



Public BRT workshops conducted November 2019

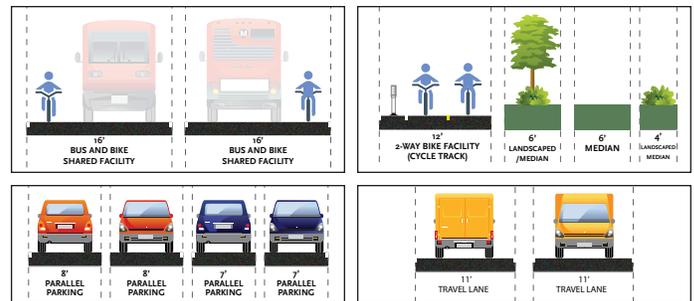
Introduction

Metro conducted a series of public BRT workshops in the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena that consisted of a brief presentation, followed by several interactive activities including a virtual polling survey, priority pyramid, and BRT street design activity. Some activities were tailored to each of the five communities. In Pasadena, a different street activity showing the various route options and a focus on station amenities was conducted given the proposed mixed-traffic configuration of bus lanes. The activities' purpose was to gain additional feedback on the street and station design considerations, understand priorities within each community and importance of amenities, including:

- **Virtual polling survey:** Participants were asked a series of questions regarding travel patterns, transit use, station amenities and streetscape design through a live feedback format. Each participant was given a handheld voting device that corresponded with answers listed on the screen and live, anonymous responses were displayed on the screen.
- **Priority pyramid:** Each participant was given a set of nine stickers that corresponded with priorities of BRT ranging from traffic movement, transit services to landscaping, and asked to rank one through six on a pyramid of importance.



- **BRT street design/build your street:** Participants were asked to work together at their table to build out how BRT would look and fit into specific street segments within North Hollywood, Burbank, Glendale and Eagle Rock (Pasadena completed a slightly different exercise, as described below). Each table was given a cross section of a street segment and a set of street criteria, such as bus, car, and bike lanes, landscaping, among others.



- **Station amenity exercise (Pasadena only):** Attendees at Pasadena were each given a set of three ping pong balls and asked to place them in any quantity into buckets labeled by priority of station amenity, including weather protection/lighting, seating, real time bus arrival times, among others.
- **Station mapping exercise (Pasadena only):** Participants were given maps of the proposed route options in Pasadena and asked to provide feedback on preferences of route options, station locations and general feedback..

Given the previous number of attendees at past meetings in Eagle Rock, Metro hosted three sessions to accommodate community interest and ensure all attendees had an opportunity to participate. Additionally, in Pasadena two sessions were held to accommodate the Pasadena City College students' schedules. There were thus a total of eight interactive community workshops held during the month of November.

- Pasadena Workshop Session 1: Wednesday, November 6
- Pasadena Workshop Session 2: Wednesday, November 6
- Glendale Workshop: Tuesday, November 12
- Burbank Workshop: Wednesday, November 13
- Eagle Rock Workshop: Saturday, November 16
- North Hollywood Workshop: Tuesday, November 19

These workshop formats better supported Metro’s goal of providing a safe and equitable environment for all meeting participants, while allowing the project team to interact and gain further feedback on specific design

considerations in each community. A total of **328 people attended the BRT workshops**.

Notification Efforts

The noticing methods included a series of eight email blasts to the project database, consisting of over 5,000 contacts, social media advertisements on Facebook, meeting flyers distributed at public venues in the project area. Meeting notices were mailed to 11,599 discrete addresses within Eagle Rock notifying residents of the new addition of the SR 134-freeway route option within Eagle Rock to be included in the environmental study, as well as, the BRT workshops. All materials were produced in English, Spanish and Armenian.

For Eagle Rock and Pasadena, Metro requested that attendees RSVP to the workshop at participants’ preferred time and location. Additionally, meeting notifications were leveraged to Metro’s existing relationships with community partners, elected officials, and neighborhood councils including in the cities of Los Angeles, Burbank, Glendale, Pasadena, as well as the Eagle Rock Neighborhood Council, Occidental College, and Pasadena City College, among others, to share the meeting information through their own trusted notification measures.

