



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

NOHO TO PASADENA TRANSIT CORRIDOR



Metro



Draft EIR Public Review Period

October 26 – December 10 2020

Presentation Topics

> Project Introduction

- Purpose of California Environmental Quality Act (CEQA)
- What is Bus Rapid Transit (BRT)
- Project Background
- Proposed Project

> CEQA Evaluation of Project

- Environmental Impact Report (EIR)
- EIR Topics
- Next Steps of Environmental Process

> Project Timeline

Purpose of CEQA

The California Environmental Quality Act (CEQA) requires an agency to:

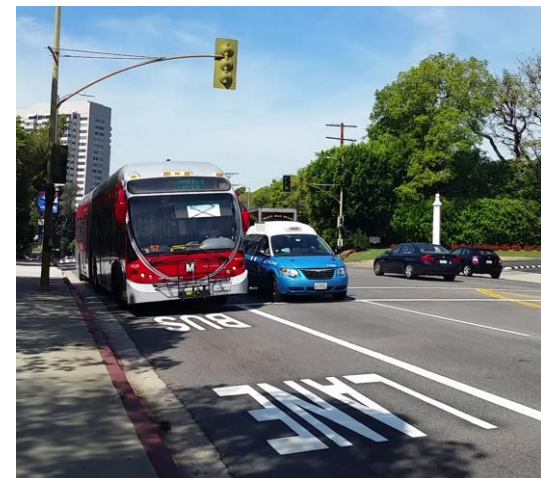
- Publicly disclose the significant environmental effects of a proposed discretionary project through the preparation of an environmental document
- Prevent or minimize damage to the environment through alternatives and mitigation
- Publicly disclose the agency's decision-making process to approve projects and enhance public participation
- As the Lead Agency, Metro has initiated the CEQA process through an Environmental Impact Report (EIR)



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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 buses and stations
 - Enhanced stations and wayfinding



