



## NOHO TO PASADENA TRANSIT CORRIDOR PROJECT

# Frequently asked Questions (FAQs)

### GENERAL QUESTIONS

#### What is Bus Rapid Transit?

Bus Rapid Transit (BRT) is a premium transit service designed to be more like rail. Key features may include dedicated bus lanes, transit signal priority, limited stops, high frequency service, branded vehicles and stations, enhanced stations and wayfinding.

#### What is your expected ridership for this project?

The Project is anticipated to attract approximately 35,000 daily riders in 2042.

#### Why do you need dedicated bus lanes?

Dedicated bus lanes are one of the most critical components of BRT. They improve bus speeds, travel time and service reliability; promote ridership and create a more rail-like experience; and improve safety by removing conflicts between cars and buses.

#### What kind of benefits are expected with this project?

The Project would increase transit access and reliability, improve regional mobility, ease commute times via transit, and include several safety enhancements for pedestrians, cyclists, and drivers. The Project is also expected to reduce the number of vehicle miles traveled (VMT) and use zero emission electric buses, improving air quality.

#### How long will it take to travel from North Hollywood to Pasadena?

The approximate end-to-end travel time with the proposed project is just over one hour. Current transit service along the route takes approximately two hours.

## **Will buses have adequate room for bicycles?**

As with all current Metro buses operating today, BRT buses are anticipated to be equipped with bike racks on the exterior front. Bike parking may also be included at BRT stations to further facilitate bicycle connections.

## **PROJECT PLANNING AND ENVIRONMENTAL ANALYSIS**

### **What is an Environmental Impact Report?**

Environmental Impact Reports (or EIRs) are studies designed to identify potential environmental impacts of a proposed project.

### **Did the Environmental Impact Report (EIR) identify any impacts?**

The EIR did not identify any significant and unavoidable impacts. The impacts identified are primarily related to project construction and can be mitigated. Mitigation measures are identified in the Draft EIR and are included in the Final EIR. Both reports are available on the Project website at [metro.net/nohopasbrt](https://metro.net/nohopasbrt) under the Documents section.

### **When are the next opportunities for public input into the Project?**

The public will have an opportunity to comment on the Project when the Final Environmental Impact Report (FEIR) is presented to the Metro Board of Directors in April 2022 for certification and accessible from the Metro Board meetings site at [boardagendas.metro.net](https://boardagendas.metro.net).

### **Who will make the final decision on this Project?**

The Metro Board of Directors is anticipated to certify the Final Environmental Impact Report (FEIR) and approve the final project in April 2022.

### **Who can I contact for more information on this Project or to arrange a presentation to my neighborhood or business organization?**

To provide input or request information, you can contact the project team via email at [nohopasbrt@metro.net](mailto:nohopasbrt@metro.net) or via phone at 213.418.3228. Scott Hartwell is the Project Manager and will receive comment and other correspondence at:

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

## **PARKING**

### **How does Metro plan to address the loss of parking in the Final Environmental Impact Report (FEIR)?**

Although parking loss is not considered an environmental impact under CEQA, Metro is committed to coordinating with local jurisdictions to minimize the loss of parking and alleviate potential effects from parking loss.

### **Will Metro provide replacement parking after the Project is implemented?**

Although Metro is making every effort to preserve as much parking as possible, the replacement of any lost parking is not planned. One of the primary goals of the Project is to reduce reliance on the automobile (and parking) by offering a new premium transit option that connects to key destinations and is competitive with the automobile.

### **Will there be replacement parking during construction?**

Metro will coordinate with local jurisdictions on the development of a Traffic Management Plan and/or Construction Management Plan, which could include provisions to minimize any parking loss associated with construction.

### **Will parking be provided at stations?**

Parking is not being considered at proposed stations. The Project is being constructed along city streets and Metro does not own property adjacent to the route where parking could be provided.

## **ACCESS/TURNING RESTRICTIONS**

### **Will drivers be able to make U-turns?**

Drivers will be able to make U-turns at left-turn locations unless otherwise specified.

## **BUSINESSES**

### **How will deliveries to businesses be integrated into the Project?**

Where loading zones may be affected, opportunities will be identified to move the loading zones to adjacent side streets. In instances where this may not be feasible, Metro will coordinate with the affected businesses on potential solutions and/or retention of the loading zones.

