



April 2, 2025

Anthony DeFrenza
Metro Los Angeles Director, Engineering
One Gateway Plaza - Mail Stop 99-18-4
Los Angeles, CA 90012

via e-mail

Re: North Hollywood to Pasadena BRT 30% Submittal Documents

Dear Mr. DeFrenza,

The Eagle Rock Association (TERA) has been a consistent supporter of the plan to bring a new high quality transit service to Eagle Rock via the North Hollywood to Pasadena Bus Rapid Transit project dating back to 2016. We appreciate Metro's efforts to engage the Eagle Rock community to ensure this project is a success.

TERA has reviewed the 30% Submittal documents (dated 1/27/2025) and thank Metro's project team for design adjustments in response to community feedback in Eagle Rock from ourselves and others, including efforts to maintain existing Al Fresco dining areas, to accommodate delivery access to Trader Joe's, and to provide more efficient pick-ups and drop-offs for Dahlia Heights Elementary School.

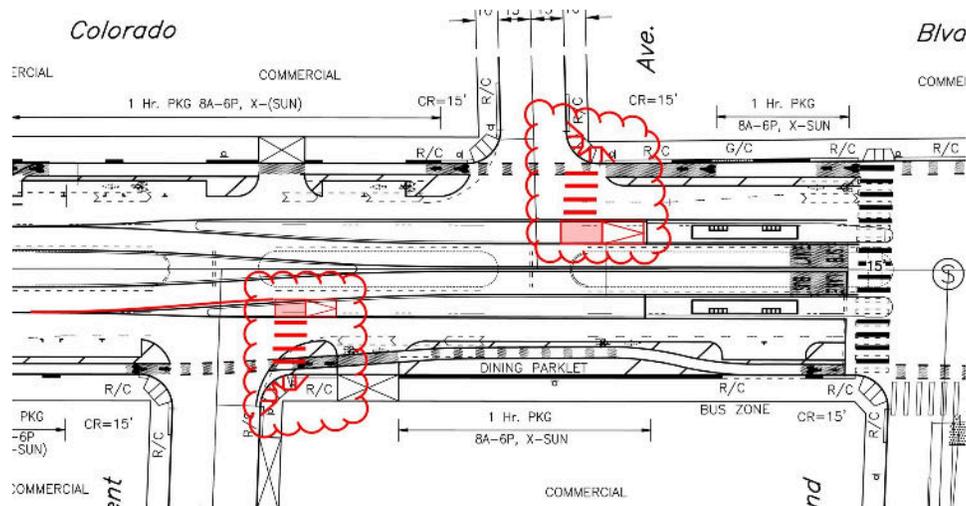
As Metro works to refine and improve engineering documents, TERA offers the following comments. We appreciate your timely attention to these comments, and are available to discuss or clarify any questions that may arise.

Station Access / Promoting a Walkable Street:

Metro's effort to improve transit service to Eagle Rock along Colorado Boulevard aligns well with TERA's longstanding and partially Metro-funded Take Back the Boulevard initiative, which seeks to promote a more walkable and family-friendly commercial district. Walkable streets inherently promote better and more heavily utilized transit service. To that end, it is important that as Metro develops detailed design documents that it works to implement a walkable street that is intuitive, convenient, and accessible for pedestrians.

When stations are provided with access from both sides, they provide better security (the ability for someone to exit in multiple directions), as well as safer and more convenient access (e.g. if someone is rushing to access a platform in advance of an approaching bus). Please provide

additional crosswalks across general travel lanes on the west side of the Townsend Station platform at Vincent Avenue to provide more convenient and direct access.

