a next gen bus plan just recently was -- there was a meeting about that. And I was thinking about how that flexibility is really important. And this BRT creates a really fixed route for a lot of the sections that can't be updated or improved if it doesn't work the way its planned or if the neighborhoods change.

I think the next gen bus plan and our COVID situation really shows the importance of how adaptable we should be. And if we put in too many fixed portions of the route, then it'll be difficult to be adaptable.

And lastly, with one more item that's not mentioned in the EIR is curb economy. So with taking away a Burbank parking, the buses will be along our curbs. And that makes it difficult for delivery vehicles, even vehicles like Uber, to have a place to stop.

So that needs to be taken into account is how our curbs will be used and how delivery trucks and Ubers and other curb economy will be used in Burbank if you take away our parking along the side there. It's not just about parking, but also about how that curb is generally used by all of our -- by all of our transportation.

Thank you.

PH2-15
(cont.)

SPEAKER: Thank you for your comment.

So, again, want to remind people, please state your -- state your name and then begin speaking so we can accurately take your comments down as part of the draft environmental impact report that we are speaking about today and also, you know, to implement into the next phase of the document.

So with that, we have three more people. We have John, for who will be up first, then followed by

Jonathan Matz, followed by Amanda Colligan.

So, John, you are up next to speak. If you could unmute.

MR. GORDON: Yes. Hi. I'm John Gordon. I'm an Eagle Rock homeowner. Two children in Eagle Rock Elementary. We -- our family patronizes Colorado Boulevard many times a week. We do so by biking, walking, driving. I take transit regularly, 28 and the 81. And the many, many people that I see on that -- those buses every day would kind of belie the point that nobody rides transit. Those are our neighbors, and it's great to see them every morning taking transit.

PH2-16

I am voicing my support for Colorado-running and a center-running option that maintains bike lanes and prioritizes the movement of people and the safety of people over cars. I think the three options on the table right now fail in that regard.

I am very optimistic about what could happen if our community embraced a walkable, bikable community-driven version of Colorado. And I think that this BRT could be the centerpiece of that.

So strong support for the project. Would like to see another option.

And thank you very much.

SPEAKER: Thank you for your comment.

Next three people to speak will be Jonathan Matz, followed by Amanda Colligan, followed by Aaron Stein-Chester.

So, Jonathan, if you can unmute.

MR. MATZ: Hi. My name is Jonathan Matz. I'm a former resident of Eagle Rock, currently living in Atwater Village.

I want to echo a lot of the comments of John, just right before me right now. I frequently travel to destinations along the entirety of the proposed route, in both directions, both back to my old neighborhood of Eagle Rock and also westward towards North Hollywood.

I believe the route should -- should follow city streets the most possible, ideally using center lanes, particularly in Eagle Rock as well. PH2-17

I currently travel to Eagle Rock either through -- either on bike or on bus, usually. Using a center lane and using city streets would allow me to do an even better bike/bus combination. And generally speaking, we shouldn't have to choose between efficient and accessible bus options and safe streets for walking and biking.

So taking out already bare minimum bike lanes on Colorado Boulevard to replace them with a bus is no small bickery for transit.

And generally speaking, while we do have a

worrying trend of the declining transit ridership throughout the country and also as well in Southern California, it seems to me wrong to accept that fatalistically and, therefore, continue making transit inaccessible and inhospitable.

PH2-17 (cont.)

I can't begin to state how unappealing it would be to wait for a bus line along a crowded freeway with bad air quality, far from the neighborhoods it's meant to -- meant to serve. So please center-running transit BRT through the fullest extent of the route possible. And no removal of complete streets.

Thank you.

SPEAKER: Thank you for your comment.

So the next three speakers will be Amanda Colligan, followed by Aaron Stein-Chester, followed by Ashley Atkinsin. And then I'll name a fourth person, Marcel W. That, right now, is the last person that we have.

For those of you who are -- who haven't raised your hand yet, again, we are trying to hear from those who haven't spoken yet. And if you want to speak again afterwards, by all means do so. But just to let you know, we have only four people left to speak so far.

So with that, Amanda Colligan?

Amanda, I'm getting a -- an error message. It looks like -- it's saying that you have an older version of

Zoom. So it's not allowing me to unmute you. If you would like to call by a phone and -- and raise your hand, hitting "star" "9," that's another opportunity to speak.

It's not -- because it's not allowing me to unmute you or to give you the permission to speak. So I'm going to go to the next person. But if, again, you can call us and hit "star" "9," we would be able to take your comment that way.

