

North Hollywood to Pasadena BRT Corridor

Summer 2019 Public Scoping Summary Report

March 2020

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1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently studying a Bus Rapid Transit (BRT) project that would serve as a key regional connection between the San Fernando and San Gabriel Valleys. The purpose of the proposed North Hollywood to Pasadena BRT Corridor Project (Project) is to improve transit access, link key activity centers, and provide a premium east-west transit service that would connect the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena.

In May 2019, an Alternatives Analysis (AA) Report, including its findings and recommendations, was presented to the Metro Board of Directors. At that same time, the Metro Board directed staff to initiate a Draft Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). Metro is currently preparing the Draft EIR, beginning with a 60-day Public Scoping period that commenced on June 17, 2019 and ended on August 15, 2019.

Scoping is the process of determining the scope, focus, and content of an EIR. Metro, as the lead agency, invited all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the Draft EIR, including the Project's purpose and need, the project study area, the potential impacts to be evaluated in the Draft EIR, and the evaluation methods to be used.

This report summarizes both the Public Scoping efforts and comments received during the 60-day Public Scoping period. It includes five main sections as described below:

- **Section 1:** Introduces the report, describes the purpose of scoping and an overview of the Project and includes information on the Notice of Preparation (NOP).
- **Section 2:** Provides information on the scoping process, agency roles, cooperating agencies, tribal consultation, legally-required notification methods, and public agency participation.
- **Section 3:** Provides an overview of the public comment themes received and comments from agencies during the 60-day scoping period.
- **Section 4:** Provides an overview of participation at the Public Scoping Meetings.
- **Section 5:** Provides an overview of the next steps in the environmental process.

Metro anticipates completing and releasing the draft environmental document for public review and comment in Spring 2020, followed by public hearings in the Project area to gather community input on the draft environmental document.

1.1 Project Overview

1.1.1 Project Area

The Project is an approximately 18-mile BRT service that would run from the North Hollywood Metro Red/Orange Line station in the City of Los Angeles to Pasadena City College. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the

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Cities of Burbank, Glendale, and Pasadena. The BRT will connect with existing high-capacity transit services including the Metro Red and Orange Lines in North Hollywood, Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro Gold Line in Pasadena, as well as various municipal bus lines. The corridor includes many densely populated residential areas with cultural, entertainment, shopping, and employment areas distributed throughout.

1.1.2 Project History

Initiated in July 2018, the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study builds upon Metro's North Hollywood to Pasadena BRT Corridor Technical Study. The BRT Corridor Technical Study, completed in March 2017, explored the feasibility of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study also identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The purpose of the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study is to further evaluate project alternatives and to develop recommendations regarding which alternatives should be advanced into environmental review. Beginning in August 2018, the project team launched an Alternatives Analysis (AA) process that included a public outreach effort to update the public on the Project and to solicit feedback on the initial BRT concepts identified in the BRT Corridor Technical Study. The outreach effort for the AA included five community meetings in addition to approximately 40 individual project briefings to affected city elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the project team also attended several neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information with transit riders at the North Hollywood Metro Red/Orange Line Station.

During the outreach efforts, community members voiced concerns or provided feedback on specific route configurations, station preferences, improvements to the current and/or future configurations, and project elements. A total of 630 comments were collected, including responses received via email, the project website, meeting comments, open house feedback activities, social media, comment cards, pop-up events, blogs, and online news articles. Based on what we heard at the time, a Project AA was initiated wherein three distinctive refined alternatives—a Street-Running, a Freeway-Running, and a Hybrid Street/Freeway-Running—were evaluated. In May 2019, the Metro Board approved the AA and the advancement of a Refined Street-Running Alternative with Route Options into CEQA environmental review.

1.2 Project Description, Need and Objectives

The North Hollywood to Pasadena BRT Corridor has been identified and serves as a key regional connection between the San Fernando and San Gabriel Valleys. There are more than 700,000 daily trips within the study area.

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Generally, the proposed project would include dedicated bus lanes in areas where there is adequate existing street width between North Hollywood and the Gold Line in Pasadena, while operating in mixed traffic lanes east of the Gold Line to Pasadena City College. The configuration of dedicated bus lanes could be curb-running lanes, side-running lanes alongside existing parking and bicycle facilities, and/or median-running lanes in the center of the roadway or alongside existing roadway medians. Dedicated bus lanes may necessitate repurposing travel lanes and/or parking, as well as re-designing streets and intersections.

BRT stations are significant capital investments and physical structures. The Project includes 16 to 21 potential stations; however, station locations are preliminary at this point in the planning process. More specific determinations regarding station locations are dependent upon further design development and environmental analysis. In addition to providing enhanced BRT facilities and associated stations, Metro will assess potential First/Last Mile improvements to further enhance mobility and access to proposed BRT stations.

The AA indicated that the key challenge for the Project will be to design a premium transit service that captures more of the travel market within the corridor by offering competitive travel times, better transit access, improved regional connectivity, and enhanced passenger comfort and convenience. Of the 700,000 daily trips entering the corridor study area, the majority of trips are destined to locations within the corridor. Only a third of the trips are travelling through the corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. A premium bus transit service along the corridor would fill a significant gap in the transit network between the San Fernando and San Gabriel Valleys and provide a viable alternative to the use of single-occupancy automobiles, while further encouraging Transit-Oriented Communities (TOC).