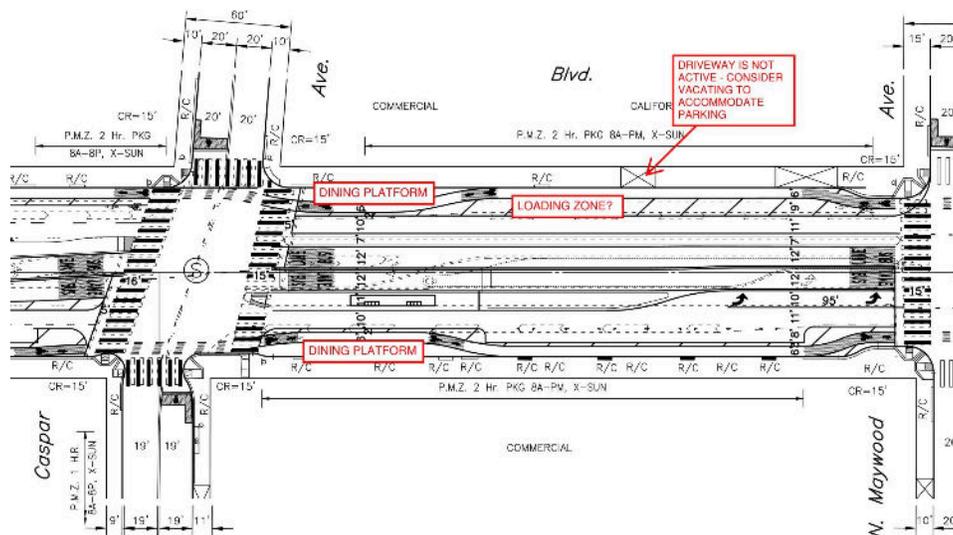


Pedestrian Curb Ramps:

30% Submission plans show numerous locations where new curb ramps are to be installed, but are currently shown as minimum-width 45° ramps that direct pedestrians into the path of bicycle traffic. This includes but is not limited to locations at Ellenwood (Northeast corner), Argus (Northeast corner), Loleta (Northwest & Southeast corners), Mt. Helena (Southwest & Southeast corners). Where new curb ramps are provided, ramps should be provided parallel to the direction of travel. No new 45° ramps should be utilized. Where dual ramps would result in a trip hazard, fan ramps should be installed. Additionally, please size new curb ramps appropriately to projected increases in pedestrian capacity as a result of the project, including incorporating curb ramps greater than the 4' minimum width at major intersections and intersections serving new BRT stations.

Loading Zones between Maywood and Caspar:

On the north side of Colorado between Caspar & Maywood there is a need for vehicle pick-ups & drop-offs for an existing education business (Mathnasium). If space for vehicle drop-offs is not provided, it will encourage drivers to park and idle within the provided bike lanes or to block the general travel lane. Sheet SS-ERW-104 shows a large buffered area at this location. Is it possible to incorporate a loading area within this area to accommodate this need? Please consider working with the City of Los Angeles and the adjacent business, Z Cars, to determine whether the existing non-operational mid-block driveway can be vacated in order to accommodate needed parking spaces/loading zones.



Business Interruption Fund:

Eagle Rock's small business community has consistently expressed concern that even an abbreviated construction timeline will have a negative impact on local small businesses that are already strained after years of pandemic. The Metro Board of Directors previously communicated that a Business Interruption Fund would be considered for this project, and we continue to ask that this be provided to ensure that Eagle Rock does not lose the very businesses that this project is tasked with providing better access to. Please share with the Metro Board of Directors that there continues to be a strong need for this funding, and that Metro's Eat Shop Plan program is not sufficient to protect our community's small businesses from construction impacts.

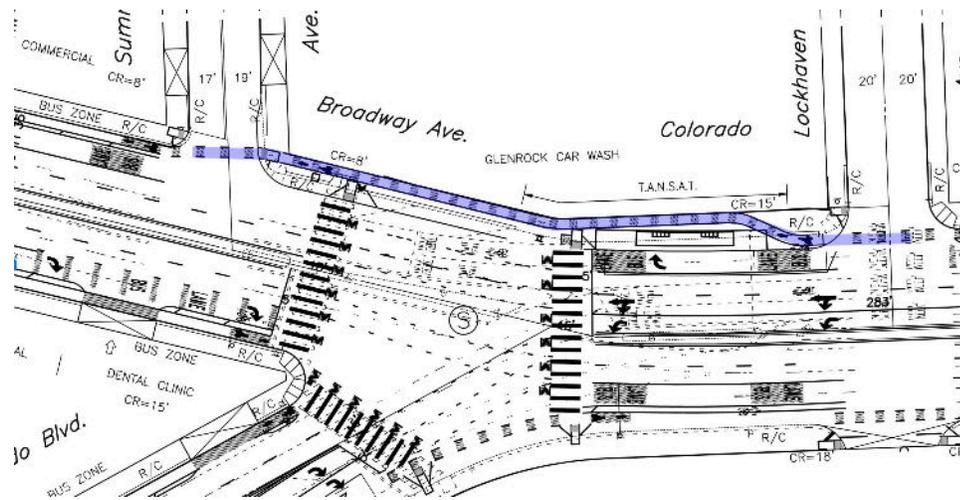
Bicycle Facilities:

The incorporation of new protected bicycle facilities on Colorado Boulevard will provide a major improvement to making Colorado Boulevard safer for all users, and in making bicycle commuting more accessible to a greater range of ages and abilities.