So next person is Aaron Stein-Chester, if -- followed by Ashley Atkinsin, followed by Marcel W.

Aaron, if you can please unmute yourself and speak.

MR. STEIN-CHESTER: Hi. You got me?

SPEAKER: Yes.

MR. STEIN-CHESTER: Hey, so I'm calling in strong support of the center-running option through Colorado. I'm a long-time Metro user and this would be a great opportunity to improve and really restore transit in LA to sort of what it used to be, especially along this stretch of Colorado Boulevard that's been much discussed because everybody knows it used to be a yellow car route. So, really, we would just like to get even -- even a sort of modicum of what it used to be. PH2-18

I think this project is a once in a life time chance to sort of improve streets not just -- not just the

transit access but streets for all users that includes bikes, pedestrians, and disabled folks. So I really want to actually see Metro be more ambitious and see an option that aligns the whole project with the city's Mobility Plan.

And, of course, this is especially the case on Colorado, where the current project options are sort of -- I just don't think they go far enough. So I think the center-running option would be best there.

And I think -- yeah, anyone who's used the mixed bike/bus lanes on Wilshire and really has shared a bus lane, as a cyclist, knows it's a really terrible experience, both for cyclists and buses. So I just don't think that's a sustainable or good choice as just -- as -- at the outset.

PH2-18 (cont.)

And I also want to say, just as far as businesses go, like, wider sidewalks, more bike lanes, protected bike lanes especially, just make more hospitable places for people to go spend time. And this is great for business. And data, you know, from cities all over the world who make this sort of choice support this conclusion. So I'd love to see that for Colorado Boulevard especially.

And finally, with regards to bike lanes specifically, I just think, if we're -- we're designing this from scratch, like, the bare minimum is not sufficient. I want to see protective bike lanes all over the place, especially where we have so much space, as we do on

Colorado Boulevard.

Thank you.

SPEAKER: Thank you for your comment.

The next three people will be Ashley Atkinsin followed by Marcel W., followed by Christopher Cotton.

So, Ashley, you are -- I'm getting the same error message, Ashley. Either you can submit your comment through the Q and A feature or you can call us. I'll have one of my colleagues post the dial-in number so you can call in. And we will -- you'll be able to hear you here at this hearing just as we would normally.

So when you call in, if you can raise your hand and hit "star" "9" to raise your hand. Once again, I'm going to do this one more time, see if it'll let me -- yeah. It's confirming. So, yes, if you can call us in and hit "star" "9" then we will -- that'll raise your hand and then we'll be able to hear your comment.

So I'm going to go to the next person, which is Marcel W., if you can unmute yourself.

MR. MARCEL: Yes. Thank you, Tito. I just need to add a quick disclaimer to my earlier comment. What I said was my personal opinion and it did not reflect the opinion of the Eagle Rock Neighborhood Council, which I'm a member of.

Thank you. That's it.

PH2-18 (cont.)

PH2-19

SPEAKER: Okay. Thank you for your comment.

The next person to speak will be Christopher Cotton. Let me unmute you. Now you can unmute yourself and you can begin speaking.

MR. COTTON: Thank you. And good afternoon to the Metro Board.

The idea of having a bus rapid transit line serving North Hollywood and Pasadena is a winner. I think what you should do is do a route that goes down Central and connected in Glendale, a route that goes down Central Avenue and connects Colorado Boulevard there and then shoot it out on Colorado Boulevard toward Pasadena.

You guys should also look at an option where you guys could extend the Orange Line bus way into Pasadena as well, which would be converted to a light rail line years down the line. PH2-20

But I think, also, to address the concerns of traffic in the Eagle Rock neighborhood of Los Angeles, I think they might want to consider some alternatives to where the road is shared with the -- not only the buses, but with the cars and the bike -- those who ride bikes in that community.

This transit thing is a good thing. And it should also be integrated with the existing 501 bus route as well.

So like to say, that's my thoughts there and like to say, again, thank you for this time. And I'll catch you guys later.

SPEAKER: Thank you for your comment.

So for those of you joining us via phone, if we had technical difficulties trying to unmute you through Zoom, please hit "star" "9" to raise your hand and then that'll let us know that you would like to speak.

We have a phone caller by the first -- area code is 213, last three digits are 631. Again, phone caller 213 -- sorry. I think I -- let me change that. I think we have a different caller and then you're the second caller. The first -- first caller will be 213 area code, last three digits are 398.