The North Hollywood to Pasadena BRT Corridor Project objectives can be summarized as follows:

- Advance a premium transit service that is more competitive with auto travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major local and regional activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and TOC goals.

2.0 Scoping Process

This section documents the activities completed during the scoping process for the North Hollywood to Pasadena BRT Corridor Project. The activities included the following:

- Filing a Notice of Preparation (NOP) with the County Clerk/Recorder of Los Angeles County and with the State Clearinghouse to formally initiate the CEQA process of the Office of Planning and Research (OPR)
- Placing NOP notices in newspapers of general circulation

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- Mailing the NOP to potentially affected government agencies, residents, and businesses to advise them of project initiation and to invite participation in scoping meetings
- Translating key documents from English to other languages
- Holding meetings with potentially affected and/or interested parties in the project study area
- Recording comments that were received at, and subsequent to, the scoping meetings

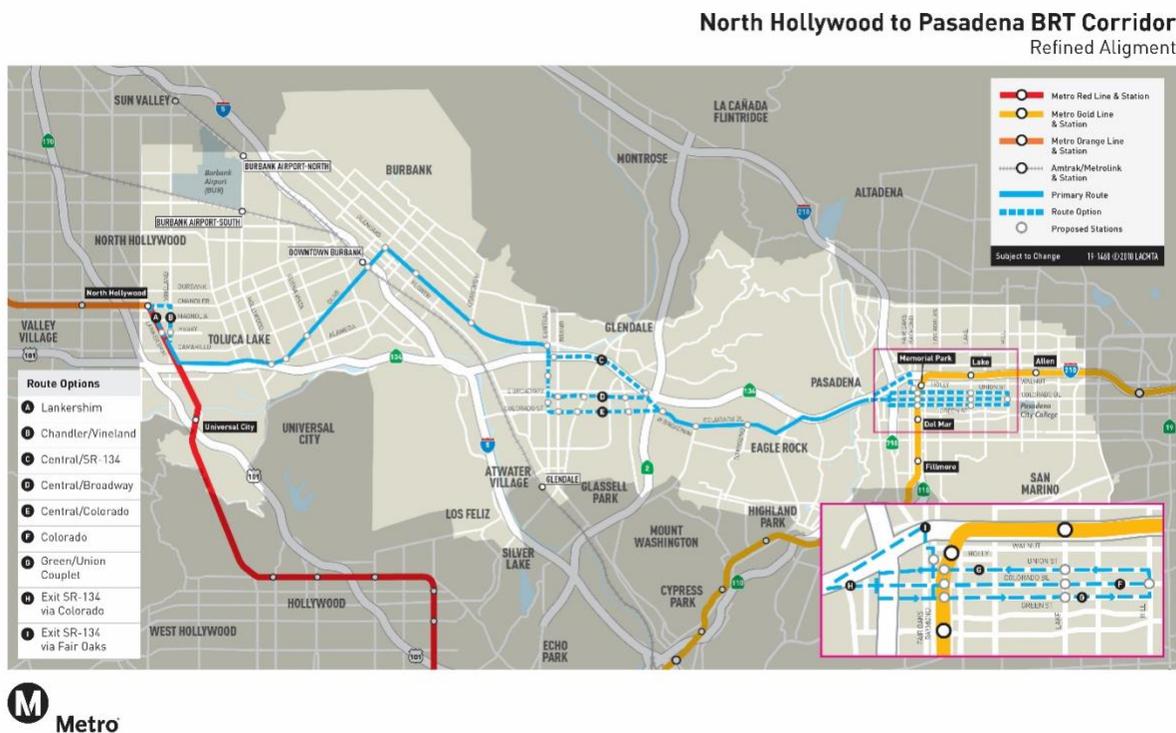
Comments received during the scoping process become part of the public record as documented in this scoping summary report. The comments and questions received during the Public Scoping process will be reviewed and considered by Metro and will be used in determining the appropriate scope of issues to be addressed in the Draft EIR.

The first step in the Draft EIR or scoping process for this Project was the filing of a Notice of Preparation (NOP) (California Title XIV, 15082). The NOP was filed with both the Los Angeles County Clerk and State Clearinghouse on June 17, 2019. The NOP provided notice for responsible agencies (the four cities along the corridor and Caltrans) and members of the public to transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 60 days of receipt of the NOP from the lead agency. A Lead Agency is defined by CEQA (Title XIV, 15367) as the public agency with the principal responsibility for carrying out or approving a project. As the Lead Agency for the Project, Metro is responsible for preparing an EIR.

In May 2019, the AA Report was presented to the Metro Board of Directors. The AA included a recommendation for a Refined Street-Running Alternative with various route options. Figure 1 below, provides a map of the Proposed Project with Route Options that would be included in the NOP and shared with the public during the Public Scoping Meetings. During the May meeting, the Metro Board accepted the staff recommendation and directed staff to initiate the Draft EIR in accordance with CEQA.

