



August 7, 2019

Mr. Scott Hartwell
Metro
One Gateway Plaza
Los Angeles, CA 90012
sent via email: nohopasbrt@metro.net

Re: NoHo - Pasadena BRT Project | Support for street-running Colorado Blvd. option

Dear Mr. Hartwell,

The climate crisis is upon us. We need to be doing all that we can in the near-term to drastically reduce climate pollution. We also must help people prepare for the climate impacts that are already hitting Los Angeles, such as more extreme heat days, poor air quality associated with hotter days, and flashier precipitation events.

Transportation continues to be the largest source of greenhouse gas emissions in California. Cleaner cars and fuels alone will not be enough to reduce the amount of climate pollution that is needed. We also need to reduce the amount of driving that occurs. Improving walking, biking and public transit options are critical to cutting back on driving. That is why Climate Resolve was such a strong supporter of Measure M. With its successful passage, Metro now has the funds needed to make sustainable transportation options viable for more Angelenos. Rail system expansion is underway; with the remaining limited funds, Metro must do all that it can to make its bus service more appealing and better serve its riders.

The North Hollywood to Pasadena Bus Rapid Transit (BRT) project would create a key transit corridor and significantly improve connectivity through North-East Los Angeles. It is an area where many people live and work. Over 700,000 daily trips occur in the project area, most of which are people driving in cars by themselves. In studying the likely impact of a BRT corridor that runs on local streets versus on the SR-134 freeway, Metro found that the primary street option would have a daily ridership of 29,570 in its opening year of 2022 -- 28% more than a

primary freeway option would have (23,136)¹. This is in large part due to the greater accessibility and connectivity that a street running option provides. Simply put, the street running option does a better job at getting people to and from where they want to go.

For this reason, because the street running option would be more effective at reducing driving-related climate pollution, **Climate Resolve supports Metro's proposal to pursue a street running BRT corridor** transit connection between North Hollywood and Pasadena, including service to Eagle Rock.

Additionally, we encourage Metro to **improve first-last mile connections** to the proposed BRT corridor by making walking and biking routes in the area safer and more appealing. Street trees, cool pavement, shade structures, bioswales and drinking fountains should all be a part of this climate resilient multi-modal corridor approach. Real-time arrival information, lighting, transit signal priority, all-door boarding, and free or otherwise expedited fare collection should all be implemented as well, in order to **make the new BRT service the best that it can be**.

Change is often met with resistance, as people fear that which they do not know. It is our hope that someday Angelenos will love the high quality BRT service that Metro provides, and we will have you, Metro, to thank for ushering it in.

Sincerely,



Bryn Lindblad
Deputy Director

¹ Metro (2019): North Hollywood to Pasadena BRT Corridor Planning and Environmental Study - Alternatives Analysis Report
<https://media.metro.net/projects_studies/brt/images/AlternativesAnalysisReport_2019-0416.pdf>