Once again, 213 area code, last three digits are 398. I think you are able to speak. You just have to hit "star" "6."

MS. COLLIGAN: Okay. Sorry. Can you hear me?

SPEAKER: Yes.

MS. COLLIGAN: Okay. This is Amanda Colligan. So I was one of the Zoom difficulty people. So just calling in. I'm a current resident of Pasadena, just on the other side of the Arroyo.

So, like, I'm pretty excited about this project as, like, a means of me being able to connect, not just to,

PH2-20 (cont.)

PH2-21

like, Eagle Rock across the Arroyo, because that's pretty difficult for me right now on foot, given -- just given the way everything is constructed there and given the not very frequent bus service on the 180 and all of that is a little tricky.

So pretty excited about the idea of, like, 15-minute intervals to get me just over the Arroyo, over to, like, Colorado Boulevard, where I would actually (inaudible) stores that support BRT as well. Kind of keeping a mental list there. But as well, just to be able to get to these parts that, as has been mentioned by Metro, right now it takes two hours. Like, it's two hours.

I know it takes you like 15, 20 in your car, but that's not me. So -- because I don't own a car. And I'm, like, pretty conscious of, you know -- if we're talking about environmental impacts, like, I really want to be able to get to these places via public transit and -- and also via other means by foot.

So I'd be really disappointed to see that bike lanes that I use -- I, like, am a person in those bike lanes on Colorado Boulevard. I'd be pretty bummed if those were to be removed. Like, once again, much less likely to go to, like, anything on Colorado Boulevard, given my ability to access it. Because I am not going to be driving a personal vehicle.

PH2-21 (cont.)

So I guess that's the main thing. Like, I'm really excited about the potential of just massive connectivity that would come from this project. And I hope it is accessible to people who want to use it along the way. Because there are those users.

Thank you.

SPEAKER: Thank you. And I'm glad you were able to join us via phone. Again, for those of you who are having technical difficulties, in the chat, we have posted the phone number on how to call in. And if you are calling in and you would like to raise your hand, please hit "star" "9."

Our next -- our next speaker is a caller as well. 213 is your area code, your last three digits are 631. Once again 213, last three digits, 631. If you could hit "star" "6" to unmute yourself, that will allow us to hear you.

MS. ATKINSIN: Hi. This is the 213-631 number. This is Ashley Atkinsin. Sorry I was not able to join by Zoom. I -- I'm a ten-year resident of Eagle Rock.

And I am joining my neighbors, many of them speaking today, to express that I support the BRT. I'm a transit rider, transit advocate, and I think it, as others have noted, it's a great opportunity for Eagle Rock. But I also want to join many of my neighbors in asking Metro to

PH2-21 (cont.)

PH2-22

develop another design option that truly serves the needs of the community.

You mentioned earlier that this is a community project. There are other community projects in Eagle Rock that predate this one. Namely, the Take Back the Boulevard Project, which was developed over the course of many years of community input and really expresses the goals that people in Eagle Rock have for a multi-modal pedestrian-oriented, small business-oriented, family friendly main street on Colorado Boulevard in Eagle Rock. And we really need a design option that allows that project to move forward as conceived by the community and as funded by Metro.

PH2-22 (cont.)

We also need a project that meets the goals in the city's Mobility Plan. And any design that really precludes fulfillment of the Take Back the Boulevard Project or meeting the goals in the Mobility Plan is simply not acceptable for Eagle Rock. And so we ask you to bring your resources to design a project that truly works for Eagle Rock and meets the community's needs.

Thank you.

SPEAKER: Thank you for your comment. And I'm glad that both our users that were -- we had technical difficulties were able to call in.

We don't have any more hands raised. So if you

have not spoken or you would like to speak, again, this is an opportunity to raise your hand to speak so we can take your comments. Once again, we are here until 1:00 p.m. So we would love to hear from you.

And it looks like we do have one more speaker who has joined us. So Miss -- we have Natalie Freidberg. So if you can unmute yourself, you can begin speaking.

MS. FREIDBERG: Hello. I wanted to say a couple -- make a couple of points. First of all, people who say no one takes the bus or that there are enough buses already aren't, generally, the people who use it. Because transit riders like myself and a lot of other people I know, especially commuters, feel that there aren't enough of the right kind of buses right now. So we're pretty excited about a project like this that can move us a little bit faster.

PH2-23

The same people who say that often say that the freeway is the better option. Those people have never waited, as I have many times, for the Gold Line train on the freeway, which is not only a particularly unpleasant place to wait, it also means that I can't patronize any of the businesses on either side of me to go get a coffee while I'm waiting for the next train or to go get a snack to eat on the train or when I get to where I'm going.

