

MOTION

PUBLIC WORKS

In November 2016, Los Angeles County voters overwhelmingly approved Measure M – a 0.5% sales tax increase (until 2039 when it increases to 1%) – that raises money for regional transportation projects. As part of that ballot measure, each Metro subregion selected transit projects that would be funded by the proceeds of this sales tax increase. Among the projects selected by the Arroyo Verdugo Cities subregion was the North Hollywood to Pasadena Bus Rapid Transit (BRT) project. — a dedicated bus lane running from the North Hollywood Red Line Metro Station to the Pasadena Gold Line Metro Station. By virtue of the project’s alignment, the Eagle Rock neighborhood will be crossed in some manner by the BRT.

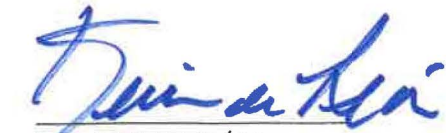
Metro’s Draft Environmental Impact Report (EIR) for the BRT project released in November 2020 did not reflect a clear understanding of community priorities. Metro’s Final EIR put forth the Refined F1 version as Metro’s preferred option. This option aligns with what the community has expressed if Metro commits to mitigations crafted in response to community concerns. These concerns were uplifted by the Metro Board who committed at their April 28, 2022 meeting to integrate the proposed mitigations into the implementation of the project before adopting the Final EIR for the BRT.

I THEREFORE MOVE that the City Council instruct the Department of Transportation (LADOT) and the Department of Public Works (DPW) to incorporate the attached mitigations outlined in Section 5 - Mitigation Monitoring & Reporting Program pages 5-10 through 5-13 from Metro’s Final EIR (dated March 22, 2022), and the attached mitigations from the City of LA’s letter to Metro in response to the Final EIR (dated March 30, 2022) into their project plan approval process for the North Hollywood to Pasadena Bus Rapid Transit Project.

I FURTHER MOVE that the City Council instruct LADOT and DPW to certify that the above mitigations have been implemented prior to the issuance of Approved For Construction (AFC) construction plans or the implementation of any Worksite Traffic Control Plans.

PRESENTED BY:

SECONDED BY:


KEVIN DE LEÓN
Councilmember, 14th District



ORIGINAL

AUG 25 2023

PK

Attachment A - Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
TRANSPORTATION			
<p>TRA-1: Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If</p>	<p>Prepare a Traffic Management Plan</p>	<p>Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.</p>			
<p>TRA-2: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>
<p>TRA-3: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>			
<p>TRA-4: Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>
<p>TRA-5: Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.</p> <p>In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.</p>	<p>Design Proposed Project to safely integrate bicycle and automobile lanes</p>	<p>Lead Engineer/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Final Design</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>TRA-6: The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>
<p>TRIBAL CULTURAL RESOURCES</p>			
<p>Refer to CUL-2</p>	<p>Refer to CUL-2</p>	<p>Refer to CUL-2</p>	<p>Refer to CUL-2</p>

SOURCE: Terry A. Hayes Associates Inc., 2022.

BUSINESS INTERRUPTION			
#	Mitigation Measures	Monitoring Agency	Responsible Party
COMMUNITY ADVISORY COMMITTEE			
	Metro shall establish a Community Advisory Committee (CAC). CAC input will be mandatory for the project for topics including, but not limited to: landscaping and tree design, station design aesthetics, and construction closures.		
1	Metro shall also hire at least one staff member who is dedicated full-time to addressing issues related to the project in Eagle Rock. Duties shall include, but not be limited to, assisting businesses with BIF applications, facilitating meetings with the CAC, stakeholder engagement, and addressing construction concerns.	Council District 14	Metro
STATION DESIGN AND WAYFINDING			
2	The Colorado Boulevard Specific Plan should guide the design of proposed BRT station. All station designs should be unique to match the historic Eagle Rock community including, but not limited to, furniture, waste receptacles, and public art require CAC approval	Bureau of Engineering / Department of City Planning	Metro
TREES AND LANDSCAPING			
3	Landscaping shall be California native and drought tolerant to the maximum extent feasible. Any landscaped medians that are removed shall be replaced with an equal or greater square footage of landscaping and shall be maintained by Metro for a minimum of 5 years after project completion in Eagle Rock. All landscaping should maximize stormwater capture based upon guidance from the Bureau of Sanitation.	Bureau of Street Services	Metro
4	Metro shall replace trees at a 4:1 ratio, with a minimum box size of 36" for trees in the parkway and 48" for trees in medians. The box sizes shall apply to any tree planted by Metro. Metro shall relocate the median's existing trees to the extent feasible to a location in Eagle Rock deemed suitable by arborists and the Eagle Rock community. All trees shall be watered and maintained by Metro for at least 5 years from the time of plant	Bureau of Street Services / Bureau of Sanitation	Metro
BUSINESS INTERRUPTION FUND			
5	Metro must establish a Business Interruption Fund (BIF), Eat Shop Play, and Vendor Preference for the project.	Economic and Workforce Development Department	Metro
PARKING			
6	As part of their Traffic Management Plan, Metro shall provide temporary replacement parking at a 1:1 ratio for any on-street or off-street parking lost due to construction or construction related activities	Department of Transportation	Metro
7	Metro will design all stations and other major design elements in a manner that will remove as little street parking as possible.	Bureau of Engineering / Department of Transportation	Metro
TRAFFIC			
8	Traffic calming measures shall be implemented with particular consideration for the several schools on or just off Colorado Blvd including: Eagle Rock Elementary, St Dominic School, Dahlia Elementary, and Eagle Rock Montessori School.	Department of Transportation	Metro
9	Metro shall fund the installation of speed humps, stop signs, and other traffic calming measures on any side streets perpendicular or immediately parallel to Colorado Boulevard.	Department of Transportation	Metro
10	Metro shall not have any full street closures for the project or any directional closures of Colorado Boulevard for more than 24 hours.	Department of Transportation	Metro
CONFLICTS WITH RECENT OR ONGOING WORK			
11	Metro shall reimburse the city for any cost overruns on the Colorado Boulevard Active Transportation Program and Call For Projects capital projects due to the timeline of the BRT. Furthermore, Metro shall cover all design, administration, and construction costs for any redesign due to the BRT.	Bureau of Street Services	Metro