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

NOHO TO PASADENA TRANSIT CORRIDOR

Technical Advisory Committee
November 7, 2018
Project Background

> February 2017 - Completed NoHo to Pasadena BRT Corridor Technical Study
  • Identified both a primary street and freeway BRT concept

> Measure M Project
  • Projected opening date between FY 2022 and 2024
  • $267 million available from Measure M & SB1 Transit and Intercity Rail Capital Program (TIRCP)

> Corridor extends about 16 miles and is key regional connection between San Fernando and San Gabriel Valleys
What is BRT?

**LIGHT RAIL ON TIRES**

Bus Rapid Transit (BRT) is one of the technologies that could be used to implement Rapid Transit Service in key, heavily traveled corridors. BRT is essentially light rail on rubber tires - offering almost identical services features and characteristics as light rail, but with a significantly lower cost. BRT is intended to move large numbers of people quickly and efficiently to their destinations.

**FAST AND RELIABLE SERVICE**
- Dedicated lanes and signal priority
- Could run as frequently as every 5 minutes
- Stops every 1/2 mile to 1 mile (less frequently than local bus)
- Real time travel information

**CONVENIENT**
- Level boarding
- Off-board fare collection
- Multiple doors for quick boarding

**MODERN**
- Vehicles are often longer articulated and specially designed
- Latest energy efficient technologies

**COMFORTABLE**
- Spacious and comfortable interiors
- Enhanced stations (not stops)
- Amenities like Wi-Fi, bike racks, benches
Common BRT Elements

- Comfortable, Branded Vehicles
- Additional Branding Elements
- Running Ways
- Transit Signal Priority
- Enhanced Stations/Limited Stops
- Off-Vehicle Fare Payment/All Door Boarding
Examples of BRT Stations

Safe, well lit, and with rail-like amenities
Examples of BRT Running Ways

Center Running

Curb Running

Freeway Running
Metro Board has committed to a 100% zero-emission bus fleet by 2030
• The NoHo to Pasadena BRT will open with zero-emissions buses
• Provides important air quality and community health benefits

Vehicles also offer:
• Quieter operation
• Better ride quality
• Improved performance
Recap of Technical Study

> February 2017 – Completed NoHo to Pasadena BRT Corridor Technical Study

• Characterized existing corridor conditions and established a case for bus service improvement strategies

• Evaluated feasibility and challenges with potential BRT concepts including regional connectivity

• Identified both a primary street and freeway BRT
BRT Concept 1 – Street Running

- Approximately 18 miles of BRT connecting Metro Gold Line to Metro Red/Orange Line via Colorado, Broadway, Brand, Glenoaks, Olive, and Lankershim

- Alternative street alignments include:
  - Central (Glendale)
  - Magnolia (Burbank)
  - Alameda (Burbank)/Flower (Glendale)
  - Green/Union Couplet (Pasadena)
  - Chandler (Burbank)
BRT Concept 2 – Freeway Running

> Approximately 17 miles of BRT connecting Metro Gold Line to Metro Red/Orange Line via SR-134

> Alternative freeway alignment via SR-134/I-5 to Hollywood Burbank Airport
North Hollywood – Burbank

Street Running
> Lankershim/Riverside/Olive/Glenoaks
> Alternative street concepts:
  • Chandler
  • Magnolia
  • Alameda

Freeway Running
> Lankershim/SR-134/Media District
> Alternative freeway concept:
  • I-5 to Hollywood Burbank Airport
Glendale

Street Running
- Broadway/Brand/Glenoaks
- Alternative street concepts:
  - Central
  - Flower

Freeway Running
- SR-134/Media District
- Alternative freeway concept:
  - I-5 to Hollywood Burbank Airport
Eagle Rock - Pasadena

**Street Running**
- Colorado Boulevard
- Alternative street concepts:
  - Green/Union couplet

**Freeway Running**
- SR-134/Fair Oaks/Del Mar Station
- Alternative freeway concepts:
  - Exit on Colorado
  - Could also continue to Pasadena City College (PCC)
Initial Community Outreach Efforts

> September/October 2018 – held five community meetings
> Key takeaways:
  • General overall support for project
  • Concerns over loss of travel lane and parking
  • Need for safe and effective pedestrian/bicycle connections
> Meeting with other organized community/business groups
> Attending community events (i.e. farmers markets, neighborhood festivals)
Project Schedule

Alternatives Analysis
Environmental Study (EIR) & Conceptual Engineering
Engineering
Construction
Operation

Summer 2018 - Spring 2019
FY 2022 - 2024

Continued Public Participation
Next Steps

> Fall 2018 – Continue community participation activities

> Spring 2019

  • Return to Metro Board with completed Alternatives Analysis
  • Conduct public scoping meetings
  • Begin Draft EIR

> Continue to work with the affected Cities and communities