So I also think that they're not considering

how difficult it is for a bus to get over. A bus that gets on at Figueroa or at Harvey would have to get over to that HOV lane that they're talking about and then back again and that's not an easy thing to do on a stretch of freeway that's traveled by a lot of cars.

I just want -- I want to remind Metro that you have amazing resources. You can help us reach the goals that we have for a Mobility Plan and for Take Back the Boulevard. And we have an opportunity to get really creative. We want pedestrian lighting. That's something people in Eagle Rock have come together and talking about. Lamps like the ones some other neighborhoods would have.

PH2-23 (cont.)

Right now, those are required to be supported by local businesses who are going through a rough time. And we'd like to see Metro do that. And more trees and native and drought tolerant plantings and landscapings.

And I think that with a -- along the existing median, in other words, what people have been referring to as a "center-running option," really gives us the opportunity to keep our bike lanes and to do the other things that would make our neighborhood and our little center district of Eagle Rock be even more special.

Thank you very much.

SPEAKER: Thank you for your comment.

Again, I want to acknowledge that we have

received some comments through the Q and A feature. And thank you for those of you who have submitted comments that way. We appreciate your participation today.

Looks like we have additional speakers. So I will -- I think we have Felicia Garcia, followed by Ben Foushee.

So the next person to speak will be Felicia. You can unmute, please.

MS. GARCIA: Hi. Thanks for letting me speak again. I did speak on Thursday, and I want to reiterate my support for bus and bike lanes on Colorado. Because we really need that. I don't want to see it on the freeway. That would make it completely inaccessible to the northeast LA region.

But a couple other points I want to make is that we're hearing only from English speakers right now. And if you take the bus, you know that it is a lot of Tagalog only speakers, a lot of Spanish only speakers. And those voices are not being heard right now. PH2-24

So I think we really need to consider who is using the bus, who would benefit from it, and how we're not hearing from them. They're -- for some reason, if it's too time intensive or we're just not getting through, we need to consider a diverse population of needs and also our unhoused neighbors as well.

Also, I'm an member of the Occidental College

community. And I want to point out that, last Autumn, when we introduced the U Pass Tap Card Program, in less than a week, 688 students came to buck up the tap cards. And that would be a really great thing for this huge community to have access to different neighborhoods and to also -- it would ease things for others in the neighborhood, if we didn't have college students driving around in the neighborhood and instead if they had public transit more accessible.

PH2-24 (cont.)

So I think there's a lot of different people who we need to consider that are not being seen in these meetings. So I'd like Metro to take account of that.

Thank you.

SPEAKER: Thank you for your comment.

The next speaker that we have, and this -- so this looks like our last speaker, unless other people raise their hands which, again, we are here till 1:00 o'clock. So if you would like to speak or speak again, this is your opportunity to raise your hand. Those of you listening via phone, simply hit "star" "9" to raise your hand.

So with that, we're going to --

Mr. Ben Foushee, if you can unmute yourself, you are able to speak.

MR. FOUSHEE: Thank you, Tito. Can you hear me?

SPEAKER: Yes, loud and clear.

MR. FOUSHEE: Yes. I spoke on Thursday as well. And I appreciate the opportunity to speak again on this subject.

I'm an Eagle Rock resident of 20 years. I've very much enjoyed our neighborhood. And I've been observing these proceedings, as far as the progression of your work. And I really appreciate all the diligence the Metro has done.

I do feel that -- in agreement with a number of callers that F1 and F2 really miss the mark as far as providing services to Eagle Rock, taking services from Eagle Rock, and not providing what I imagine the BRT to be as a "bus rapid transit light rail on wheels getting people from point A to point B fast and efficiently."

I also think that the F3 option, on the freeway, misses the mark as well. There's no way that it would be viable to have the buses get on and off the freeway and service the commuter traffic in a fast and efficient way. The buses would have to stay on the freeway. There needs to be better thoughts about how we can think to the future and not be stuck in the past, as far as ways things are supposed to work. PH2-25

I don't know if you're familiar with the Salesforce building in San Francisco, but there is an ability to have a below ground waiting area. Elevators that raise you up to the dedicated HOV lanes that would be just

bus lanes. You'd be notified when the bus is arriving. You could wait below. Elevators take you up as the bus arrives and you are on your way.

People that are opposed to getting on the freeway, they should also think that people go underground to the subway to very inhospitable places for their transportation.

