

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

NOHO TO PASADENA TRANSIT CORRIDOR

Fact Sheet



FALL 2020



Overview

The area between North Hollywood and Pasadena is one of the most heavily traveled corridors in LA County without premium transit service.

Metro has a plan to make it easier to get around—and that plan involves improving bus service. Along with reimagining the bus network with the NextGen Bus Plan, Metro is also planning Bus Rapid Transit (BRT), which is faster and more reliable than regular bus service, to help take cars off the road and serve neighborhoods that need public transit service the most.

A New Link Between the Valleys

The NoHo to Pasadena Transit Corridor extends 18 miles between the San Fernando and San Gabriel Valleys, to provide a premium east-west transit service linking key activity centers to improve access to jobs, education and essential services. The project will also provide better connections into the regional transportation network, with connections to the Metro B (Red), G (Orange) and L (Gold) Lines, and meet growing demands for transportation in the area.

The NoHo to Pasadena Transit Corridor:

- > Runs parallel to the Ventura Freeway and includes the cities of Los Angeles (North Hollywood and Eagle Rock communities), Burbank, Glendale and Pasadena.
- > Has more than 700,000 daily trips within the study area.
- > Has a dense residential population with many cultural, entertainment, shopping and employment areas, including the North Hollywood Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, Occidental College, Old Pasadena and Pasadena City College.

The NoHo to Pasadena Transit will also connect to the future North San Fernando Valley BRT, another Measure M project currently in the planning and environmental phase that would connect North Hollywood with Panorama City, North Hills and Northridge. Measure M and SB 1 provide \$267 million for the NoHo to Pasadena Transit Corridor, which has an anticipated opening date in 2024.

Bus Rapid Transit

Bus Rapid Transit (BRT) is a high-quality transit service that provides faster, more reliable and convenient service with several key attributes, including:

- > Enhanced BRT stations with passenger amenities: seating, lighting, trash receptacles and real-time arrival 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

By providing an alternative travel option, BRT is designed to rival the speed, capacity and comfort of the best rail lines. BRT can reduce the number of cars on the road and idling in traffic. Combined with more efficient operations, BRT can also improve air quality with the use of electric zero emission vehicles. BRT helps avoid delays typically experienced by regular transit service that travels in mixed-flow traffic. BRT also has the potential to increase transit access, improve regional mobility, ease commute times and invest in local communities.

Project Description

The Draft Environmental Impact Report (DEIR) has been prepared for the proposed project and includes route options in each community for review. The proposed project primarily runs along surface streets with some segments running along State Route 134 in mixed-flow freeway lanes. The proposed project will serve North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena.

NORTH HOLLYWOOD

Within North Hollywood, the proposed project begins/ends at the North Hollywood station with connections to the North Hollywood Metro B Line (Red)/ G Line (Orange) Station. From there, two different route options are being considered:

1. Via Chandler Boulevard to Vineland Avenue (proposed project); or
2. Via Lankershim Boulevard

Both routes would then continue onto the SR-134 at Riverside Drive.

BURBANK

Within Burbank, the BRT would exit the SR-134 to serve the Burbank Media District before continuing along Olive Avenue (curb-running) to Glenoaks Boulevard.

GLENDALE

Within Glendale, the proposed BRT operates along Glenoaks Boulevard (center-running), before continuing along Central Avenue (side-running) to E Broadway (side-running).

Broadway is proposed for east-west travel within Glendale, as it provides comparable connections to different key destinations within the city, including the Glendale Galleria, The Americana at Brand and the new Armenian American Museum.

NOHO TO PASADENA BRT PROJECT MAP



EAGLE ROCK

BRT would serve Eagle Rock via the proposed project or two potential route options:

1. Proposed project operates in a side-running configuration along Colorado Boulevard before merging onto the SR-134 at Linda Rosa Avenue. The proposed project would share bus lanes with bicycles;
2. Center-running configuration along Colorado Boulevard before merging onto the SR-134 at Linda Rosa Avenue; or
3. Operate along the SR-134 with proposed stops at Harvey Drive and Figueroa Boulevard to serve the community before merging back onto the freeway heading east. To the west, this route option would connect to the SR-134 route option in Glendale. To the east, this route option would continue on the SR-134 into Pasadena.