Community-Specific Feedback

Pasadena Workshop

A total of **73 participants** signed in for both sessions conducted at Pasadena City College.



Given the proposed mixed-traffic bus lane configurations in Pasadena, one of the virtual survey questions used for other meetings was removed and replaced with a separate activity asking participants to prioritize station amenities by placing ping-pong balls in labeled buckets indicating what is most important to them. Additionally, because of the proposed non-dedicated bus lanes in Pasadena, participants were asked to provide written comments on a map of the route options being studied in Pasadena, instead of the build your street activity.

VIRTUAL SURVEY HIGHLIGHTS

- Which of the following describes you?
 - › **54%** responded as: **Two or more of the above answers (I live within the study area, work within the study area, student within the study area)**
- What currently discourages you from taking transit more often?
 - › **50%** responded as: **Limited schedule flexibility (train/bus schedule)**

- If additional landscaping is possible, where would you prefer to see it focused?
 - › **63%** responded as: **Along sidewalks**
- What aspects of the BRT would encourage you to use transit more often?
 - › **50%** responded as: **Clean vehicles and transit stops**
- Which corresponding street improvements around BRT stations would you be most excited to see?
 - › **47%** responded as: **Crosswalk improvements for enhanced safety**
- Which streetscape amenity around BRT stations is most important to you?
 - › **44%** responded as: **Street trees**

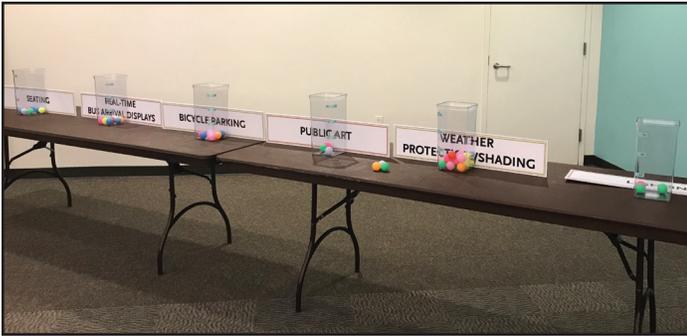
PRIORITY PYRAMID TOP THREE

- Combined Sessions:



STATION AMENITIES

- Weather Protection/Shading and Real-Time Bus Arrival Displays were preferred station amenities



MAP EXERCISE THEMES

- Participants favored the Colorado Blvd route in Pasadena because of its access to important destinations; one group also suggested a Colorado/Green couplet
- Several participants specifically expressed that the SR 134-freeway option in Eagle Rock is the least favored option
- Many participants expressed the need for better bike parking and bike storage on buses
- Some participants expressed importance of a stop at Hill; others said there should be a better connection to the Gold Line Allen Station
- Some participants stressed the need for more shade and more lighting at stations
- Some participants expressed the need for improved accessibility for aging adults and people with disabilities

Glendale Workshop

A total of **22 participants** signed in for the BRT workshop at Glendale Central Library. The virtual survey, priority pyramid and envision your street activity, including the Broadway, Colorado, Central and Glenoaks street options were conducted at the Glendale workshop.

VIRTUAL SURVEY HIGHLIGHTS

- If you were to use BRT, what would you use it for?
 - › **46%** responded as: **To get to activity centers (shopping or entertainment)**
- What currently discourages you from taking transit more often?
 - › **69%** responded as: **Limited schedule flexibility**
- What aspects of the BRT would encourage you to use transit more often?
 - › **61%** responded as: **Nicer sidewalks and areas for pedestrians**
- Which station amenity is most important to you?
 - › **46%** responded as: **Weather protection/shading**

PRIORITY PYRAMID TOP THREE



ENVISION YOUR STREET TAKEAWAYS

- Participants at the workshop in Glendale preferred to experiment with street redesign on Broadway over Colorado. Both table groups chose to introduce a side-running bus/bike shared lane in each direction and kept one travel lane in each direction. One group removed parking on both sides, allowing for some new landscaping, while the other only removed parking on one side.

Please click [here](http://www.flipsnack.com/robertgroup/noho-to-pas-workshop-activities.html) or visit www.flipsnack.com/robertgroup/noho-to-pas-workshop-activities.html for details.