Thank you for your time. And have a good day.

SPEAKER: Thank you for your comment.

So it looks like we have one more speaker that raised their hand. Name is Geof Nutting.

So, Geoffry, if you can unmute, you will be able to speak.

MR. NUTTING: Can you hear me now?

SPEAKER: Yes.

MR. NUTTING: Okay. Thank you.

Believe you've already discussed this, but the biggest difficulty I have in getting across on Eagle Rock and (inaudible) area to go to the San Fernando Valley is getting across the LA River.

It sounds, from what I've heard, that a lot of the people appreciate being able to go to Eagle Rock. And I'd like the people to go to -- through Glendale and connect up with the line to North Hollywood or Studio City. And you got some options to get out to Hollywood already.

PH2-25 (cont.)

PH2-26

That would, I think, make a better and more -- help amplify -- help connect your bus lines and rail train lines much better. 'Cause they're -- I have to go downtown and back out to Studio City to get out to the San Fernando Valley, where I'm from.

I'm currently in Monrovia, which is a long ways out. But I used the Gold Line to get into downtown LA and another line to get out to Studio City because I can't get across the LA River. And I'm not sure what (inaudible) considered there, but I support the Eagle Rock options too and not on the freeway.

Thank you very much.

SPEAKER: Thank you for your comment.

It appears that we are -- we don't have any more -- any more hands raised at this point. So what I will do right now is go on to the next slide to just share with additional ways to provide comment.

Again, we're here until 1:00 o'clock. So if you would like to speak, if you haven't spoken or you would like to speak again, you have some more to add to your comment, please raise your hand. We're here to -- to take your comments, pretty much.

The -- so part of the draft environmental impact report includes a review period, which is where -- where we are right now. We're in the middle of it. It

PH2-26 (cont.)

started on Monday, October 26th. And last day is December 10th, this year. So if you are interested in providing comment, you would like to, you know, think more, read the document, look at some other parts of the document to familiarize yourself with more before making a comment, please do so.

And you have multiple ways to submit your comments. You can do so by sending mail to Mr. Scott Hartwell, our project manager at Metro. He's at -- you can send it to 1 Gateway Plaza. The mail stop is 99-22-6, to the city of Los Angeles, zip code 90012. You can also send an e-mail to the project e-mail at NoHopassBRT@metro.net. Once again, that's NoHopassBRT@metro.net. You can also call the project hotline and leave your comment verbally at (213) 418-3228. Once again, that is 213 area code, 418-3228. Or you can also go on the project website to learn more and to see the documents as well at Metro.net/NoHo pass BRT.

Now, we also have a virtual platform that, if we can pull the platform up, I think it'd be great to give you a little bit of an understanding of what the platform looks like and what it's here to replicate.

At the beginning, you have the recap video that we just -- the recap video that we just played at the beginning of this meeting, which we will -- we could

potentially play it again, since we have time. And then we'll continue on with the rest of the platform. So right now, if we can just play the video so people can see the recap video and then I'll come back and we will go through the platform and share how -- the rest of it.

Okay. All right. We'll skip the platform video, but we will go through the platform just to show you the stations then we'll go back to the PowerPoint presentation and play the video from there.

So, pretty much, you -- when you enter the platform, again, you are inside the Metro Union Station ticket concourse. If you want to scroll and look around, there's a lot of amazing features that you have the ticket concourse.

And any time you are at any historical place, you always want to look up because you'll see the ceilings that have the -- this, you know, the unique artistic build that they have here. And the thing here with the ticket concourse, you know, look around. It gives you that experience.

But also, you know, we have the boards here. So we'll go to station number one. And it gives you the station information. You know, it's -- it's what you would experience if we were at a regular community meeting with -- pretty much with the open house. And then you see the

boards and it gives you -- how to navigate through the platform.

I would suggest you go through the first station when you join so you can see how to go about the -- navigating through the platform. And then it also gives you information on how to contact us.

To get out of this feature, you hit the "X" button. And you can go on to the other stations.

Before we continue, if you look at the top of the screen, you can see how to submit comments or also how to look at the draft environmental impact report comments. If -- for those of you listening in Spanish, we have a Spanish feature again. We -- the left is the English and the right is Spanish and then it translates all the boards for you. So we can go either between English or Spanish.

And you can scroll around and view this at your leisure. You can do this by desktop or you can also do it through an iPad or other type of tablet, android feature, your phone. These are all available at your disposal. The -- once again, the website is NoHopassBRT.com.

