



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

NOHO TO PASADENA TRANSIT CORRIDOR



Eagle Rock Roundtable

March 16, 2021

Agenda

1. Introduction – 10 minutes
2. Presentation – 35 minutes
 - Overview of Colorado Boulevard Concepts
 - Instructions/Guidelines for Breakout Session
3. Breakout Session – 25 minutes
4. Breakout Session Recap and Next Steps – 20 minutes

Housekeeping



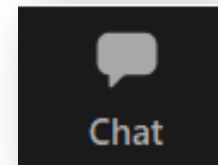
Today's roundtable is being recorded



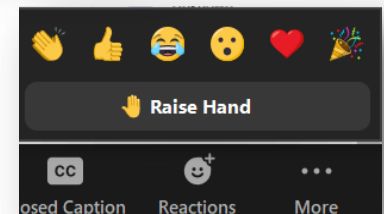
Attendee videos are off and mics are on mute



Comments or technical questions can be submitted using the chat feature directly to the project team



To speak during the breakout session, please use the raise hand feature



For technical support, text 818.650.0619

Draft EIR

- > Draft EIR was released for public review beginning October 26 and ending December 28, 2020
- > DEIR evaluated three options for Eagle Rock
 - Proposed Project - Side-running with shared bus/bike lane (F2)
 - Side/Center-running (F1)
 - Freeway option on SR-134 (F3)
- > Proposed Project (F2):
 - Replaces existing buffered bike lanes with shared bus/bike lane
 - Maintains existing conditions – travel lanes, medians, left turns, most parking, and planned ATP curb extensions

Eagle Rock F1 Option from DEIR

- > Attempted to address and balance all we heard from community since BRT Technical Study (2017) and Scoping (2019):
 - Must preserve all traffic lanes, parking and buffered bike lanes
 - Must preserve medians and existing trees
 - Must accommodate ATP curb extensions (LA Vision Zero) and other Call projects

DEIR Public Review Comments

- Of the nearly 500 comments received, more than half were related to Eagle Rock
 - Majority of comments supported BRT on Colorado Boulevard
 - Primary concerns included loss of parking or travel lanes and impacts to bike lanes
- Many comments referenced a community-developed proposal
 - Includes varying recommendations for different parts of the corridor, including a travel lane reduction east of Eagle Rock Blvd



Refined Option F1

- > Based on comments received, a refined F1 concept that incorporates feasible elements from community feedback was developed:
- Retains side-running bus lanes between W. Broadway and Ellenwood Dr. per LADOT's recommendation
 - Converts one travel lane in each direction to BRT lanes east of Eagle Rock Blvd.
 - Accommodates left turns and cross-street traffic for continued access to homes and street network from Colorado Blvd.
 - Provides continuous buffered bike lanes throughout corridor
 - Includes longer, wider medians

Parking Supply

Street Segment	Existing Supply	Max Occupancy	Peak Demand	Alternate Supply (cross streets/lots)
Broadway to Ellenwood (Zone 1)	66	52%	35	66 spaces
Ellenwood to Eagle Rock (Zone 1)	47	60%	29	None needed*
Eagle Rock to Highland View (Zone 2)	56	80%	45	34 spaces
Highland View to Mt. Royal (Zone 2)	53	60%	32	62 spaces
Mt. Royal to Loleta (Zones 2 & 3)	58	72%	42	38 spaces
Loleta to SR-134 (Zone 3)	24	79%	19	22 spaces **

**Retained parking on Colorado still meets demand under both Original and Refined F1 Options*

***Does not include 77 potential off-street commercial spaces*

- > Original F1 in DEIR: Approx. 40% of parking retained in Zone 2
 - Most blocks would retain parking on at least one side of Colorado
- > Refined F1: Approx. 90% of parking retained in Zone 2