Burbank Workshop

A total of **17 participants** signed in for the BRT workshop at Buena Vista Branch Library. The virtual survey, priority pyramid and envision your street activity, including Olive and Glenoaks street options, were conducted at the Burbank workshop.



VIRTUAL SURVEY HIGHLIGHTS

- Which of the following describes you?
 - › **60%** responded as: **I live within the study area**

- If additional landscaping is possible, where would you prefer to see it focused?
 - › **60%** responded as: **Along sidewalks**
- When taking transit, which is most important to you?
 - › **53%** responded as: **Transit stops near where I live and where I'm going**
- What aspects of the BRT would encourage you to use transit more often?
 - › **67%** responded as: **Clean vehicles and transit stops**
- Which station amenity is most important to you?
 - › **64%** responded as: **Real-time bus arrival displays**
- Which corresponding street improvements around BRT stations would you be most excited to see?
 - › **68%** responded as: **Crosswalk improvements for enhanced safety**



VIRTUAL SURVEY HIGHLIGHTS

- Which of the following best describes you?
 - › **56%** responded as: **I live within the study area**
- If additional landscaping is possible, where would you prefer to see it focused?
 - › **43%** responded as: **Along sidewalks**
 - › **42%** responded as: **Along medians**
- When taking transit, which is most important to you?
 - › **50%** responded as: **Transit stops near where I live and where I'm going**
- Which corresponding street improvements around BRT stations would you be most excited to see?
 - › **47%** responded as: **Crosswalk improvements for enhanced safety**
- Which streetscape amenity around BRT stations is most important to you?
 - › **56%** responded as: **Street trees**

PRIORITY PYRAMID TOP THREE



ENVISION YOUR STREET TAKEAWAYS

- In Burbank, participants explored alternative road configurations on Glenoaks and Olive. With Glenoaks, community members removed the center turn-lane and parking, maintained two travel lanes in both directions, and introduced curb-running bus lanes while maintaining existing sidewalk and landscape on both sides.

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Eagle Rock Workshop

A total of **195 participants** signed in for the BRT workshop at Yosemite Recreation Center. The virtual survey, priority pyramid and envision your street activity, including a Colorado Blvd option were conducted at the Eagle Rock workshop.

PRIORITY PYRAMID TOP THREE



ENVISION YOUR STREET TAKEAWAYS

- The three Eagle Rock workshops were very well attended, with a total of 25 groups that participated in the street reconfiguration exercise on Colorado. Most groups (19) chose to narrow the landscaped median, anywhere from 4–12'; a few eliminated the median altogether and some kept them at 16'. The majority of groups (21) chose to maintain two travel lanes in each direction and the same number of groups kept parking on both sides. There was a slight preference for center-running bus lanes over side- or curb-running lanes. Finally, most (20) groups chose to keep bike lanes on both sides, with many opting for parking or landscaping-protected versions, and many groups added landscaping to sidewalks.

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North Hollywood Workshop

A total of **21 participants** signed in for the BRT workshop at the Los Angeles Soccer Club. The virtual survey, priority pyramid and envision your street activity, including Lankershim and Vineland street options were conducted at the North Hollywood workshop.



VIRTUAL SURVEY HIGHLIGHTS

- If you were to use this BRT, what would you use it for?
 - › **54%** responded as: **To get to activity centers (shopping or entertainment)**

- What currently discourages you from taking transit more often?
 - › **54%** responded as: **Limited schedule flexibility**
- When taking transit, which is most important to you?
 - › **58%** responded as: **A fast ride that gets me there quickly**
- Which station amenity is most important to you?
 - › **61%** responded as: **Weather protection/shading**
- Which streetscape amenity around BRT stations is most important to you?
 - › **57%** responded as: **Street trees**