Then we can go to station number two. And station number two has the project description. Then it talks about bus lane options and project objectives. So pretty much, it has all the information that you would see at the -- at these open houses.

I think there might be a little bit of a lag. So there's -- that's why I am pausing as we go through this virtual platform.

Again, once we are done with this and go through the project objective, we can exit out of there and go on to the next station.

All right. The next platform, the next station will have the project development process, which shares with -- with you where we are in the process. As you can see, we had early planning last year then we began the -- the draft EIR portion of this. And we were able to start with the scoping. And then in the scoping period we received comments and processed those comments, which is where we are today, discussing the draft environmental impact report.

Following this, we go to the board for approval. And then, should the project move forward, then we go to engineering, to design, then construction and operations.

The next slide talks about the environmental timeline, pretty much where we are in the process currently. Where we are right now is the release of the draft EIR, also known as a draft environmental impact report. And then in the spring, late spring of next year, we would have the final environmental impact report.

So the comments that were made today and Thursday and that we were receiving via e-mail and via phone and messages, again, those will be processed and will be responded to in the final environmental impact report.

Going on to the -- Xing out of -- if we X out of here and go on to the next -- next station, station number four, it gives you more information about what is the draft environmental impact report, which is the draft EIR.

And then the next slide goes and shares with you -- or the board. I'm sorry. These are boards. What -- how to review the draft EIR.

Going on to the next one. So it shows that we go through the review period. And then after the review period, which we're in the middle of right now, ending on December 10th, then we go into the environmental study topics that -- some of the things that are considered.

So when you make your comments, look at these items and consider these when making comments because these are things that are evaluated during the draft environmental -- during the environmental impact report.

Xing out of this and going on to the next station, we have station number five. And it's -- pretty much gives you information of -- of the comments that we have received to date via all forms of media, from the petitions to public meetings, surveys, letters, social

media, voicemail, e-mail, and web. We've received nearly 7,000 comments. So thank you all. This number will continue to increase as we receive comments during the draft environmental impact report. So that's good data to know.

And then about the ongoing outage that we've been doing, going on to the next board. It shows what we've done with the 16 community meetings and workshops that we've had. It's gone up since we've had -- this is our second meeting of the draft EIR that we've -- that we're doing. We've done stakeholder meetings and events. Nearly 1800 people have attended these meetings. So I thank you all for participating in these meetings that we've been having. And again, thank you all for joining us virtually. We appreciate your time.

What we're gonna do is go on to -- X out of here. And we'll come back to this -- to this. But we're going to go -- looks like we have one person who would like to speak and provide comment.

Once again, we are taking comments on the draft environmental impact report. What we are doing is we are processing your comments and then they will be responded to in the next phase of the EIR process. We are not answering questions tonight or today -- I'm sorry. This is an official hearing and this is the manner in which the questions or comments are responded to.

So with that, it looks like we have Don, who would like to speak. So, Don, if you can unmute yourself, you can begin speaking.

MR. DON: Hi. I'm a resident of Los Angeles. And I'm speaking in favor of the BRT network. And I want the most robust BRT network possible.

I'm also a car driver, a bicycle rider, a pedestrian. And whatever you need to do to make that BRT the most robust possible, take out car lanes, I'm all for it, as a driver in Los Angeles, life-long driver. I'm almost 50 years old. And I'm tired of being forced to, basically, only drive everywhere for everything. PH2-27

I want more options in Los Angeles. So whatever we can do to increase public transit, please do it. Sorry if this isn't specifically regarding the issues on the table, but that's my comment.

Thank you.

SPEAKER: Thank you for your comment.

If anyone else -- we still have some attendees that are -- that are here with us. If anyone else would like to speak right now, please raise your hand. Again, we are here to take your comments until 1:00 o'clock. We have another 15 minutes to -- to do so.

So if you would like to raise your hand via phone, you can hit "star" "9" or hit the -- hit the raised

hand feature on the Zoom app that you have.

So just letting you know that you are able to speak again. We have -- we have this time. But if you would also like to submit comment, we can do so in other ways, which I -- I see that we have another speaker interested -- another person interested in speaking.

So, Mr. Christopher Cotton, again, if you can unmute yourself, you are able to speak.

MR. COTTON: Yes. I was looking at the project map. I think it's good that you have the route going all the way to end by Pasadena City College.