Concept Plans

- > Original Option F1 in DEIR
- > Refined Option F1



NOHO TO PASADENA TRANSIT CORRIDOR COLORADO BOULEVARD CONCEPT PLAN

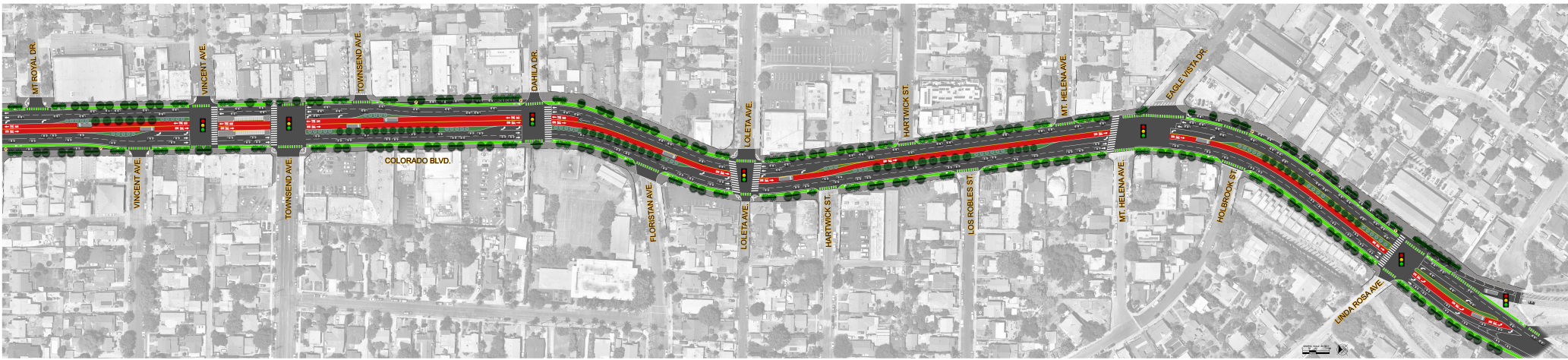
SIDE/CENTER RUNNING OPTION F1





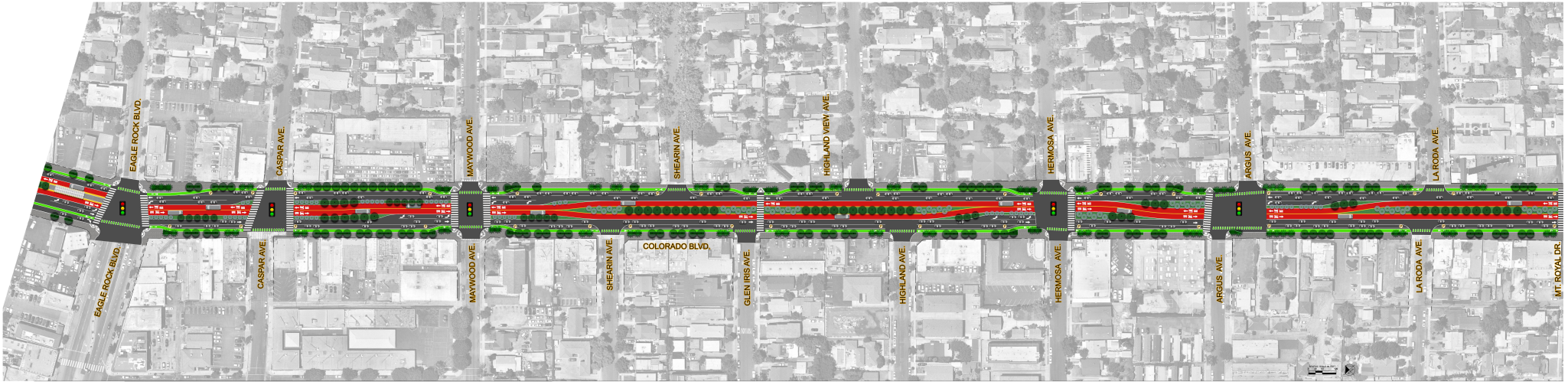
NOHO TO PASADENA TRANSIT CORRIDOR COLORADO BOULEVARD CONCEPT PLAN SIDE/CENTER RUNNING OPTION F1