## **How will businesses get assistance during construction?**

Recognizing the importance of supporting small businesses during construction, the Board of Directors authorized the expansion of the Business Solution Center (BSC) in 2019 to include the NoHo to Pasadena Transit Corridor Project. The BSC will provide small businesses with immediate, hands-on business development and technical services should any issues arise during project construction.

Additionally, Metro would develop a Traffic Management Plan and/or Construction Management Plan in coordination with local jurisdictions to minimize potential construction impacts.

## **Outdoor dining has become a prominent feature to keep businesses afloat during the COVID-19 pandemic. Will the Project affect outdoor dining?**

We do not anticipate that the Project would interfere with sidewalk dining, as it isn't expected to substantially change pedestrian facilities where outdoor dining has expanded. However, where outdoor dining replaced on-street parking, some design options that affect parking may also conflict with outdoor dining.

## **Will any private property be required for the Project?**

As the BRT is being constructed along city streets in the public right of way, it is not anticipated that any significant private property acquisition will be required for the Project.

## **CONSTRUCTION**

### **How long is construction anticipated to last?**

Construction of the entire project is expected to last about 24 to 30 months. Construction activities will shift along the corridor so that construction will likely take much less time within each individual segment.

### **Will lanes be closed as a result of construction?**

Although partial lane closures may be needed, we don't expect that construction will require a full lane closure of traffic in either direction of travel. Additionally, a Traffic Management Plan and/or Construction Management Plan would be developed by Metro in coordination with local jurisdictions to mitigate any construction impacts and/or lane closures.

### **Will you need to do nighttime construction?**

We currently don't anticipate nighttime construction activities. However, should any nighttime construction be needed, mitigation measures would be in place to reduce any nighttime noise impacts. The construction contractor would be required to coordinate with local jurisdictions to obtain the necessary permits for nighttime construction.

## Will there be any grade separations at major streets or the freeways?

No. New grade separations are not included with this Project.

### OPERATIONS

#### Will the Project serve the Hollywood Burbank Airport?

The Project would not provide direct access to the Hollywood Burbank Airport, but other services including local buses, Metrolink, Amtrak, and Metro Micro provide connections to the airport.

#### Won't there be more traffic congestion resulting from the Project if a lane is taken? If that were the case, potential customers might be less willing to travel to businesses.

Metro is coordinating with cities along the project route to assess traffic conditions. Based on our analysis to date, we do not anticipate any significant traffic impacts or diversion of traffic onto neighborhood streets.

#### How do you plan to enforce bus lanes?

Metro plans to coordinate with local jurisdictions/law enforcement.

## Eagle Rock Segment

### GENERAL QUESTIONS

#### Where will the stations be located?

In Eagle Rock, stations will be located on Colorado Bl at Eagle Rock Plaza, Eagle Rock Bl, and Townsend Av.

### PARKING

#### How does each design option affect parking along Colorado?

Overall, the single travel lane option retains a majority (62%) of the 319 spaces on Colorado Bl and the two-lane option retains about one-third (34%) of the parking. As indicated in the table, there is a large alternative supply of parking on cross streets (763 spaces). Furthermore, there are an additional 32 public parking spaces available at the City-owned lot at Caspar Av/Murton Av, which are not included in the table.

PARKING INVENTORY				
Existing Parking Spaces on Colorado	Peak Demand*	Two Travel Lane Option Spaces Retained	One Travel Lane Option Spaces Retained	Additional Street Parking Spaces within 300 ft
319	202 (63%)	109 (34%)	197 (62%)	763

\*Highest observed occupancy at different times of day

## **ACCESS/TURNING RESTRICTIONS**

### **Will drivers be able to make U-turns?**

Drivers will be able to make U-turns at left-turn locations unless otherwise specified.

### **How many left turns will be affected in Eagle Rock?**

Under both design options, a majority of the signalized left turns would be retained. Although, there are some unprotected left turns at minor intersections that would be closed for improved safety and reduced conflicts with traffic. In addition, there will be two additional signalized left turns added at Eagle Vista Dr and Hermosa Av. Some left turn pockets would also be lengthened for added vehicle capacity.