PASADENA

Within Pasadena, the proposed project and various route options are being considered:

1. The proposed project would exit the SR-134 at Fair Oaks Avenue and head south to connect to the Memorial Park L Line (Gold) Station via Raymond Avenue. It would then continue east on Colorado Boulevard in mixed-flow lanes to Hill Avenue at Pasadena City College; or

2. The BRT would operate as a couplet in mixed-flow lanes, with buses traveling east along Green Street to Hill Avenue at Pasadena City College. On the return trip, the BRT would travel west along Union Street.

Both the proposed Colorado Boulevard and Green/Union Street option could also utilize Colorado Boulevard to exit the SR-134.

Draft Environmental Impact Report Available for Review

Metro has prepared a DEIR for the North Hollywood to Pasadena Transit Corridor Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the DEIR. The DEIR was prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines.

The project that is being analyzed as part of the DEIR is a proposed Bus Rapid Transit (BRT) line that would extend approximately 18 miles from North Hollywood to Pasadena and serve as a regional connection between the San Fernando and San Gabriel Valleys.

The DEIR will analyze and consider:

- > Dedicated bus lanes in areas with adequate existing street width. Recommendations will be made for the proposed project. The configuration of dedicated bus lanes in each community could be:
 - Center-Running
 - Side-Running
 - Median-Running
 - Curb-Running
 - Mixed-Traffic Operations
- > Up to 24 potential stations*
- > Enhanced facilities and features for a premium transit service, including signal priority and frequent service
- > Potential First/Last Mile improvements to further enhance mobility and access to the proposed BRT Project.

* More specific determinations regarding station locations are dependent upon further design development and further environmental analysis.

Project Goals and 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
- > Support community plans

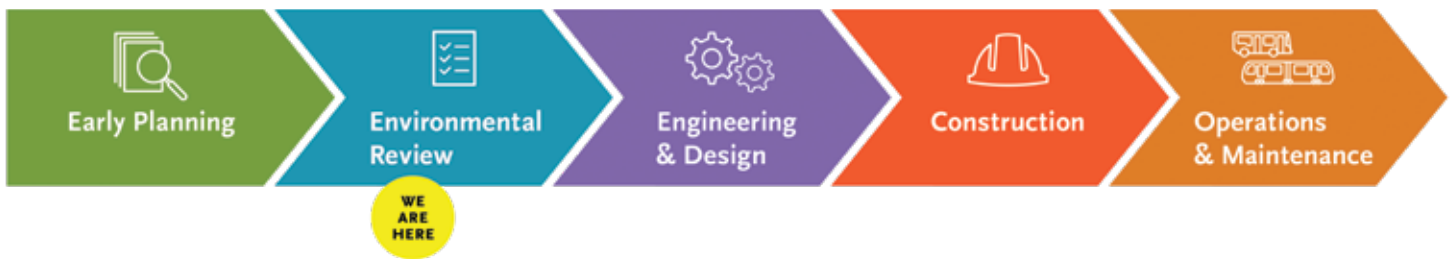
The purpose of the DEIR is to disclose the impacts of the project on the environment. The DEIR addresses the following topics:

- > Aesthetics
- > Agriculture/forestry resources
- > Air quality
- > Biological resources
- > Cultural resources
- > Energy
- > Geology/soils
- > Greenhouse gas emissions
- > Hazards and hazardous materials
- > Hydrology/water quality
- > Land use/planning
- > Mineral resources
- > Noise
- > Population/housing
- > Public services
- > Recreation
- > Transportation
- > Tribal cultural resources
- > Utilities/service systems
- > Wildfire

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation are identified and available in the DEIR.

Project Schedule

The DEIR is available for review, including a public review period from October 26, 2020, through December 10, 2020. During the review period, the public will have an opportunity to comment on the DEIR, attend virtual public hearings and an online open house. At the end of the DEIR public review period, the project team will identify and recommend a Locally Preferred Alternative (LPA) to be selected by the Metro Board and carried into the FEIR. The FEIR is anticipated to be available for public review in Spring 2021. The public will also have other opportunities to provide input as ongoing community involvement is vital throughout the environmental process.



CONTACT US

- 213.418.3228
- nohopasbrr@metro.net
- metro.net/nohopasbrr
- [@metrolosangeles](https://twitter.com/metrolosangeles)
- [losangelesmetro](https://www.facebook.com/losangelesmetro)