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Figure 1 Project Map and Study Area



Following the Metro Board’s approval of the AA and advancement into the environmental phase, a 45-day scoping period for the proposed project was initiated on June 17, 2019 with the filing of the NOP with the State Clearinghouse. The NOP provided notice for responsible agencies to transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 45 days of receipt of the NOP from the lead agency (Metro). During the initial 45-day review period, Metro extended the scoping period for an additional 15 days – officially ending the scoping period on August 15, 2019.

The decision to extend the scoping period was based on the overwhelming community response to the project at the Public Scoping Meetings and comments received. Extending the scoping period also provided the opportunity for Metro to conduct a Community Open House Meeting in Eagle Rock where there had been especially strong interest in the project.

The scoping process is required by policies set forth in CEQA. CEQA (Title XIV, 15082) requires that a lead agency shall call at least one scoping meeting if the proposed Project is of statewide, regional, or area wide significance. Scoping is the process used to seek agency and public feedback on the scope of the Draft EIR. The scoping process inherently emphasizes early consultation with resource agencies, other state and local agencies, tribal governments, and cooperating and responsible agencies. The lead agency for this Project, Metro, invited all interested individuals and organizations, public agencies, and Native

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American Tribes to comment on the scope of the Draft EIR, including the Project’s purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used.

The purpose of scoping for this Project is to:

- Obtain public and agency input
- Define the alignments under consideration
- Determine major issues for environmental analysis

2.1 Scoping Notification

Comments received during the scoping process become part of the public record as documented in this scoping summary report. The comments and questions received during the Public Scoping process will be reviewed and considered by Metro and will be used in determining the appropriate scope of issues to be addressed in the Draft EIR.

Per CEQA (Title XIV, 15082) scoping is required when preparing a Draft EIR. At least one scoping meeting is required as part of the environmental review process outlined in the legislation. Metro conducted one (1) Technical Working Group (TWG) Meeting that included all jurisdictional interests throughout the project study area; five (5) Public Scoping Meetings, and one (1) Community Open House Meeting during the 60-day scoping period. Additional details on those meetings can be found in Chapter 2, Section 2.6 (Agency Meeting) and Chapter 3 (Public Scoping Overview). Per CEQA requirements, Metro notified federal, state, county, and city agencies within the project study area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice. Additionally, a copy of the NOP was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in ten (10) newspapers of general circulation in the Project area, and 178,000 notices were mailed to property and business owners located within 500 feet from the proposed alternative alignments or within ¼ mile of proposed stations.

2.2 Legal Ads - Newspapers

As required by CEQA (Title XIV, 15087), legal advertisement notification of the scoping period and Public Scoping Meetings for the Project was conducted in areas affected by the Project. Scoping notices were published in ten (10) newspapers of general circulation in the affected areas as required by 6061 of the Government Code. The ten publications listed in the table below were selected because they were the highest circulation newspapers within communities located in the project study area.

Table 1 Legal Ads

Publication	Date
Daily News	June 17, 2019
La Opinion	June 17, 2019

Publication	Date
Pasadena Star News	June 17, 2019
Pasadena Independent	June 17, 2019
San Gabriel Valley Tribune	June 17, 2019
Asbarez (Armenian Media Network)	June 18, 2019
Burbank Leader	June 19, 2019
Glendale News	June 19, 2019
Pasadena Weekly	June 20, 2019
La Canada Valley Sun	June 20, 2019

2.3 Agency Notification

CEQA (Title XIV, 15082) requires that if a lead agency determines that a Draft EIR is required for a Project, the lead agency shall immediately send notice of that determination by certified mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California.

Once notified, those agencies shall specify to the lead agency the scope and content of the environmental information related to their agency’s area of statutory responsibility that must be included in the Draft EIR. The information shall be specified in writing and shall be communicated to the lead agency by certified mail or equivalent procedure no later than 30 days after the date of receipt of the notice of the lead agency’s determination. The lead agency shall request similar guidance from appropriate federal agencies (Title XIV, 15082).

CEQA (Title XIV, 15082) requires the lead agency (Metro) to provide notice of at least one scoping meeting to any county or city that borders on a county or city within which the Project is located, unless otherwise designated annually by agreement between the lead agency and the county or city. Metro mailed certified letters, including a copy of the NOP, inviting relevant public agencies to be participating agencies. Please see Section 2.6 below for more information on the Agency Scoping Meeting.

2.4 Mailing and Other Notification Methods (Flyers/Email/Social Media, etc.)

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included:

- Mailing bilingual (English/Spanish) notices;
- Distributing electronic noticing to the Project database of contacts;
- Distributing flyers door-to-door within the community of Eagle Rock;

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- Purchasing geo-targeted social media advertisements on Facebook;
- Posting meeting information on NextDoor within Eagle Rock and Highland Park;
- Sharing project information and scoping meeting flyers at various community events, via staffed information booths;
- Presenting to various community groups, business groups, councils of governments, elected officials, and neighborhood councils throughout the project study area;
- Reaching transit-riders at key transit stations in North Hollywood, Burbank, and Pasadena; and,
- Paid media advertisements and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings.

All forms of noticing provided meeting details (dates, times, locations, and in-language services) as well as contact information for accessing additional Project details. Additionally, each notice provided information on the public comment period deadline and the various ways the public could submit comments for consideration in the Draft EIR.

