

North Hollywood to Pasadena BRT Corridor
Public Scoping Summary

October 2019

NORTH HOLLYWOOD TO PASADENA BRT CORRIDOR PROJECT PUBLIC SCOPING SUMMARY

Introduction

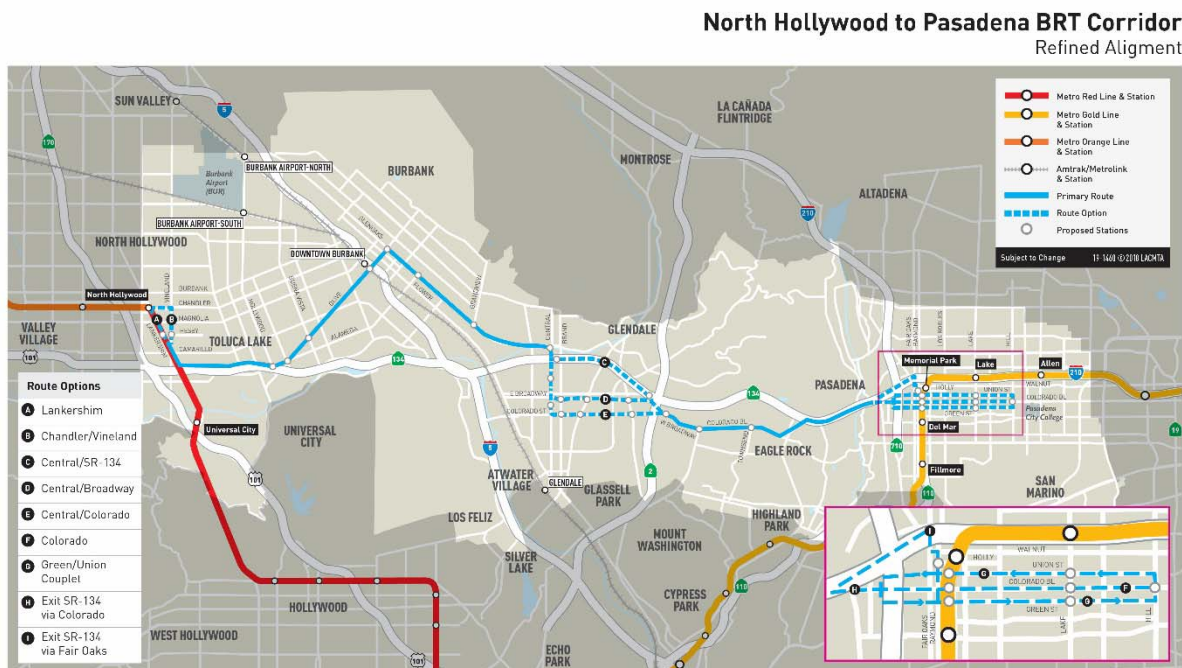
The Los Angeles County Metropolitan Transportation Authority (Metro) is currently studying a Bus Rapid Transit (BRT) project that would serve as a key regional connection between the San Fernando and San Gabriel Valleys. The purpose of the proposed North Hollywood to Pasadena Bus Rapid Transit (BRT) 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, the Alternatives Analysis (AA) Report, including its findings and recommendations, was presented to the Metro Board of Directors. At that time, the Metro Board directed staff to initiate the Draft Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). Metro is currently preparing the Draft EIR, beginning with the release of a Notice of Preparation (NOP) and a 60-day Public Scoping period that commenced on June 17, 2019 and ended on August 15, 2019.

Purpose of Scoping

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. *Figure 1* below shows the map of the Project which was included in the NOP and shared with the public during the scoping meetings.

Figure 1 – Project Map



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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

Comments received during the scoping process become part of the public record as documented in this Public Scoping Summary. The comments and questions received during the 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.

Public Scoping Meetings

Per CEQA (Title XIV, 15082) scoping is required when preparing a Draft EIR. 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, 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. Legal advertisement notices were published in ten (10) newspapers of general circulation in the Project area, and 178,000 notices, produced in English and Spanish, were mailed to property and business owners located within 500 feet from the proposed alternative alignments or within $\frac{1}{4}$ mile of proposed station areas.

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. This also included communicating with over 5,000 interested contacts in the Project's database that comprised contact names, organizations, mailing addresses, email addresses and 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 email blasts, social media advertisements, and meeting flyer distribution. Print and online media notifications were also provided throughout the Project study area during the 60-day scoping period.

An extensive social media advertisement campaign was developed in coordination with the scoping meetings and community open house meeting that included eight advertisements and reached a total of 217,187 individuals to build awareness of the project and notify the public of the meetings. The ads generated a total of 1,422 interactions, 562 comments and 49,353 video views.

Other Notification Efforts

The Project and its associated meetings earned featured media coverage in 15 different media publications, including Metro's The Source, Los Angeles Times, LA Daily News, Southern

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California Public Radio's KPCC, KCRW, Curbed LA, Los Angeles Magazine, CBS Los Angeles, NBC Los Angeles, and the Boulevard Sentinel, among others.