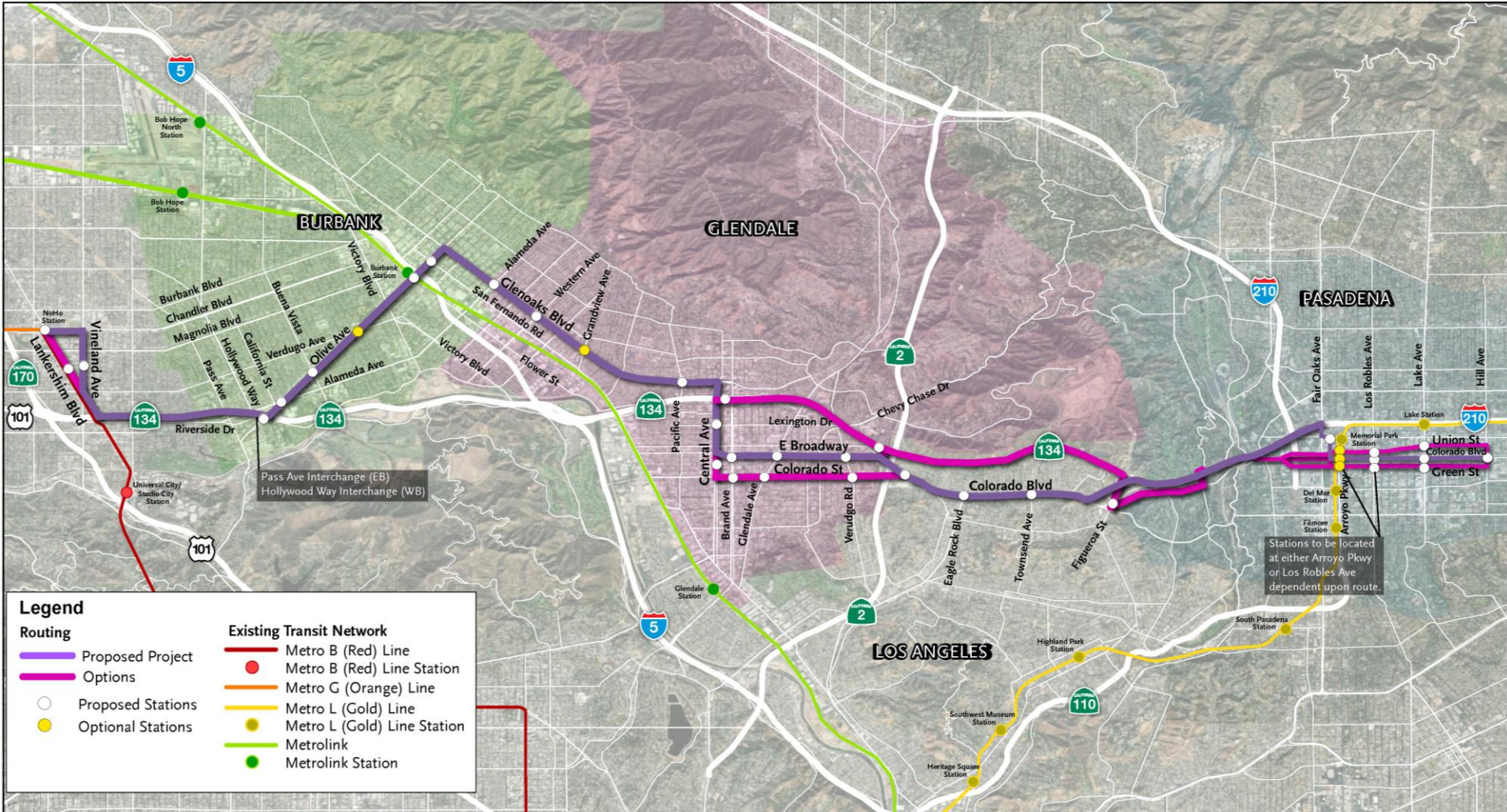
Project Background

- > **Measure M Project – \$267 million in Measure M and SB 1 funds**
- > **April 2019 – Completed Alternatives Analysis (AA)**
 - Evaluated three (3) BRT alternatives: street-running, freeway-running and hybrid street/freeway-running
 - Recommended Refined Street-Running Alternative with route options to be advanced into environmental phase
- > **May 2019 – Metro Board advanced project into environmental phase**
 - Notice of Preparation released on June 17, 2019
 - 60-day scoping period through August 15, 2019 (over 2,500 comments received)
- > **November 2019 – Community Workshops**
 - Eight sessions with 328 total attendees; 428 took polling survey online
 - Input received is helping to inform EIR and BRT design