All meeting notices were produced in English and Spanish, including mailing to a total of 178,198 property owners, business owners, and non-owner-occupied residents, located within 500 feet from each of the alignment alternatives and ¼ mile from each proposed station. Notification efforts also included communicating via email with over 5,000 interested contacts in the Project's database that included contact names, organizations (if any), mailing addresses, email addresses and also included contact information for all federal, state and local elected offices and city staff within the project study area.

In addition to legally-required notification, other noticing methods included social media advertisements and meeting flyer distribution by Metro, local cities, and other elected officials within the Study Area. Print and online media notifications were also provided throughout the project study area during the 60-day scoping period.

2.5 Agency Meeting

Prior to the initiation of the five (5) Public Scoping Meetings, a meeting with the Technical Working Group, which includes members from all the affected Cities along the corridor, was held on July 9, 2019, at Metro Headquarters. The purpose of the meeting was to provide the Cities and agencies with a Project update and to inform them of the scoping period and upcoming meetings. At that meeting, staff shared similar information and materials as those that would be provided at the Public Scoping Meetings. Those Cities and agencies later submitted formal written comments on behalf of their agencies during the official scoping period. Those comments are discussed later in Chapter 4.1 of this report. The agencies included:

- Caltrans
- City of Burbank
- City of Los Angeles Department of Transportation (LADOT)
- City of Los Angeles
- City of Pasadena

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- City of Glendale
- Foothill Transit
- Metrolink (SCRRA)

2.6 Title VI, Environmental Justice, Limited English Proficiency, and Metro’s Public Participation Plan

During the Public Scoping process, Title IV, Environmental Justice (EJ) and Limited English Proficiency (LEP) accommodations were made in order to expand access for participants. Multi-lingual Scoping notices were developed and distributed through several different methods including, mail delivery, email, and geo-targeted social media.

Materials were developed in English, Spanish, Armenian, and Tagalog, and translation request forms were made available at each of the five (5) Public Scoping Meetings and the one (1) Community Open House Meeting to ensure all language needs were met. Additionally, scoping meeting notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language or Americans With Disabilities Act (ADA) accommodations required for attendance at any of the Public Scoping Meetings. A Spanish-language interpreter with simultaneous interpretation equipment was present at each of the five Public Scoping Meetings and the Community Open House Meeting held during the scoping period. An Armenian-language interpreter with simultaneous interpretation equipment was present at the Glendale meeting and a Tagalog-language interpreter with simultaneous interpretation equipment was present at the Eagle Rock meetings, given the demographics suggesting the need for these services.

In accordance with Metro’s Public Participation Plan, targeted community outreach efforts were completed in various cities throughout the study area to ensure participation of LEP and EJ communities. Specifically, special pop-up events were hosted at the North Hollywood Station to reach transit riders. Information booths were staffed at various community events with bilingual personnel to share and elicit feedback regarding the project from LEP individuals as well as to broaden the dialogue about the project with the general public.

Table 2 Pop-Up Events

Event	Date
North Hollywood Food Truck Collective	Thursday, June 27
North Hollywood Summer Nights	Saturday, June 29
Eagle Rock Annual Concerts in the Park and Fireworks	Sunday, June 30

2.7 Tribal Consultation

In accordance with California Assembly Bill 52 (AB 52), which updated the CEQA guidelines to include questions related to impacts to tribal cultural resources, Metro, prior to the release of the Draft EIR, notified and consulted with Native American tribes traditionally and culturally affiliated with the geographic area of the proposed Project. Consultation with an affiliated tribe is required within 30 days of receiving a request for consultation. Metro consulted with, at the request of, Gabrieleno Band of Mission Indians – Kizh Nation and Fernandeño Tataviam Band of Mission Indians.

3.0 Public Scoping Activities and Outcomes

3.1 Public Scoping Meetings

Metro conducted one (1) Technical Working Group (TWG) Meeting, five (5) Public Scoping Meetings in North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena and one (1) Community Open House Meeting in Eagle Rock during the 60-day scoping period. Notification of the meetings was conducted in compliance with CEQA guidelines and as outlined in Sections 1 and 2 of this report. More information on the meetings, including meeting dates and locations can be found in Table 3 of Section 3.2.

All five Public Scoping Meetings were held in the same format consisting of a brief presentation on the project and scoping process, followed by a public comment period where individuals from the public could stand or sit in front of a microphone and provide oral comments for the record. For those choosing not to speak publicly, comment cards were also available for them to submit written comments and court reporters were available to receive direct verbal comments in a one-on-one setting. There was also time before and after each meeting where members of the public could walk around and look at boards displaying project information and ask questions of Project staff.

A Community Open House meeting was conducted in Eagle Rock, during the month of August, with a different format than that of the five Scoping Meetings to accommodate the large expected attendance. At this meeting an open house format enabled participants to engage in one-on-one dialogue with Project staff at different information stations. Those wishing to provide oral comments were provided the opportunity to speak directly to a court reporter in a separate area of the room. This format better supports Metro's goal of providing a safe and equitable environment for all participants and all viewpoints

Materials provided and/or distributed at all the meetings included project fact sheets, display boards, meeting guides, and comment cards. Speaker cards were distributed at the five Public Scoping Meetings for individuals wishing to provide an oral comment during the meeting. All materials, including the presentation, provided at the meetings were made available on the project website (*metro.net/nohopasbrt*). Government agencies, elected officials, and special districts were also invited to attend any of the five (5) Public Scoping Meetings or the Community Open House Meeting. Table 6 below summarizes the various government agencies, elected officials, or special districts, such as public utilities, Los Angeles Unified School District, and Hollywood Burbank Airport, represented at each of the meetings.