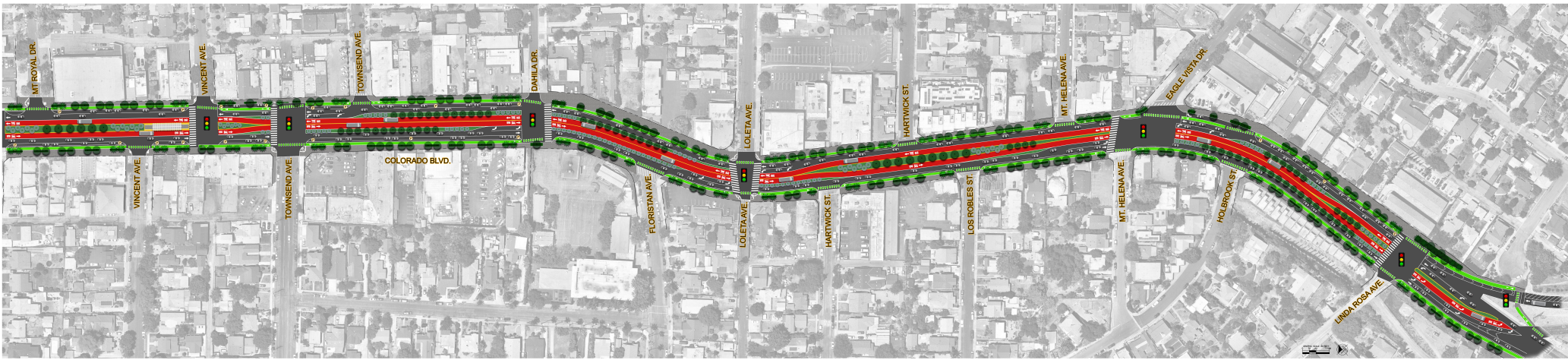
NOHO TO PASADENA TRANSIT CORRIDOR COLORADO BOULEVARD CONCEPT PLAN SIDE/CENTER RUNNING OPTION F1





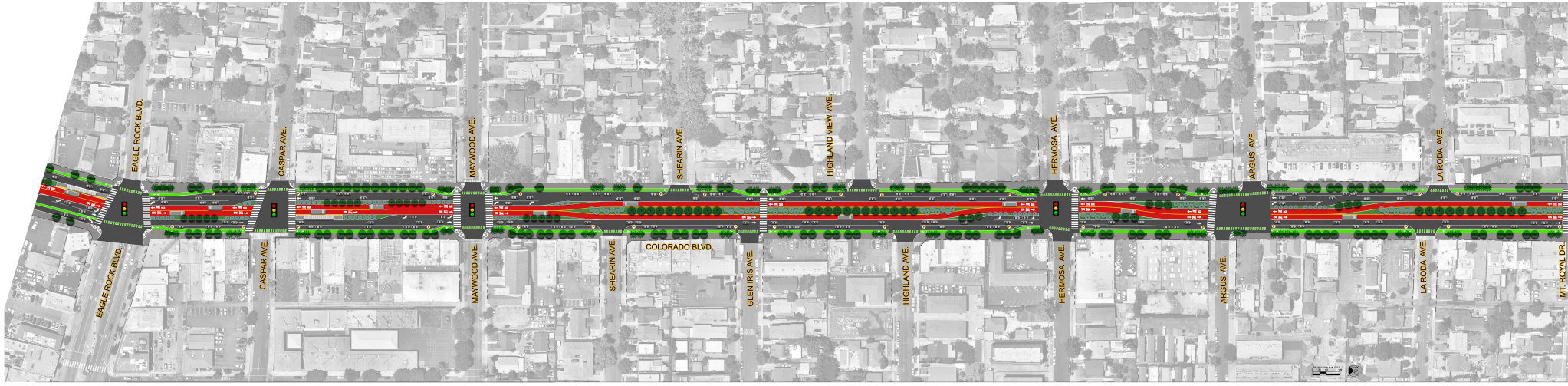
NOHO TO PASADENA TRANSIT CORRIDOR COLORADO BOULEVARD CONCEPT PLAN REFINED OPTION F1