Project Objectives

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

Proposed Project Overview

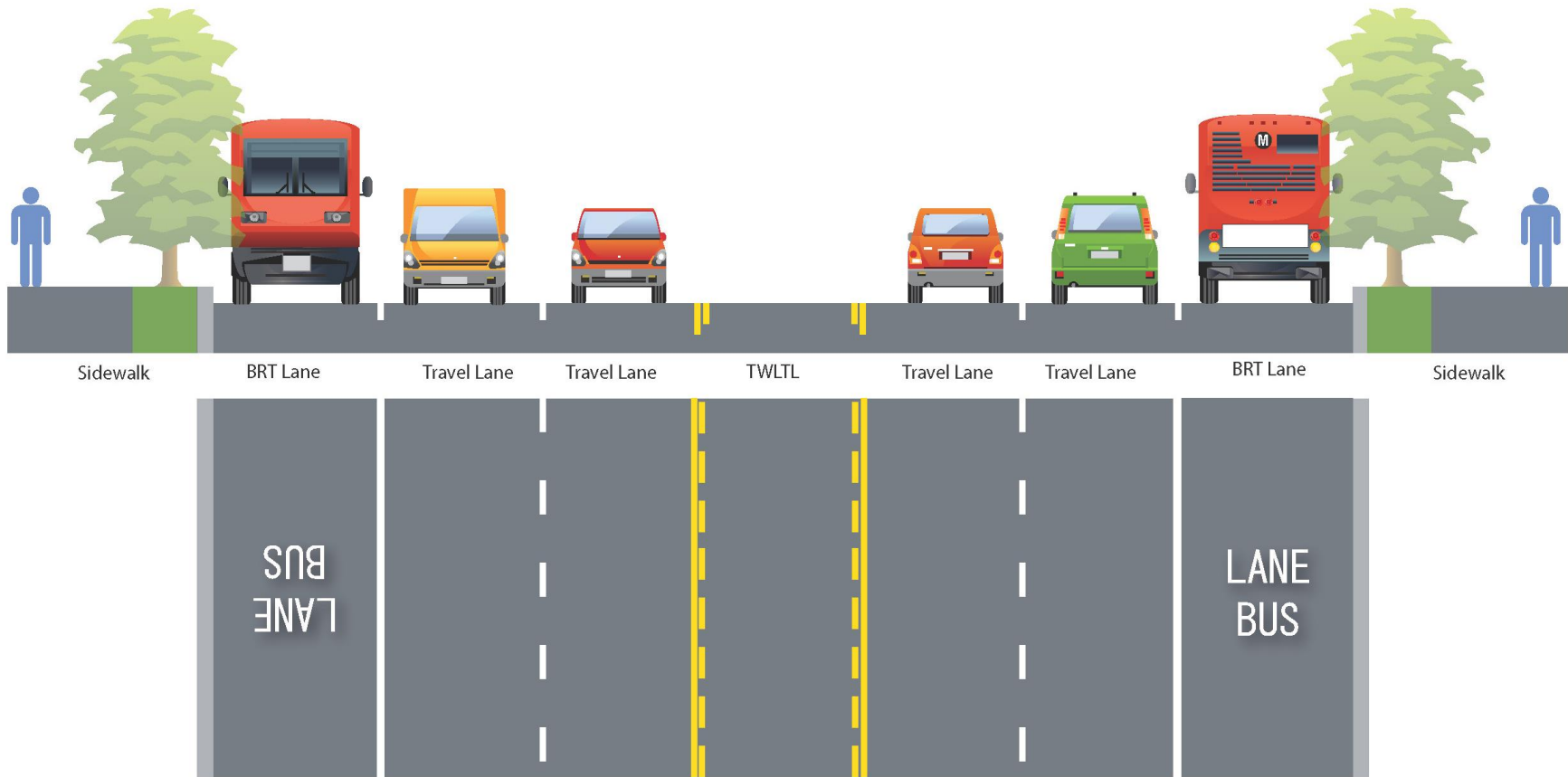


Key Elements of Proposed Project

- > Enhanced BRT stations with passenger amenities: seating, lighting, trash receptacles, and next bus information
- > Frequent service (every 10 minutes) all day on weekdays
- > Dedicated bus lanes in varying configurations based on available right-of-way and community input
- > Transit Signal Priority
- > Electric buses that are both quieter and environmentally friendly
- > All-door boarding