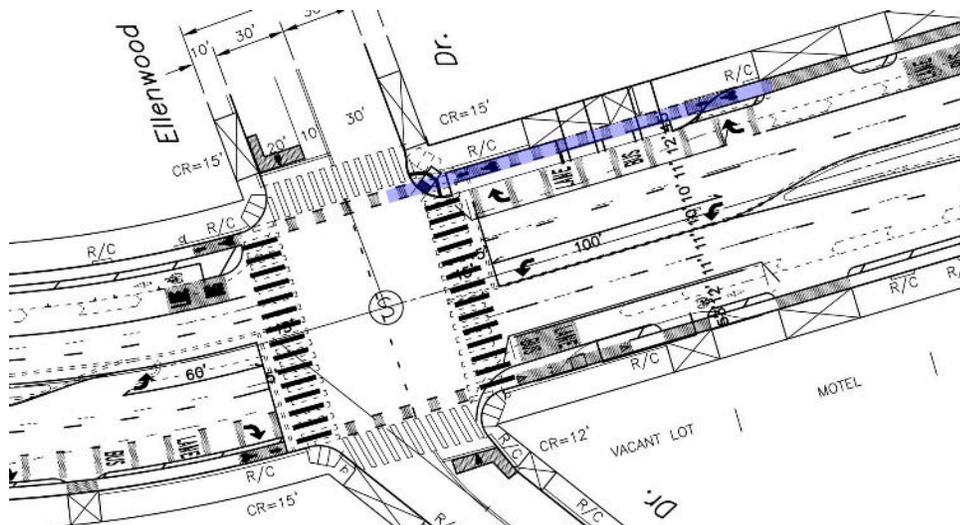
Unfortunately, a large section of the design of the bicycle facilities for this project appear to be subpar in the 30% Submission documents, and require significant refinement to make them safe, comfortable, and dignified. In particular, sections west of Eagle Rock Boulevard appear to conflict with pedestrian facilities and require non-intuitive movement and maneuvers from people on bikes that preclude use of the project's bike infrastructure by all ages and abilities.

1. The westbound bikeway between Lockhaven and Broadway appears to locate a one-way minimum-width bikeway as a shared bike/pedestrian facility on the sidewalk. This is unsafe, counter to project goals, and requires redesign. Should bikeway and pedestrian facilities need to be co-located, they must be a minimum of 8' in width. Where an angled ramp would require a cyclist to rise to the level of a sidewalk while performing a turning maneuver, such ramps should be a minimum of 6' wide to minimize the danger

of falls. Where any curb ramp is to be shared by pedestrians and people on bikes, it should be a minimum of 8' wide to avoid collisions.