PRIORITY PYRAMID TOP THREE



ENVISION YOUR STREET TAKEAWAYS

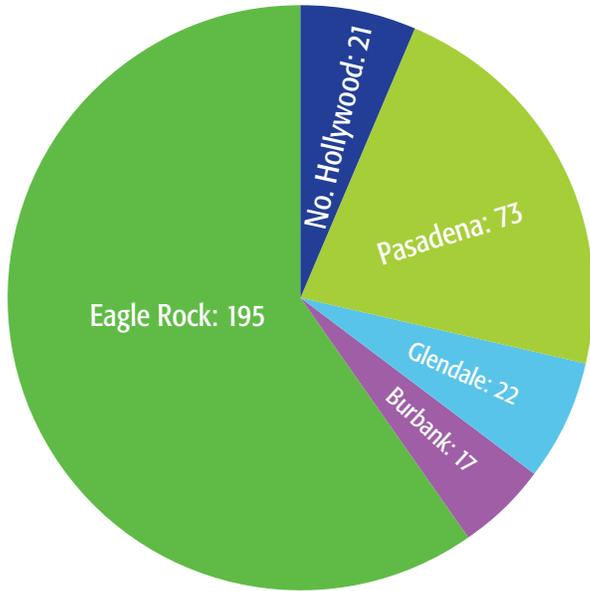
- In North Hollywood, community members experimented with reconfiguring Lankershim and Vineland. On Lankershim, one group reduced travel lanes to one in each direction, removed the center turn lane, and added side-running bus lanes. They also maintained parking on both sides while creating parking-protected bike lanes in both directions. Another group also reduced travel lanes to one in each direction and removed the center turn lane, and also removed parking on both sides. They then introduced center-running bus lanes as well as landscape-protected bike lanes.

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Overall Workshop Summary

The majority of local community members generally supported and/or were not opposed to the project. Many attendees had specific comments regarding the different route alignment options and configurations, station amenities, transit service needs and within the Eagle Rock community, a study and design consideration for an SR-134 Freeway option.

PARTICIPANTS BY MEETING



PRIORITY PYRAMID TOP RESULTS



OVERALL VIRTUAL SURVEY HIGHLIGHTS

1. Which streetscape amenity around BRT stations is most important to you?	Street trees	52%
2. Which corresponding street improvements around BRT stations would you be most excited to see?	Crosswalk improvements for enhanced safety	46%
3. Which station amenity is most important to you?	Weather protection/shading	42%
4. What aspects of the BRT would encourage you to use transit more often?	Clean vehicles and transit stops	47%
5. When taking transit, which is most important to you?	Transit stops near where I live and where I'm going	48%
6. If additional landscaping is possible, where would you prefer to see it focused?	Along sidewalks	48%
7. What currently discourages you from taking transit more often?	Limited schedule flexibility (train/bus schedule)	37%
8. If you were to use this BRT, what would you use it for?	To get to activity centers	42%
9. How often do you take transit?	Only on special occasions	26%
10. Which of the following describes you?	I live within the study area	51%

Online Survey Results

A total of 428 respondents participated in the online survey that was made available on the project website and link sent out via email blasts to the project database. The online survey consisted of the virtual survey questions and priority pyramid activities that were conducted at the

workshops to allow individuals who could not attend the workshops to provide feedback. In addition, respondents were able to leave general comments on the survey as well.

TOP ONLINE SURVEY RESULTS

1. Which streetscape amenity around BRT stations is most important to you?	Street trees	50%
2. Which corresponding street improvements around BRT stations would you be most excited to see?	Bike lane improvements	41%
3. Which station amenity is most important to you?	Real-time bus arrival displays	41%
4. What aspects of the BRT would encourage you to use transit more often?	Clean vehicles and transit stations	54%
5. When taking transit, which is most important to you?	Transit stops close to where I live and where I want to go	40%
6. If additional landscaping is possible, where would you prefer to see it focused?	Along sidewalks	56%
7. What currently discourages you from taking transit more often?	Limited schedule flexibility	50%
8. If you were to use this BRT, what would you use it for?	To travel to activity centers such as shopping and entertainment	51%
9. How often do you take transit?	Regularly	25%
10. Which of the following describes you?	I live within the study area	57%

PRIORITY PYRAMID TOP RESULTS



Next Steps

All comments and/or questions received during at the BRT workshops will be analyzed and considered as part of the environmental study process. Metro anticipates completing and releasing the Draft Environmental Impact Report (Draft EIR) for public review and comment in Spring

2020. 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.