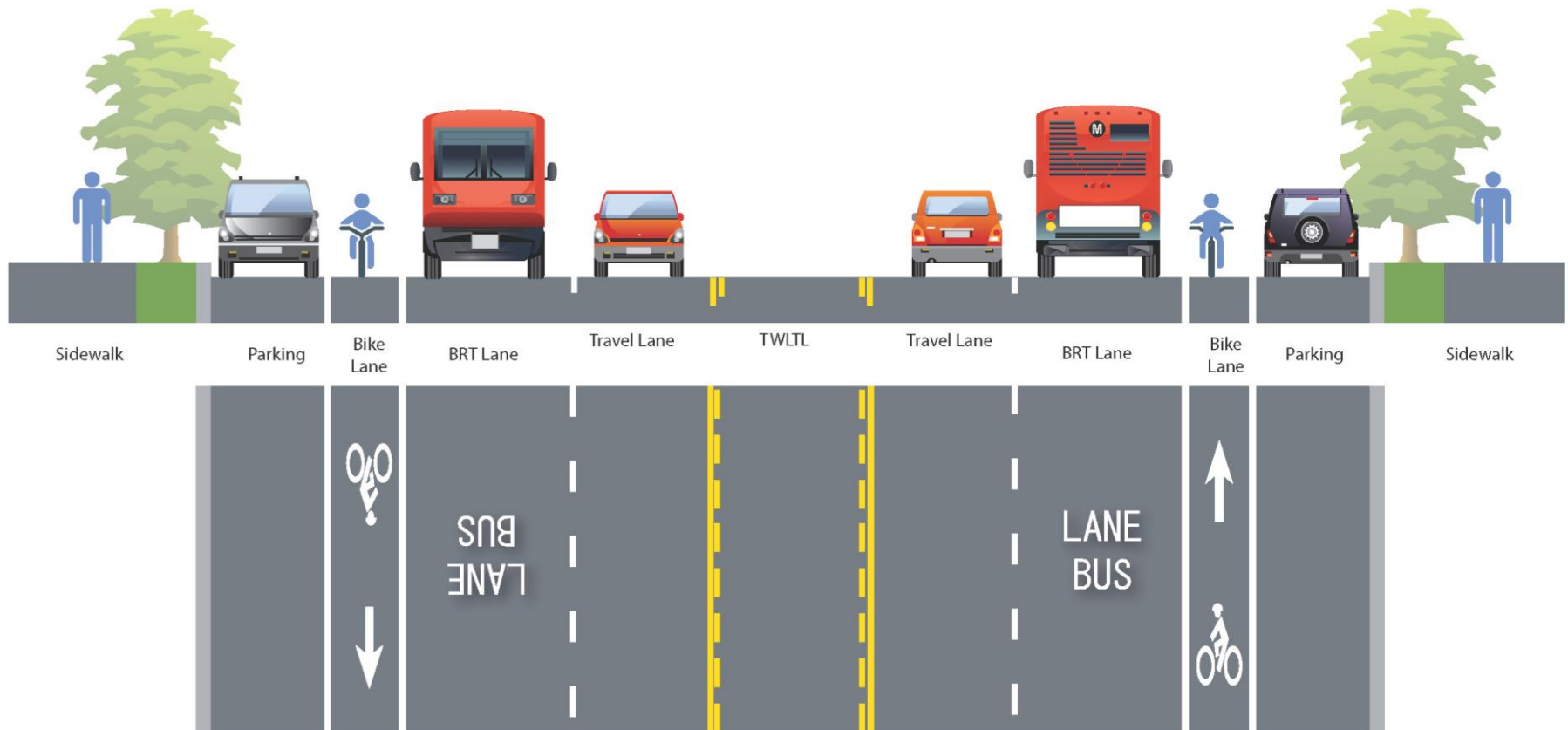
BRT Configuration

Curb-Running



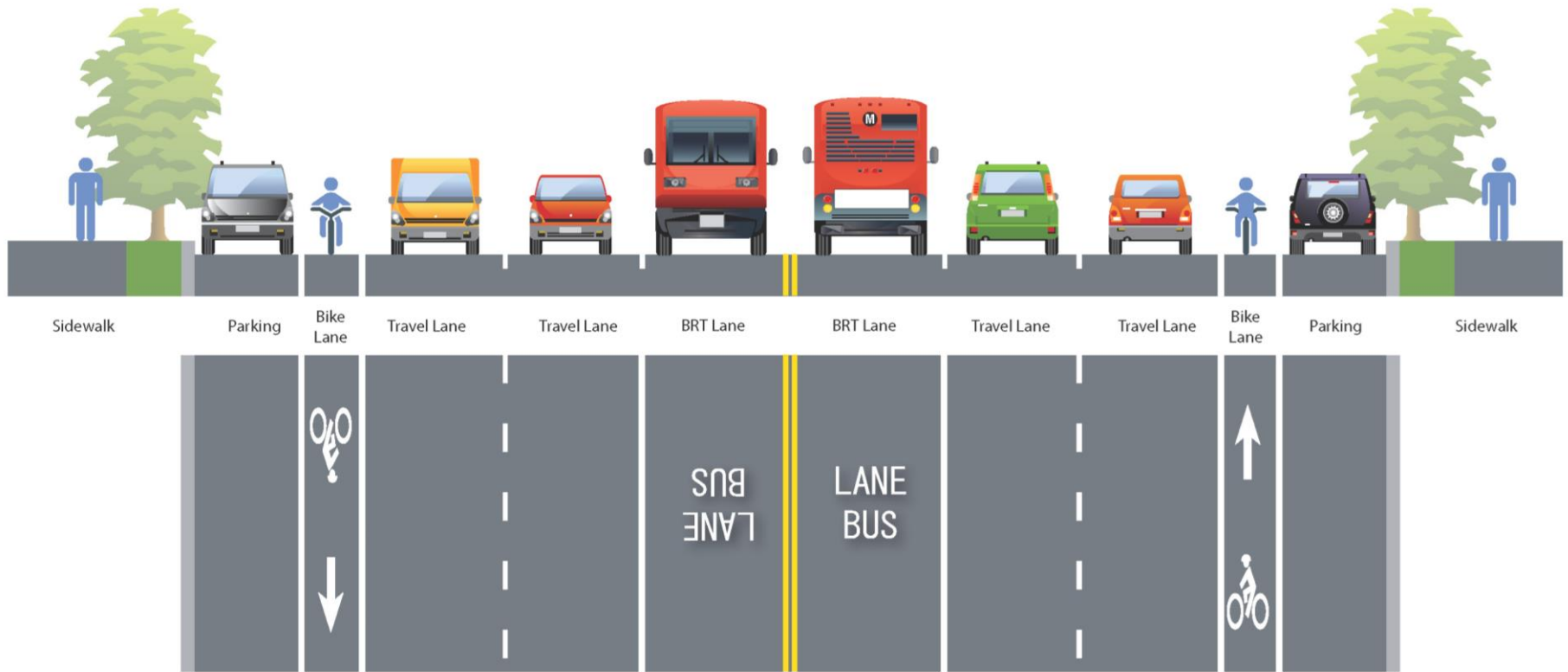
BRT Configuration

Side-Running



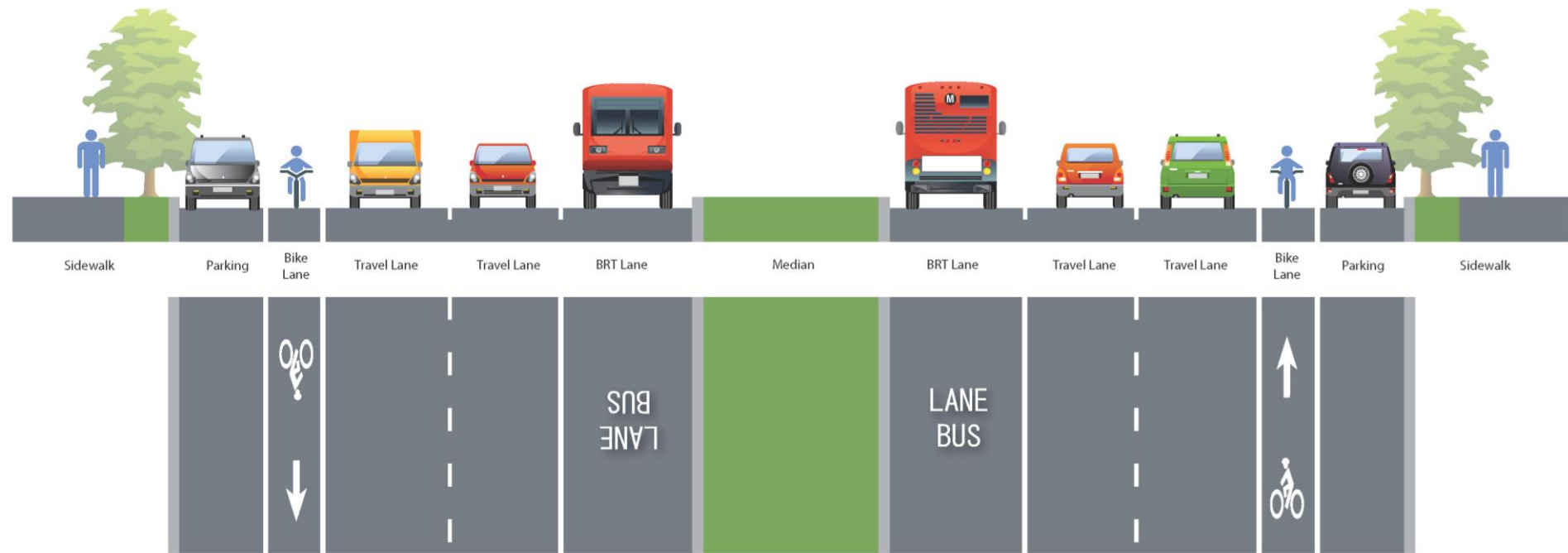
BRT Configuration

Center-Running



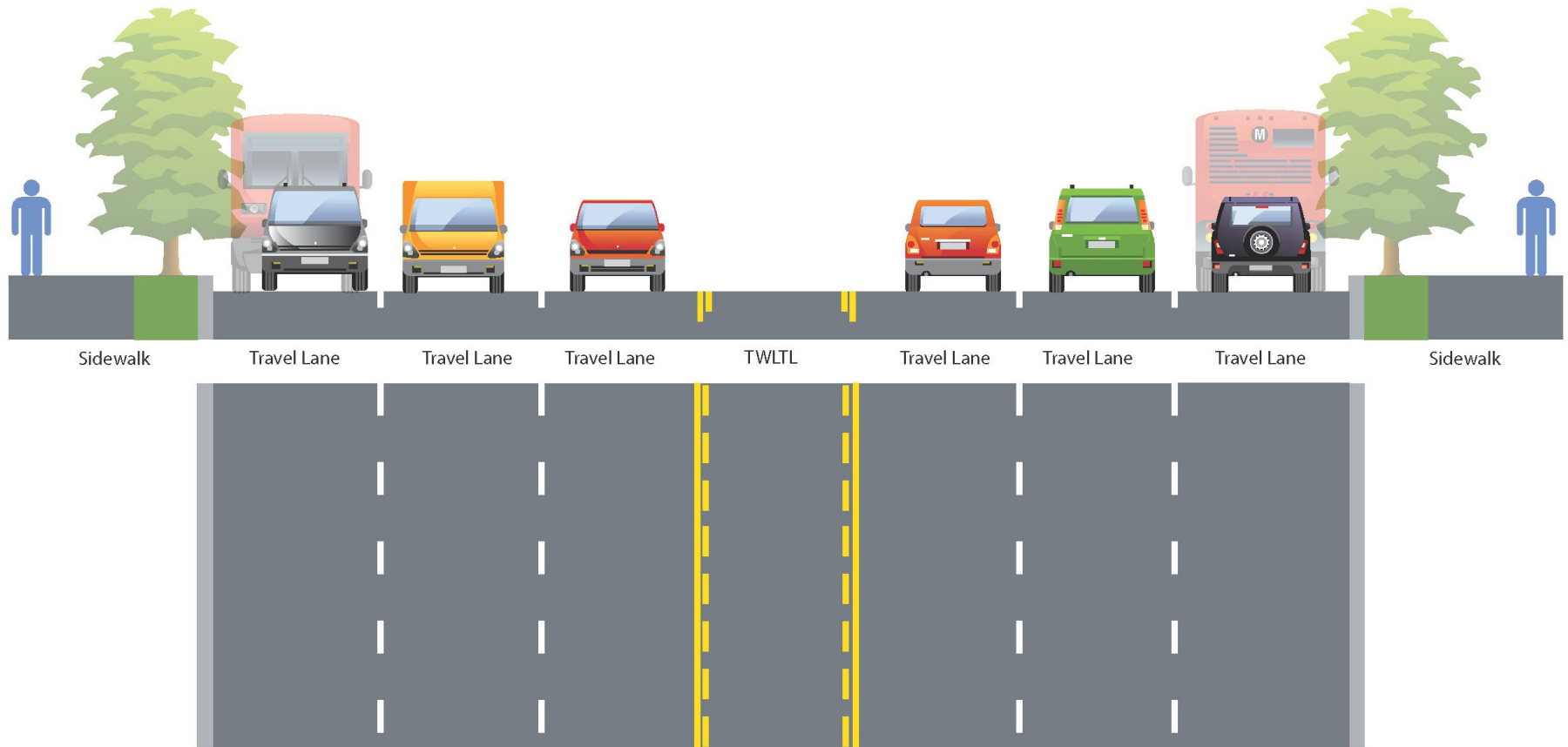
BRT Configuration

Median-Running



BRT Configuration

Mixed Traffic (No Dedicated Bus Lane)



Proposed Project

Key Statistics

Current Bus Travel Time along Route	2 hours
Bus Travel Time along Route w/ Project	1 hour, 6 min
Total Project Length	18.1 miles
Number of BRT Stations	21-23 stations
Projected Ridership (Proposed Project)	30,000 (2024); 35,000 (2042)
Change in Overall Metro Boardings (2042)	33,000 more boardings in 2042 than 2042 Baseline
BRT Frequency	10-minute headways all day on weekdays; 15-30 minutes during evenings, nights, weekends
Hours of BRT Operation	21-23 hours/day
BRT Vehicles	40-foot zero-emission electric buses

Environmental Review

- > **CEQA** requires community engagement when planning a project
- > The benefits and impacts of the proposed project are being evaluated through an **EIR**
- > Public participation enhanced through scoping meetings, public notice, public review, hearings, and the judicial process
- > Public feedback opportunities:
 - Scoping (June 17 – August 15, 2019)
 - Draft EIR review and completion (October 26 – December 10)
 - Final EIR

CEQA Environmental Study Resources

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Land Use and Planning
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Proposed Project Impacts/Benefits

The following resources have the most potential to be impacted by or benefit from the Proposed Project:

- > Aesthetics
- > Air Quality/Energy/Greenhouse Gas Emissions
- > Biological Resources
- > Cultural Resources and Tribal Cultural Resources
- > Geology and Soils
- > Noise and Vibration
- > Transportation