Table 3 Government Agencies, Elected Officials, and Special Districts Represented at Public Scoping Meetings

Meeting	Stakeholder Organization
Public Scoping Meeting #1 – North Hollywood	<ul style="list-style-type: none"> • Los Angeles Council District 2 - Paul Krekorian • Los Angeles Council District 4 - David E. Ryu • City of Los Angeles Department of City Planning
Public Scoping Meeting #2 – Pasadena	<ul style="list-style-type: none"> • Office of Los Angeles County Supervisor Kathryn Barger Fifth District • Pasadena Department of Transportation • Los Angeles District 2 – Paul Krekorian
Public Scoping Meeting #3 Eagle Rock	<ul style="list-style-type: none"> • Los Angeles County Supervisor Hilda Solis First District • Los Angeles Council District 14 - Jose Huizar • Los Angeles Council District 2 – Paul Krekorian • Los Angeles Unified School District
Public Scoping Meeting #4 – Burbank	<ul style="list-style-type: none"> • Office of Senator Bob Hertzberg 18th Senate District • Office of Senator Anthony Portantino 25th Senate District • City of Burbank • Los Angeles Council District 2 – Paul Krekorian • Burbank Transportation Commission • City of Burbank Planning
Public Scoping Meeting #5 – Glendale	<ul style="list-style-type: none"> • Glendale City Mayor and Metro Board member Ara Najarian • Los Angeles County Supervisor Kathryn Barger Fifth District • Office of Assemblymember Laura Friedman 43rd State Assembly District • City of Glendale Planning • City of Glendale Public Works • Los Angeles Council District 2- Paul Krekorian
Community Open House Meeting #6 – Eagle Rock	<ul style="list-style-type: none"> • Los Angeles County Supervisor Hilda Solis First District • Assemblymember Wendy Carrillo 51st State Assembly District • Glendale City Mayor and Metro Board member Ara Najarian • Metro CEO Phil Washington • Los Angeles City Mayor Eric Garcetti • Los Angeles Council District 14 - Jose Huizar

Figure 2 Scoping and Community Open House Meeting Photos

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North Hollywood Scoping Meeting



Pasadena Scoping Meeting



Glendale Scoping Meeting



Eagle Rock Community Open House Meeting

3.2 Public Participation

A total of 818 stakeholders attended the Public Scoping Meetings and Community Open House Meeting in July and August 2019. A total of 792 comments were received. Table 5 below provides the number of participants and comments submitted at each meeting. Representatives from the following stakeholder groups also attended one or more of the meetings:

- American Heart Association
- Boulevard Sentinel
- Caltech
- Eagle Rock Chamber of Commerce
- Eagle Rock Neighborhood Council
- Fixing Angelenos Stuck in Traffic (FAST)
- Occidental College
- Old Pasadena Management District
- Pasadena City College
- Playhouse District Association
- Sierra Club
- Southern California News Group
- Streetsblog LA

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- Greater Toluca Lake Neighborhood Council
- Glendale Community College
- Investing in Place
- KCRW
- Los Angeles Unified School District (LAUSD)
- Metro San Gabriel Service Council
- NoHo Neighborhood Council
- Sustainable Burbank
- The Eagle Rock Association (TERA)
- Toluca Lake Homeowners Association
- Toluca Lake Chamber of Commerce
- Valley Industry Commerce Association (VICA)

Table 4 Public Participation by Meeting

Meeting	Date	No. Of Attendees	No. of Comments
Public Scoping Meeting #1 North Hollywood	Tuesday, July 9, 2019	51	<ul style="list-style-type: none"> • Speakers: 18 • Written Comments: 19
Public Scoping Meeting #2 Pasadena	Wednesday, July 10, 2019	80	<ul style="list-style-type: none"> • Speakers: 29 • Written Comments: 26
Public Scoping Meeting #3 Eagle Rock	Saturday, July 13, 2019	226	<ul style="list-style-type: none"> • Speakers: 91 • Written Comments: 217
Public Scoping Meeting #4 Burbank	Monday, July 15, 2019	90	<ul style="list-style-type: none"> • Speakers: 22 • Written Comments: 30
Public Scoping Meeting #5 Glendale	Wednesday, July 17, 2019	84	<ul style="list-style-type: none"> • Speakers: 29 • Written Comments: 23
Community Open House Meeting Eagle Rock	Wednesday, August 7, 2019	287	<ul style="list-style-type: none"> • Oral Comments: 66 • Written Comments: 222
Totals		818	792

4.0 Summary of Scoping Comments

Metro received **2,584** comments during the Public Scoping Period. Comments were received through seven (7) methods including electronically through the project website, via a special project email address and telephone number, via U.S. Mail, social media, and blogs, or by submitting a written or oral comment at one of the five (5) Public Scoping Meetings and one (1) Community Open House meeting. Comments were also received through a set of transit rider intercept surveys conducted at major transit stops along the corridor. The sections below provide a breakdown of these comments by source, which communities they address, environmental categories, if related to purpose and need, and agency/elected offices comments.