## **OPERATIONS**

### **Won't there be more traffic congestion resulting from the Project if a lane is taken on Colorado?**

The traffic analysis indicates that there will be some additional congestion at the western and eastern ends of Colorado Bl where the travel lane conversion occurs (near Eagle Rock Bl and near the SR-134 slip ramps). However, the analysis also shows that approximately 20% of traffic will divert onto SR-134 and/or SR-2, reducing cut-through traffic on Colorado Bl. There is also anticipated to be a 9% reduction in traffic on Eagle Rock Bl due to diversion.

### **Will the Project create traffic on neighboring residential streets?**

Analysis shows minimal traffic diversion as routes through residential neighborhoods are slower and less direct than staying on Colorado Bl, even with the traffic lane reduction. For this reason, streets such as Hill Dr and Yosemite Dr are forecasted to receive less than 1% of diverted trips. Most traffic diversion is anticipated to route to the SR-134 freeway.

### **Will the new BRT service result in upzoning in Eagle Rock?**

Eagle Rock is already a high-quality transit corridor based on existing transit services. In addition, Eagle Rock has an existing Specific Plan that limits development. Therefore, the Project will not affect zoning.

### **Will the Project remove or reduce the landscaped medians in Eagle Rock?**

The staff-recommended design option generally retains the existing 18-ft median widths whereas the two-lane option would require more modifications to the medians and make them narrower (6–16 ft). Both options add new medians to sections of Colorado Bl currently without them, resulting in more linear feet of medians overall.

## **What will the impact be to emergency services (police, fire, ambulances, etc.)?**

The bus lanes would be available for use by emergency services, improving response times by allowing them to bypass any congestion.

## **Burbank Segment**

### **GENERAL QUESTIONS**

#### **Where will the stations be located?**

In Burbank, stations will be located at Olive/Hollywood Way, Alameda/Naomi, Olive/Verdugo, Olive/Lake, Olive/San Fernando, and Glenoaks/Alameda.

#### **Will sidewalks be narrowed?**

No. Sidewalks will retain their existing widths.

### **PARKING**

#### **How many of the 299 existing parking spaces would be lost on Olive Av between Buena Vista St and Lake St?**

The proposed side-running configuration would retain all parking.

### **ACCESS/TURNING RESTRICTIONS**

#### **Will the BRT in Burbank restrict access to right turns, loading zones, and/or driveways?**

No. Cars will be allowed into the bus lanes to make right turns and access driveways. Additionally, cars will be able to cross through the bus lanes to access on-street parking and/or loading zones.

### **CONSTRUCTION**

#### **How will construction of the BRT impact traffic on Olive Av?**

Construction activities on Olive Av will be primarily limited to lane restriping and new signage, which may require partial lane closures for a short period of time. A Traffic Management Plan and/or Construction Management Plan would be developed by Metro in coordination with the City of Burbank to mitigate any construction impacts and/or lane closures.

## OPERATIONS

### **Won't there be more traffic congestion resulting from the Project if a lane is taken on Olive Av?**

The traffic analysis shows minimal effects on traffic due to projected change in travel patterns and shift to transit. Approximately 30% of traffic is expected to divert off Olive Av and onto the other major streets in the area, including Alameda Av, Burbank Bl, and Hollywood Way. With diversion onto these streets, the remaining travel lanes on Olive Av provide sufficient capacity to handle forecasted travel volumes. Additionally, traffic signal timing improvements and implementation of transit signal priority for the BRT will help improve traffic flow along Olive Av. As a result, the approximately four minutes it currently takes cars to travel along Olive Av from Buena Vista St to Lake St during rush hour is anticipated to remain the same with the BRT.

### **Will the Project create traffic on neighboring residential streets?**

Analysis shows minimal traffic diversion as routes through residential neighborhoods are slower and less direct than staying on Olive Av. Routing to parallel neighborhood streets such as Oak St or Clark Av would add about one-third to one-half of a mile to the trip, respectively, and at least one minute of travel time compared to staying on Olive Av, even with one travel lane in each direction.

### **What are the travel time benefits of the BRT?**

During peak periods, the BRT is anticipated to result in a travel time savings of 34% to 44% over existing transit service and will greatly improve service reliability by separating the buses from traffic. Other transit services, including Burbank Bus, and emergency vehicles will also be able to use the bus lanes.