Aesthetics

- > **Focus:** Scenic vistas and resources, scenic quality, light/glare
- > **No Impacts:**
 - Scenic quality (Construction)
 - Light/glare
- > **Less-than-Significant Impacts:**
 - Scenic quality (Operations)
 - Scenic vistas
 - Scenic resources (Construction)
- > **Less-than-Significant Impacts with Mitigation:**
 - Scenic resources (Operations)
 - Mitigation measures include public art, tree replacement, and compatibility with historic streetlights



Air Quality/ Energy / Greenhouse Gas (GHG) Emissions

- > **Focus:** Air quality, GHG emission reduction, and energy efficiency
- > **No Impacts:**
 - GHG emissions and consistency with GHG emission reduction plans
 - Energy use and consistency with plans (operations)
- > **Less-than-Significant Impacts:**
 - Construction (odors/dust)
- > **Benefits:**
 - Reduces regional Vehicle Miles Traveled (VMT)
 - Reduces GHG emissions and fuel use

Biological Resources

- > **Focus:** Habitat, wetlands, wildlife corridors/nurseries
- > **No Impacts:**
 - Habitat, wetlands, wildlife corridors/nurseries (operations)
- > **Less-than-Significant Impacts:**
 - Consistency with local policies and ordinances (construction)
- > **Less-than-Significant Impacts with Mitigation :**
 - Habitat modification (construction), wildlife corridors/nurseries (construction)
 - Mitigation measures include nesting surveys and limitations on construction during nesting season, if necessary

Cultural Resources and Tribal Cultural Resources

- > **Focus:** Historic and archaeological resources, disturbance of human remains, and effects to tribal cultural resources
- > **No Impacts:**
 - Tribal cultural resources (operations)
 - Archaeological resources (operations)
 - Human remains (operations)
- > **Less-than-Significant Impacts with Mitigation :**
 - Historic resources, archaeological resources (construction), human remains (construction)
 - Mitigation measures include architectural historian to review final design and on-call archaeologist to ensure protection of archaeological and tribal cultural resources

Geology and Soils

- > **Focus:** Seismic, soils, wastewater disposal systems, paleontological resources/geologic features
- > **No Impacts:**
 - Seismic (construction)
 - Wastewater disposal systems
 - Paleontological resources/geologic features (operations)
- > **Less-than-Significant Impacts:**
 - Paleontological resources/geologic features (construction)
- > **Less-than-Significant Impacts with Mitigation :**
 - Seismic (operations), unstable soils/landslides (operations)
 - Mitigation measures include ensuring the final design includes seismically safe structures



Noise and Vibration

- > **Focus:** Changes in noise levels and vibration
- > **Less-than-Significant Impacts:**
 - Noise and vibration (operations)
- > **Less-than-Significant Impacts with Mitigation :**
 - Noise and vibration (construction)
 - Mitigation measures include noise and vibration monitoring and a performance standard that requires sound control blankets and other reduction measures if standards are exceeded

Transportation

- > **Focus:** Vehicle Miles Traveled (VMT), hazards due to geometric design, emergency access
- > **No Impacts:**
 - VMT (Operations) Hazards (Construction)
- > **Less-than-Significant Impacts:**
 - Transit, Roadway and Pedestrian (Operations); VMT (Construction); Hazards (Operations); Emergency Access (Operations)
- > **Less-than-Significant Impacts with Mitigation:**
 - Transit, Roadway, Pedestrian, and Bicycle (Construction); Bicycle (Operations)
 - Mitigation Measures include a traffic management plan and convening a design working group to address potential bicycle conflicts
- > **Benefits:**
 - Decreases VMT compared to the No Project Alternative

Summary of Findings in DEIR

- > No Significant and Unavoidable Impacts
 - Most Less-Than-Significant Impacts related to construction activities
- > Reduction in Vehicle Miles Traveled benefits multiple CEQA resources
 - Transportation
 - Air Quality
 - Energy
 - Greenhouse Gas Emissions
 - Noise