4.1 Agency Comments

A total of seven agency comments were submitted during the 60-day comment period.

Table 3 Agency Comments

#	Agency	Date Submitted
1.	City of Los Angeles Bureau of Engineering	July 8, 2019
2.	South Coast Air Quality Management District	July 9, 2019
3.	California Department of Transportation (Caltrans) District 7	July 17, 2019
4.	Southern California Regional Rail Authority (Metrolink)	July 25, 2019
5.	City of Pasadena	July 26, 2019
6.	City of Los Angeles Department of City Planning	August 12, 2019
7.	City of Burbank	August 12, 2019
8.	City of Los Angeles Department of Transportation	August 13, 2019

Per CEQA requirements, responsible and trustee agencies were provided with enough information on the Project and potential environmental effects to enable them to provide a meaningful response/comment related to their areas of statutory responsibility.

The following comment summaries are excerpts of feedback from agencies:

City of Los Angeles Bureau of Engineering

- Recommendations to consider historic properties along the corridor when developing the Draft EIR.

South Coast Air Quality Management District

- Recommendations to consider alternatives and use mitigation measures beyond what is required by law during construction and operation if the Project generates significant adverse air quality impacts.

Caltrans – District 7

- The primary street-running alignment will help Caltrans meet its statewide goals, will achieve the highest ridership, greatest mode-shift, and highest connectivity to activity centers, and will improve mobility.
- Recommendations to study freeway weaving, merging and number of buses added during peak hour for the segments on the SR 134 freeway.
- No significant impacts anticipated for either the primary street-running alignment or freeway-running alignment.

Metrolink

- Recommendations to include an emphasis on connections to the regional rail network, particularly Metrolink in Downtown Burbank.
- Recommendations to examine pedestrian connections, safety, and access to stations and transfers to other modes of travel and public transit.

City of Pasadena

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- Supports mixed-flow BRT configurations in the Pasadena street network.
- Recommendations to ensure that the Project takes into consideration the City's long-range plans when developing the study. Recommendations to include the following evaluations and assessments in the study: vehicular travel time, impacts on parking demand and supply, redistribution of vehicular trips and other transit services, station design, amenities and wayfinding, first/last mile plans, construction and operational impacts, roadway maintenance, monitoring and reporting of buses, emergency response, and hazardous materials.

City of Los Angeles Department of City Planning

- The Los Angeles Department of City Planning is currently developing a Transportation Neighborhood Plan along three Orange Line Stations, including North Hollywood, that would encourage higher densities and land use intensities within a half-mile of transit stations and stops.
- Recommendations to encourage transit ridership for working class and moderate-income individuals.
- Recommendations to develop incentives to foster multi-family housing developers and commercial developers to provide transit benefits to employees and residents.
- Recommendations to evaluate the gradual development and improvement of BRT stations and related infrastructure within a facilities/assets master plan, including impacts on traffic flow, and first/last mile potential.

City of Burbank

- Recommendations to include the following evaluations and assessments in the study: biological resources, land use, employment centers, station locations, ridership projections, noise impacts, impacts of Police protection and services, existing Burbank transportation impacts, existing Burbank transportation and community plans, and utilities and service system impacts.

4.2 Summary of Comments from Stakeholder Groups

The following comments were submitted by nine stakeholder groups, including chambers of commerce, associations, and other groups. The comment excerpts below highlight key themes in each of the comments submitted.

**California State Polytechnic University,
Pomona**

- Cited a Los Angeles Times article regarding reducing smog. Consider incentives to encourage drivers to take public transit and include first/last mile elements in the study. The street-running alignment will be more accessible and more environmentally

friendly than the freeway-running alignment.

Eagle Rock Chamber of Commerce

- The Eagle Rock Chamber would like to retract a letter written in 2016 to Metro regarding the Project. The Chamber supports the study of a route along Colorado Blvd in mixed-flow traffic and the SR 134 freeway alignment.

Investing in Place

- Supports BRT service on dedicated bus lanes, including on Colorado Blvd in Eagle Rock. Consider the following priorities for the Project: faster and more efficient transit service, resources and assistance to protect residents and businesses from displacement, accessible and comfortable transit stops, first/last mile connections, streetscape improvements, maintain as much of the Colorado Blvd medians as possible, consider station at Caspar Blvd in Eagle Rock, include a parking study, and provide mitigation measures for cut-through traffic on adjacent and parallel streets. Consider the City of Los Angeles' Mobility Element with this study and determine whether Level of Service or Vehicle Miles Traveled metric will meet the adopted goals of the City of Los Angeles and Metro.

Los Angeles River Communities for Environmental Equity

- The LARCEE supports the street-running alignment on Colorado Blvd in Eagle Rock. Recommendations to improve pedestrian safety and access.