I had a question for you. Is there any possible way you can either extend the route to terminate at the Sierra Madre Villa L Gold Line station or maybe do a second route that's an express on the one -- on the 134 coming into -- coming into Pasadena and run that route all the way to the Sierra Madre Villa station or maybe during the rush hours or -- how can I say it? Or maybe Monday through Saturday or what have you. Have you guys looked into that? If you can, please do.

PH2-28

Thank you.

SPEAKER: Thank you for your comment. Thank you, again.

We're taking comments and they'll be responded to in the next phase of the environmental process, which is

the final environmental impact report.

Again, we are here to answer questions until 1:00 o'clock. So that's another 14 minutes. If you would like to raise your hand, you can also do so via phone by hitting "star" "9," or you can also text us. We are -- we have the ability to receive text messages at (818) 650-0619.

Thank you for those of you who have submitted comments through the Q and A feature, that's another way to submit comments to us. Just simply go into the Q and A feature and, you know, ask -- ask your question. The question will be received as a comment towards today's meeting for the hearing.

So, again, thank you for joining us.

We go to the next page, I'll show you how -- how we can take your comments. We are in the middle of the comment period. Started October 26 and it's going to continue until December 10, 2020, of this year.

You can submit your comments in writing by sending your mail -- your letter to Mr. Scott Hartwell at Metro Gateway Plaza is the address. Mail stop is 99-22-6, Los Angeles, California 90012. You can also e-mail us at NoHopassBRT@metro.net. And also send us -- you can leave a voicemail. And that's another way to receive your comments, if you want to verbally leave your comments, by calling (213) 418-3228. Again, that is a voicemail only line. So

you can call it at (213) 418-3228 and it will go -- you can also go to the project website to -- to learn more as well at Metro.net/NoHo pass BRT.

So in addition to the project website, you can also learn more about the project by going to the virtual platform. If we can go back to that -- to that link and go -- and I can share the rest of the platform to you.

So we -- we just finished station five. Station six is the presentation that you -- that you saw earlier today. Again, you can view it at any time. You simply go into station number six and then press "play" and then the presentation will play for you. You can pause it as you -- as you need to, to review it or play it -- hit the "play" button and you can continue going and listening to the presentation that we made today.

Going on to the next station to the right, you can just click and drag. You can -- we have the actual station project map that shows, pretty much from point to point, what the proposed alignment is and also the alternatives.

Going on to the next page -- I'm sorry -- to the next station, which is station eight, you -- we start to break it down based on communities. So station eight is the North Hollywood. This is the North Hollywood community. So it focuses specifically -- it's a board that focuses

specifically on North Hollywood and -- and the street-running option that we have there and how it would go through the -- through the North Hollywood area.

Exiting out of that, we go into the next station, which is the Burbank. Again, these are in order from west to east. So you will have North Hollywood at station eight. Station nine will be Burbank and it will show, again, what we are looking at Burbank area with the boards. And you can see the configurations that we are looking at, at Olive Avenue and then also on Glen Oaks heading towards Glendale.

Exiting out of this, the next station will be the Glendale station, station number ten. And, again, Glendale station includes how it would go through Glen Oaks. And then heading south on to Central and which the proposed -- and I'm mentioning what the proposed route is. Again, it's not -- this's not set in stone, but this is what -- what we (inaudible) board. And then from Central Avenue we'll go east on Broadway, connecting to Eagle Rock through Colorado.

Exiting out of this, the next station will be the Eagle Rock community board, which shares the Colorado option, in addition to the northern section still shows the 134 Freeway option. As you can see, it gives you the different types of configurations that are -- that we have

going on Colorado Boulevard.

Exiting out of there, we have the last station, which is the station in the city of Pasadena. And it pretty much shows the alignment options, which as we stated earlier, from Eagle Rock, you would get on the 134 Freeway for a short segment, exiting Fair Oaks and then going down Colorado Boulevard, where we would end at Pasadena City College and -- and charge there, pretty much.

One of the thing that's we were mentioning earlier is that we're proposing to have charging stations at the end of each -- each part of the alignment. So we would have one at Gate PCC and would also have one at the NoHo station.

Exiting out of there, once we get out of this station, again, if you miss the recap video, it'll -- it's also here. It's the first -- it's station number 13. But if you look at the entrance, it's right by the entrance of the ticket concourse. You can easily place this and watch the recap video again, if you may have missed it or accidentally exited out of that when you were launching the -- the platform.

So this is pretty much something that I encourage you to -- to view and to see the boards to learn more about this.

Again, and if you have any comments, you can

submit them through various forms that we have.