Other Alternatives Considered

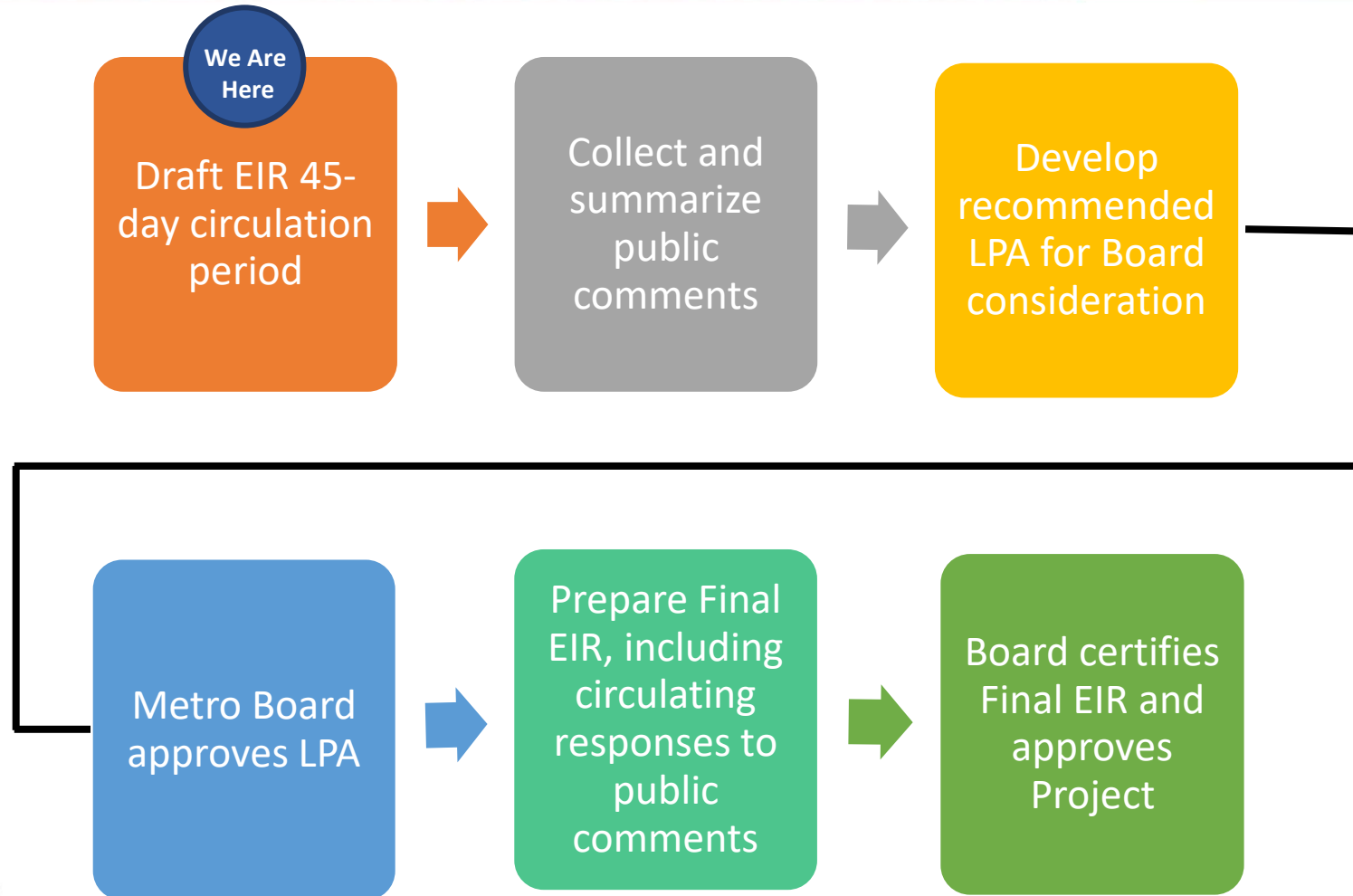
> Alternative 1: No Project Alternative

- Required by CEQA and assumes that the Proposed Project would not be implemented.
- Allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project.
- No impacts have been identified for the No Project Alternative.

> Alternative 2: Improved Existing Bus Service

- Would implement improved bus service similar to Metro Rapid.
 - Physical improvements limited to new signs/shelters at bus stops
- Would not improve reliability and regional transit ridership as much as the Proposed Project due to slower service in existing, mixed traffic lanes.
- Would eliminate construction impacts associated with the Proposed Project.

Next Steps of Environmental Process



Project Timeline

- > **October 26 – December 10, 2020: Draft EIR Public Review and Comment Period**
- > **January – February 2021: Metro Board approves LPA**
- > **May – June 2021: Metro Board certifies Final EIR**
- > **2021 – 2024: Engineering and Construction**
- > **2024 – Project opening year per Measure M**

Submit Comments

- > Official public review period Monday, **October 26th** through Thursday, **December 10th, 2020**
- > Ways to submit comments:



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