North Hollywood Business Improvement District

4.3 Summary of Community Scoping Comments

The majority of local community members generally supported and/or were not opposed to the project. However, many had specific comments regarding the different route alignment options, particularly in the Eagle Rock community. Local community members also identified traffic and parking as the two potential impacts that could result from dedicated bus lanes that should be studied as part of the Draft EIR. Following is a list of some of the major stakeholder themes we heard during the Public Scoping period:

Community-Specific Comments

- The NoHo BID supports the Project that utilizes Vineland/Chandler to connect to the Metro Red/Orange Line.

Old Pasadena Management District

- Recommendations to include stops on Union and Green with stations on Arroyo Parkway. Consider the historic streetscape and architecture of Old Pasadena in the study.

The Eagle Rock Association

- Supports BRT for a better connected, accessible, small business friendly, landscaped and sustainable, and enhance Colorado Bl in Eagle Rock.
- Ensure Metro complies with Take Back The Boulevard Colorado Vision Plan.

Sierra Club

- The Sierra Club supports a street-running alignment on Colorado in Eagle Rock and a street alignment in Glendale. Consider landscaping and trees in the design.

UCLA Institute of Transportation Studies

- Expresses disagreement with the use of an LA Times article citing individuals against BRT.

The following are the types of comments received for the specific route options within each community:

North Hollywood:

- **Lankershim Route Option vs Chandler-Vineland Route Option:** Although some stakeholders expressed a preference for the Lankershim route option, more stakeholders expressed a preference for the Chandler-Vineland route option, which many identified as having a lot of space and strong potential to be a high quality corridor for transit and pedestrians.

Burbank:

- **Olive Route Option:** Some community members expressed concerns with the use of Olive and the potential associated negative effects on traffic and parking with dedicated bus lanes; some comments expressed the need to study an alternative to Olive; however, the majority of the comments received for Burbank were in support of the project on Olive, with many mentioning the benefit of a high quality transit connection to Olive's activity centers.
- Additionally, some community members wanted to preserve parking and/or reconfigure parking on Olive.

Glendale:

- **Broadway Route Option vs. Colorado Route Option:** Stakeholders appeared split between the Broadway route option and the Colorado route option. Nevertheless, the majority of the comments received for Glendale were in general support of the project; many identified potential connections to several key activity centers that would benefit the community.

Eagle Rock:

- **Colorado Route Option vs. SR-134 Option:** Overall, the comments reflected a slightly higher preference for a street-running / Colorado Boulevard option through Eagle Rock; Metro received 692 comments in support of Colorado vs. 579 supporting the SR-134 route option and/or expressing a need to revisit and evaluate the SR-134 freeway-running option in the Draft EIR. Commenters favoring the SR-134 identified concerns with traffic and changes to community character, among others, while commenters who preferred a street-running Colorado Boulevard option identified the benefits of introducing high-quality transit service in the community.
- Additionally, Metro received several petitions from area groups within Eagle Rock that shared positions for or against a Colorado Boulevard alignment; there were approximately 944 signatures supporting the Colorado route option and 592 for a SR-134 route option; another 629 signatures expressed nonsupport for the project but were not specific about either of the two alignments; another 230 signatures were submitted from out of state or out of country and could not be verified that they had any local stake in the project.
- Several community members expressed the need to bypass Eagle Rock completely to preserve its community character.

Pasadena:

- **Colorado Route Option vs. Green/Union Route Option:** Although there was some preference expressed for the Colorado route option, there were also some who expressed concerns with its use and the potential associated increase of traffic and negative effects on businesses with dedicated bus lanes (even though it was communicated that the BRT would operate in mixed-flow lanes through Pasadena); some others commented on the need for a Green/Union route option and the need for a connection to Pasadena City College.
- Some community members had questions and/or concerns regarding any effects the BRT might have on the Rose Parade should it operate on Colorado.
- Some community members expressed a preference for the BRT to exit the SR-134 at Fair Oaks.

Comments Related to Potential Bus Lane Configurations:

- **Dedicated Bus Lanes:** Many expressed the need for the Project to include dedicated bus lanes, expressly to reduce travel times, increase speed and reliability of the proposed Project; some comments included the need for enforcement of dedicated lanes to ensure unauthorized vehicles do not have access; additionally, some community members wanted to ensure that emergency vehicles would be able to use the dedicated lanes.
- **Median Running:** Several comments expressed the need for median-running bus lanes, specifically on Colorado Boulevard in Eagle Rock.
- **Side Running:** Several community members expressed a preference for a side-running configuration; some community members wanted the inclusion of parking and bike lanes along with the side-running configuration.

Other Categories of Comments

Other comments received focused on some of the issues below.

Potential Environmental Issues: Some of the potential environmental issues and/or concerns mentioned that should be considered as part of the Draft EIR include:

- **Traffic:** Stakeholders were concerned about potential circulation impacts on streets that are already highly congested, such as increased congestion; diversion of traffic onto adjoining neighborhoods; and concerns that emergency vehicles and evacuation routes would be negatively impacted. Most of these comments were related to the loss of a travel lane with the implementation of dedicated bus lanes.
- **Aesthetics:** Stakeholders were concerned about potential impacts to green space or landscaping due to median removal and/or street reconfigurations. Additionally, stakeholders expressed concern that implementation of BRT could negatively affect overall community aesthetics and sense of community character.