I see that we have another person that raised their hand. So we're going to go back to the page were we -- where we were doing the comments. Again, you can comment on this or ask questions that can be responded to in the document. That's how we're doing the -- the hearing, again.

So we have Natalie Freidberg. Again, I'm going to allow you to unmute yourself. If you can please start talking.

MS. FREIDBERG: Hello. I've spoken before. I wanted to add, I was listening in to some of the other comments. I wanted to mention that I spoke with someone who manages a couple of Eagle Rock restaurants yesterday. And they have -- they mention -- I asked them how many of their employees take public transportation. And they mentioned at least 50 percent.

And I -- those employees couldn't possibly be on these calls because they are working in restaurants, which are busy in the evenings and now, at lunchtime, when we all have been on these calls. And I do hope that Metro finds a way to reach out to them. They probably would not necessarily speak up against their boss, who might not be a fan of a BRT. But they might be willing to speak to someone more privately.

PH2-29

So -- and I'm not sure if they're getting access to these meetings in any way. So I do hope that Metro tries to find a way to reach out to employees and people who are more likely to use public transportation.

Thank you.

SPEAKER: Thank you for your comment.

So as we are close to wrapping up, we have six minutes left, there are no more -- we don't have any more hands raised. I just -- we were -- before this call that we had, we were going over the virtual platform, which is not just for people who weren't able to join us today, but it's for people who maybe joined us part of the way.

But, you know, it's a way to familiarize yourself with the project. It's also for those who aren't able to attend. We understand that these schedules are, you know, for these live meetings are, you know, are set and some people don't have the capability of joining us. Again, that was the reason why we were sharing the platform. Please share with anyone that you may know.

Again, we are -- we're sharing the platform e-mail -- platform e-mail web address with everybody on as to how to join us. If you would like to submit comments in writing, you can do so. We have until December 10th. During the review period that we have right now, you can send them to Mr. Scott Hartwell at Metro to 1 Gateway Plaza.

PH2-29 (cont.)

His mail stop is 99-22-6, Los Angeles, California 90012. You can also send us an e-mail: NoHopassBRT@metro.net. Or you can also leave a voicemail at (213) 418-3223 -- sorry -- 3228. Once again, (213) 418-3228. And you can also learn more on the project web page at Metro.net/NoHopassBRT.

If you would -- if you would like to submit comment during this meeting in writing and you don't feel comfortable speaking, you can do so through the Q and A feature. Again, we are taking comments today until 1:00 o'clock, which is in about four more minutes.

You can please provide your comment through the Q and A feature. If you don't have time, you can always do so through the project e-mail address at NoHopassBRT@metro.net.

Those of you listening by phone, if you do not feel comfortable speaking but you want to text us, you can also do so through text at (818) 650-0619. That's 650-0619.

And I see that we have one more person who has raised their hand to speak. So Brian Phelps (sic), if you can unmute yourself, then you'll be able to speak.

MR. PHELPS: Hi. My name's Ben Phelps. I'm a resident of Los Angeles. I'm just call -- would like to speak strongly in favor of Metro considering the pedestrian experience as much as possible when you -- and I'm strongly in favor of the BRT route on Colorado Boulevard.

PH2-30

We need to be building transit projects that prioritize the pedestrian experience, if we actually want to have them be as useful as possible and if we want to lower our vehicle miles traveled and meet our greenhouse goals. These things all need to be considered.

So, again, I'm strongly in favor of the Colorado alignment. And I hope that Metro can also reconsider some of those design drafts that were released, such as the center-running line on Vineland and Lankershim, where pedestrians would have to cross eight lanes of dangerous traffic. I mean, there must be a better solution than that if we wanted this to be an enjoyable experience for the riders.

I hope that that can be the priority moving forward and that we don't try to compromise too much with people that aren't using the -- the bus rapid transit system in the first place, in their cars. Because this should be designed for the riders not for people in cars.

Thank you very much.

SPEAKER: Thank you for your comment.

(End audio at 1:59:00)

PH2-30 (cont.)

REPORTER'S CERTIFICATION

I, Allison Swanson, CSR No. 13377, a Certified Shorthand Reporter for the State of California, do hereby certify:

That the foregoing transcript of electronically recorded proceedings designated as "2020-11-14_NoHo Pas Public Hearing #2" were taken down by me in shorthand and thereafter transcribed into typewriting under my direction and supervision.

I hereby certify that the foregoing transcript of electronically recorded proceedings is a full, true, and correct transcript to the best of my ability.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

In witness thereof, I have hereunto subscribed my name on this February 22, 2021.