NOHO TO PASADENA TRANSIT CORRIDOR COLORADO BOULEVARD CONCEPT PLAN REFINED OPTION F1

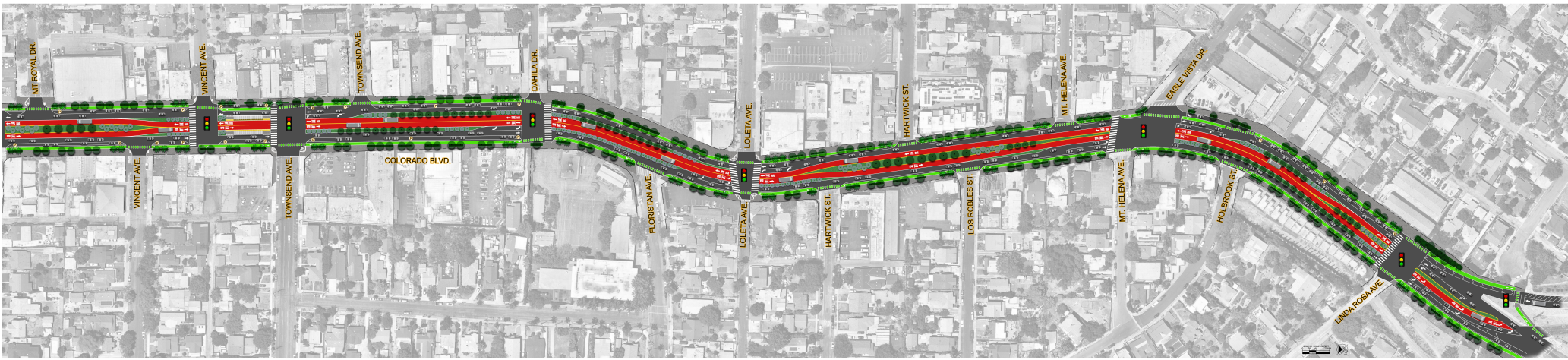
NORTH HOLLYWOOD TO PASADENA
Kimley»Horn



NOHO TO PASADENA TRANSIT CORRIDOR COLORADO BOULEVARD CONCEPT PLAN REFINED OPTION F1 - RIGHT SIDE BOARDING

NORTH HOLLYWOOD TO PASADENA





NOHO TO PASADENA TRANSIT CORRIDOR COLORADO BOULEVARD CONCEPT PLAN

REFINED OPTION F1 - RIGHT SIDE BOARDING



Safety Improvements

- > Both Option F1 from DEIR and the Refined Option F1:
 - Replace painted left-turn lanes west of Eagle Rock Blvd. with raised median and/or bus lanes to reduce traffic conflicts
 - Extend left-turn lanes east of Eagle Rock Blvd. and improves left turn conditions at Argus Dr., Hermosa Ave., Dahlia Dr. and Eagle Vista Dr.
 - Eliminate median breaks without left-turn pockets east of Eagle Rock Blvd. to reduce traffic conflicts
 - Eliminates 8 left turns with potential safety/operational issues
 - Upgrade flashing beacon at Hermosa Ave. to full traffic signal
 - Provide three additional signal-protected crosswalks, including one at Dahlia Dr. adjacent to Dahlia Heights Elementary

Community Access

- > BRT will not result in any loss of access to homes and street network from Colorado Blvd.
 - Vehicles will be allowed in bus lanes to complete right turns where side-running
 - Signalized left turn pockets will be retained and improved for more storage and improved safety

Zoning

- Metro does not own property and has no development plans for this corridor
- Primary zoning responsibility lies with local jurisdictions to create communities for those who live there
 - Community participation/input component also included
- The Eagle Rock Specific Plan remains in effect, which limits new development and building heights

Concept Comparison

#	Key Community Inputs	DEIR F1	Refined F1
1	Avoids LADOT bottlenecking concerns near Eagle Rock Plaza	✓	✓
2	Accommodates left turns and cross traffic where feasible*	✓	✓
3	Provides continuous bike lane buffer	✓	✓
4	Maintains two travel lanes in each direction along entire corridor, avoiding increased traffic congestion	✓	
5	Minimal conflicts with ATP curb extensions**		✓
6	Local buses will serve existing stops along curb	✓	✓
7	Avoids major construction impacts		
8	Extends landscaped medians	✓	✓
9	Retains most parking		✓
10	Maximizes BRT speed & reliability	✓	✓

**Restricts left turns at 17 of 31 intersections*

***DEIR F1 conflicts with 17 of the 19 planned curb extensions; refined Option F1 conflicts with 2 out of 19*

Colorado/College View - Zone 1

Original and Refined Option F1 – Before and After



Colorado/College View - Zone 1

Original and Refined Option F1 – Before and After



Colorado/Maywood – Zone 2

Refined Option F1 – Before and After



Colorado/Maywood – Zone 2

Refined Option F1 – Before and After



Colorado/SR-134 On-Ramp – Zone 3

Refined Option F1 – Before and After



Colorado/SR-134 On-Ramp – Zone 3

Refined Option F1 – Before and After



Breakout Session

Code of Conduct

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

- > Respect the format of the meeting and allow everyone an opportunity to provide comments
- > Turn cell phones off and background noise when speaking
- > Treat fellow community members, agency representatives, Metro staff and others with respect
- > Address all comments to Metro staff and consultants – not to other attendees
- > Maintain a conversational tone

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

Breakout Session Recap

Breakout Group Summary

- > Each group will provide summary of their discussion

Next Steps

- > April 1, 2021 – Conduct general community meeting to present and discuss Proposed Project prior to Board adoption
- > May 2021 – Seek Board approval of Proposed Project
- > Summer 2021 – Prepare Final EIR