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- **Parking:** Stakeholders were concerned about the loss of parking and indicated that parking should be replaced; additionally, they also express the need to consider parking at the BRT stations.
- **Zoning Changes:** Residents are concerned that the implementation of BRT would trigger an “up-zoning” or change in zoning requirements that potentially could lead to further development and/or displacement.
- **Businesses:** Many stakeholders expressed concerns that the implementation of BRT could negatively affect businesses and storefronts along the corridor with the removal of any parking spaces.
- **Removal of Lanes:** Many stakeholders expressed concerns regarding the loss of parking, travel, or bicycle lanes to accommodate dedicated bus lanes; several stakeholders expressed the need for mixed-flow BRT along certain segments of the corridor, specifically along Colorado in Eagle Rock.

Stations and Connectivity: Comments related to station placement and connectivity were also received. Some of the comments related to this topic included the need or desire to have stations and/or connectivity at the following locations:

- Hollywood-Burbank Airport
- Pasadena City College
- Caltech
- Metro Gold Line
- Harvey Dr, Figueroa St, and Townsend Ave in Eagle Rock
- Universal City
- Occidental College
- Eagle Rock Plaza

First/Last Mile: Comments received related to first/last mile strategies included the need to consider bike lanes as part of the project and/or coordination with the existing or future planned bike lanes along the corridor.

Frequency and Reliability: Several comments stressed the need to ensure that any alignment chosen increases the frequency and reliability of the proposed Project. Additionally, comments mentioned the need to increase the frequency and reliability of existing bus services in the study area.

Ridership: A few comments were received that questioned the projected ridership for the Project and whether the Project would be beneficial overall.

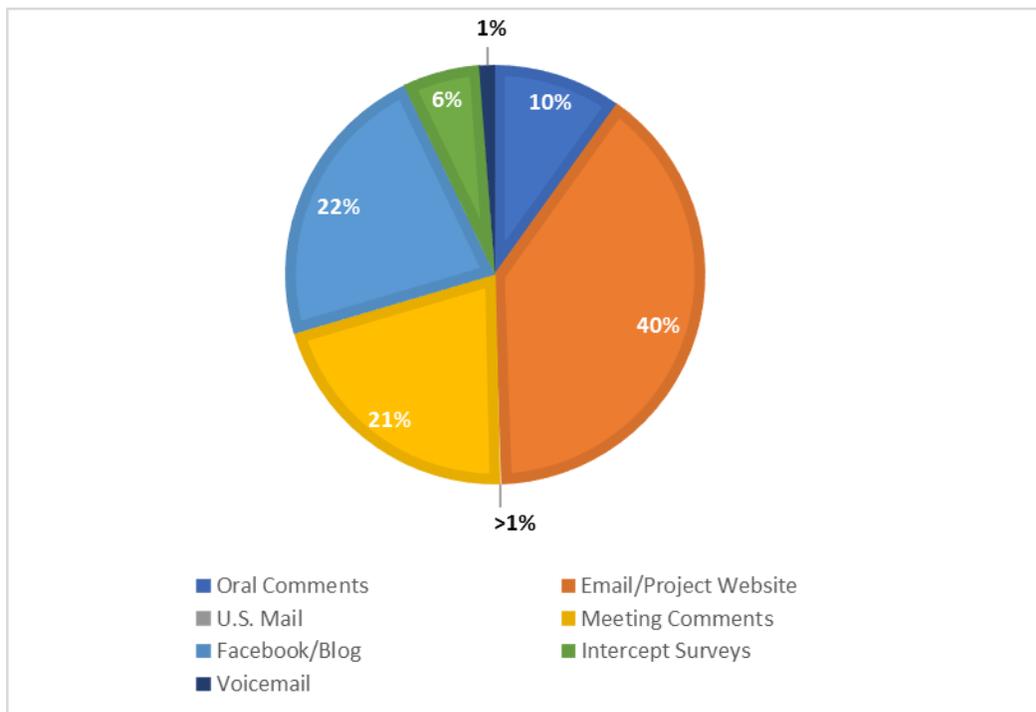
4.4 Scoping Comments Totals by Source

Metro received a total of 2,584 comments during the Public Scoping Period, which are summarized below. Public comments were received through seven (7) primary means including: **255** oral comments, **1,023** received electronically through Project email or website comment form, **5** through U.S. Mail, **537**

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through written comments submitted at project scoping and open house meetings, **580** received electronically through Metro’s Facebook posts, advertisements and blogs, **154** comments from transit stop intercept surveys, and **30** transcribed comments received on the Project’s telephone line.

Figure 3 Percentage of Comments by Source



5.0 Next Steps

The comments and/or questions received during the Public Scoping period will be analyzed and considered as part of the environmental study process. Metro will consider the issues raised and comments provided during the scoping period on both the project and on the appropriate scope and content of the Draft EIR. Technical Reports will be prepared to address each environmental resource in the CEQA Guidelines. These Technical Reports will be used to prepare the Draft EIR, which Metro anticipates completing and releasing for public review and comment in Fall 2020. The Draft EIR will include a log of all comments received during scoping. Release of the Draft EIR will be followed by public hearings in the Project area to gather community input and comments on the draft environmental document.