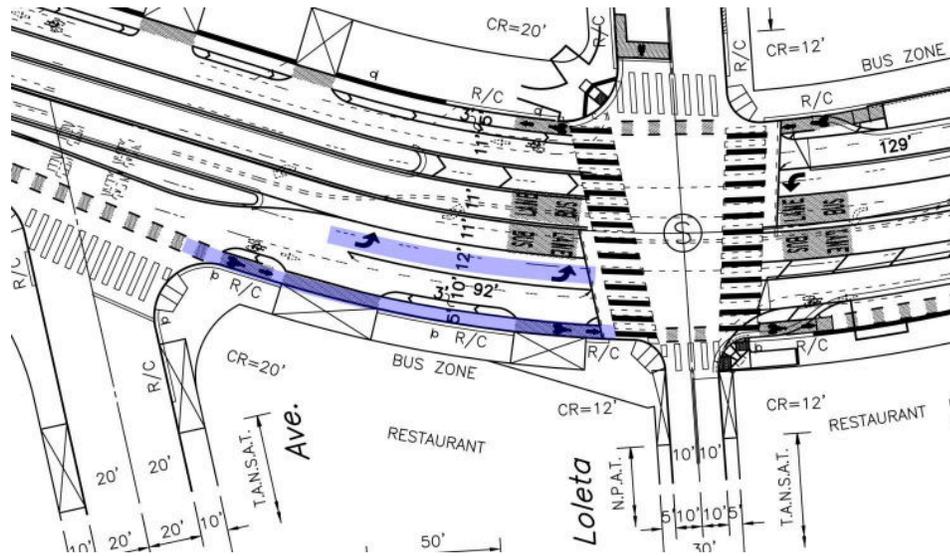


2. The westbound bikeway approaching Ellenwood Drive appears to show a minimum-width sidewalk level bikeway at a local bus stop that shares a 4' wide 45° curb ramp with pedestrians. This is unacceptable and unsafe. Should a curb ramp be provided for both pedestrians and people on bikes at this location, it should provide bi-directional 90° curb ramps or a larger fan ramp, and should provide a minimum of 8' in ramp width in the direction of travel along Colorado Boulevard.

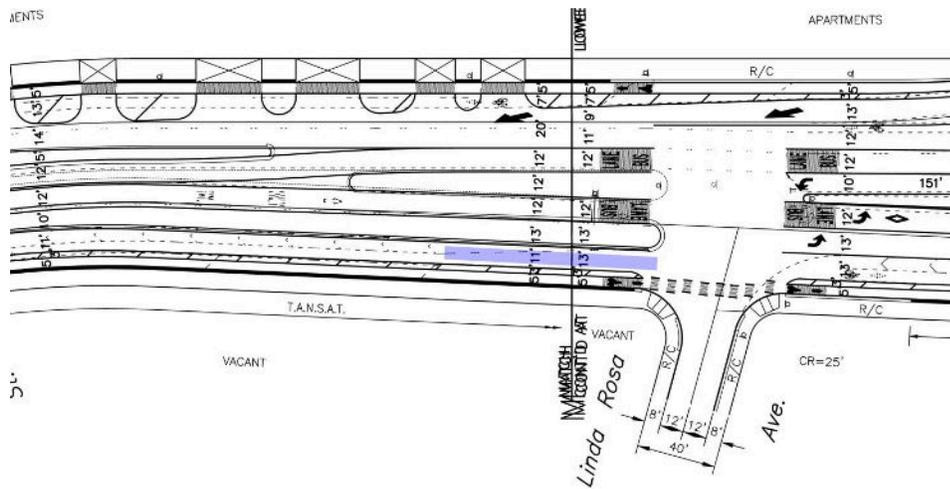


3. It appears that a number of locations provide 5' wide curbside bike lanes that include the 2' gutter pan within that dimension. This may result in unsafe seams within the bike lane over time as the roadway wears, lanes that are unsafe for people on bikes to pass one another, and increase the possibility of crashes or catching the curb edge should any hazards appear within the bike lane. Where possible, bike lane width should be prioritized to provide a minimum of 5' clear outside of the gutter pan, particularly where travel lanes or turn lanes can be reduced in width.

- Between Floristan and Loleta eastbound (sheet SS-ERE-102) there is a 12' wide turn pocket provided. Please consider reducing the width of this turn pocket in order to provide additional width for the undersized curbside bike lane.



- At Linda Rosa Avenue eastbound (sheet SS-ERE-103), inconsistent 11' & 13' travel lane widths are shown at matchline M. Please consider reducing the 13' travel lane to 11' in order to provide a larger width curbside bike lane



First Mile / Last Mile Coordination:

This project has the potential to provide new high quality transit service to Eagle Rock area schools and parks if riders are provided with first mile/last mile options. Townsend Avenue between Colorado Boulevard and Yosemite Drive, in particular, is a strong candidate for improved active transportation options to Eagle Rock Jr/Sr High School (ERHS), Yosemite Recreation Center, and Rockdale Elementary School. Please collaborate with the City of Los Angeles to provide bike lanes on this 0.4 mile stretch of Townsend Avenue. TERA and our collaborators at ROCK Community, ERHS, and Rockdale Elementary have recent success in

community outreach via our Slow Yosemite project and remain available as a community resource to advance this important first mile/last mile connection.

Landscape:

30% Submission Landscape plans appear to ignore years of community feedback on the desired approach to enhance Colorado Boulevard with significantly increased greenery and native plants. It is recommended that the project team work with the office of Councilmember Ysabel Jurado to convene a focus group to allow the project design team to be refreshed on previous community feedback on landscape elements in a timely manner.

Overall, the landscape design should maximize median space with a cohesive selection of plants that build off of the semi-native palette that was installed two years ago in Colorado Boulevard parkways as part of the Take Back The Boulevard project.