Additionally, the Project relies on Metro's existing relationships with community partners, elected officials, neighborhood councils, and Councils of Government to share the meeting information through their trusted notification measures, including the Cities of Los Angeles (Council Districts 2, 4, and 14), Burbank, Glendale, and Pasadena, Eagle Rock Neighborhood Council, NoHo Neighborhood Council, and Occidental College, among others.

Public Scoping Meeting Format and Comments

All five 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 get up 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 a little time before and after each meeting where members of the public could walk around and look at a number of boards displaying project information and ask questions of Project staff.

A Community Open House meeting was conducted in Eagle Rock with a slightly different format. This meeting included an open-house format where participants could engage in one-on-one dialogue with Project staff at different information stations. Those wishing to provide oral comments were still allowed to do so but were asked 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 at our community meetings. A total of 818 people attended the scoping meetings and/or the Community Open House meeting. Table 1 summarizes the number of comments received at each meeting.

Figure 2 – Scoping and Community Open House Meeting Photos



North Hollywood Scoping Meeting



Pasadena Scoping Meeting

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Glendale Scoping Meeting



Eagle Rock Community Open House Meeting

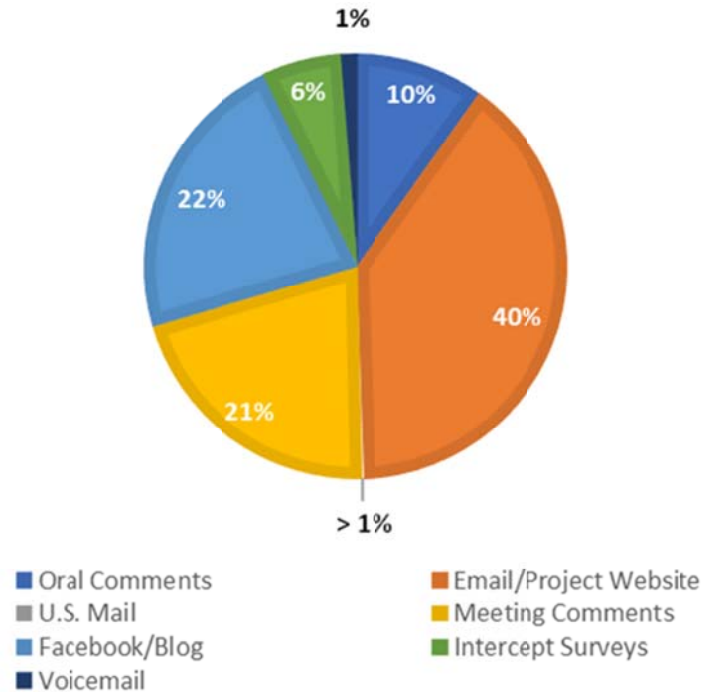
Table 1 – Summary of Meeting Comments

Meeting Date	Location	# of Attendees	# of Written Comments	# of Oral Comments
Tuesday, July 9, 2019	North Hollywood	51	19	18
Wednesday, July 10, 2019	Pasadena	80	26 51	29 22
Saturday, July 13, 2019	Eagle Rock	226	217 218	91 75
Monday, July 15, 2019	Burbank	90	30 31	22
Wednesday, July 17, 2019	Glendale	84	23	29 27
Wednesday, August 7, 2019	Eagle Rock (Community Open House)	287	222 226	66
Total		818	537 568	255 230

Metro received a total of **2,584 2,568** comments during the Public Scoping Period, which are summarized below. Public comments were received through seven (7) primary methods including: **255 230** oral comments; **1,023 1,030** written comments through Project email or website; **5** through U.S. Mail; **537 568** written comments submitted at Project scoping and open house meetings; **580** written comments through Metro’s Facebook posts, advertisements and blogs; **154** comments from transit stop intercept surveys; and **30** oral comments received from the Project’s telephone line. Figure 3 shows the percentage of comments received by source.

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Figure 3 – Percentage of Comments by Source



Comment Summary

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 Public Scoping:

Community-Specific Comments

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.

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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 and/or Colorado Boulevard option through Eagle Rock; we received 692 comments in support of Colorado vs. the 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 high quality transit service in the community.
- Additionally, we 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 stakeholders 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

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negative effects on businesses with dedicated bus lanes; 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 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. All these comments are 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 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.
- *Dedicated Lanes:* Many stakeholders expressed concerns regarding the loss of parking or travel 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 & 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, Figueroa, and Colorado in Eagle Rock
- Universal City
- Occidental College
- Eagle Rock Plaza

First/Last Mile

Comments received related to first/last mile strategies include 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. Several comments supported dedicated bus lanes to reduce travel times.

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Ridership

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

Next Steps

All 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 received 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 Spring 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.