1. Trees: Plans appear to show far fewer trees in medians than were shown in preliminary renderings to the community and in doing so would limit goals to increase greenery on Colorado Boulevard. We request that Metro incorporate significantly more trees within medians, such as in medians from Shearin Avenue to Glen Iris Avenue, adjacent to Windermere Avenue, adjacent to Eagle Dale Avenue, from Holbrook Street to Linda Rosa Avenue, from Hartwick Street to Mt. Helena Avenue, from Dahlia Drive to Loleta Avenue, and from Hermosa Avenue to Vincent Avenue.

Where narrow medians and median fingers prohibit use of larger trees, please consider incorporating smaller trees such as *Ceris Occidentalis* ("Western redbud"), *Chilopsis Linearis* ("Desert-willow"), or shrubs that can grow larger such as *Ceanothus 'Ray Hartman'*.

Current plans show nine different species of trees. We request narrowing the number of selections within Eagle Rock to provide some level of uniformity and cohesive character to the street.

For larger Median trees, please consider limiting to four options. We recommend including Engelmann Oak as a locally appropriate native tree. Other options for median trees may include *Cinnamomum Camphora*, *Lophostemon Confertus*, *Ulmus Parvifolia* ("Chinese Elm"), and/or *Arbutus Marina* ("Marina Strawberry"). We request elimination of *Liquidambar Stryaciflua* ("Sweetgum") and *Lagerstroemia India* ("Pride of India") because of their heavy maintenance requirements.

For Parkway and smaller Median trees, please consider using trees from the same palette recently installed on Colorado Boulevard as part of the Take Back The Boulevard project: *Ceris Occidentalis* ("Western redbud"), *Chilopsis Linearis* ("Desert-willow"), *Geijera parviflora* ("Australian willow"), and *Lagerstroemia* ("Crape myrtle").

2. Shrubs: We appreciate that Median Shrubs Type 1 are native selections. We request that *Ceanothus 'Ray Hartman'* also be considered for inclusion or in place of one of the current selections.

3. Groundcover: Median Groundcover Type 2 selections are unacceptable and disregard previous community feedback requesting native plants. We wholly object to use of invasive *Carpobrotus edulis* ("ice plant"). We suggest replacing all Type 2 groundcover selections. Please incorporate native sages that bloom and support native fauna such as *Salvia mellifera* 'Tera Seca,' 'Bee's Bliss,' 'Shirley's Creeper,' 'Mrs. Beard,' 'Dara's Choice,' and/or *Leucophyllas*. Additionally consider incorporation of drought tolerant buckwheats, verbenas, encelias, epilobium, coyote bush, and native grasses.
4. Hardscape: Use of stamped concrete appears to be excessive, reduces a landscaped feel of median elements, and contradicts the preliminary renderings that were shown to community members previously. Other than pedestrian-accessible areas at BRT stations, we request that hardscaping within the medians be eliminated, and replaced with permeable, low ground cover.

Collaborate with the City of Los Angeles on Funding Eagle Rock-Specific Improvements:

The City of Los Angeles Department of Transportation has an idle Colorado Boulevard Parking Credit Program ("Special Fund 49M") with approximately \$129,000 in funds that may only be spent on parking, transit, and/or pedestrian improvements along Colorado Boulevard. As recent state law AB 2097 has made area development exempt from new parking requirements, the program is no longer actively receiving funds. We encourage the City of Los Angeles and Metro to work collaboratively to utilize these idle funds as part of this project to provide increased and more mature landscape elements and upgraded and more aesthetically-pleasing safety materials for protected bicycle lanes and Al Fresco dining areas in Eagle Rock.

Conclusion:

TERA is excited about welcoming a new high quality transit service to Eagle Rock, and thanks Metro for the opportunity to provide feedback as Metro works to refine the design of the North Hollywood to Pasadena Bus Rapid Transit project. As the project moves forward in the detailed design process, we want to make ourselves available as a community resource to inform the design team of long standing community goals, neighborhood context, previous feedback, and areas for improvement.

Sincerely,



Michael MacDonald
President

cc: Matt Evans, Metro Los Angeles
John Durant, Metro Los Angeles
Karina Macias, Office of Supervisor Hilda Solis
Kevin Ocubillo, Office of Councilmember Ysabel Jurado
Caleb Elguezabal, Office of Councilmember Ysabel Jurado