

Next stop: a new kind of bus ride on Vermont.

VERMONT TRANSIT CORRIDOR



Metro



Vermont Transit Corridor

SBCCOG Transportation Committee

October 14, 2019

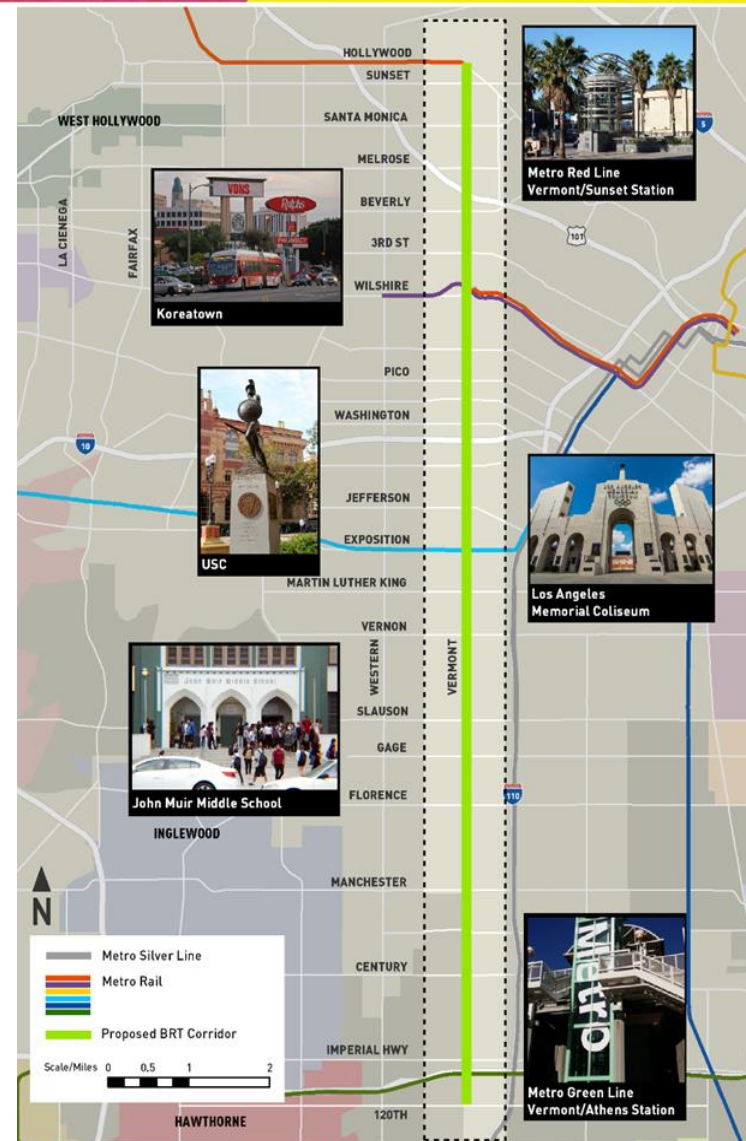
Project Overview

- > Measure M Project
 - Anticipated BRT opening FY28 – FY30
 - Potential rail conversion after 2067
- > February 2017 – Completed Vermont BRT Technical Study
- > March 2017 - Board directed staff to:
 - Proceed with BRT as near-term improvement
 - Initiate study of rail concepts to ensure BRT doesn't preclude future rail conversion
- > April 2019 – Completed Vermont Transit Corridor Rail Conversion/Feasibility Study
- > April 2019 – Board directed staff to
 - Advance BRT and rail concepts into environmental
 - Include a Feasibility Study of extending corridor to South Bay Silver Line PCH transitway station



Corridor Overview

- > 12.4 miles
- > Busiest bus corridor
 - 45,000 daily boardings
- > Connects to 4 Metro Rail lines, several bus routes and key activity centers
- > Heavy traffic resulting in slow service/poor on-time performance
- > ROW as narrow as 80ft. in some segments – widens to 200ft. south of Gage Ave (includes sidewalks/medians)
- > ROW is narrowest in segments with highest boarding activity



BRT Technical Study

- > Study identified 4 initial concepts
- > Two determined to be most promising:
 - Improve travel times/customer experience
 - Increase ridership
 - Minimize parking impacts
 - Provide street/community improvements



End-to-end Side Running BRT



Combination Side/Center Running BRT

BRT Concept 1 - End-to-End Side-Running

- 12.4 miles of end-to-end side-running BRT
 - Hollywood to 120th St.
- Converts traffic lanes next to parking to bus lanes



BRT Concept 2 – Combination Side/Center-Running

- > 8.2 miles of side-running north of Gage
- > 4.2 miles of center-running south of Gage
- > Converts two center traffic lanes to bus lanes



Rail Conversion/Feasibility Study

- > February 2019 completed Rail Conversion/Feasibility Study
- > Purpose of study to:
 - Refine BRT concepts not to preclude potential future rail conversion
 - Identify/analyze potential rail concepts



Evaluation of Rail Concepts

- > Six initial rail concepts identified
 - At-grade, elevated and underground alignments
- > ROW constraints limited at-grade options
- > Most feasible concepts (based on initial screening and community input):
 - High-floor Light Rail
 - Heavy Rail connecting to Red Line
 - Separate Heavy Rail line with transfer at Wilshire/Vermont

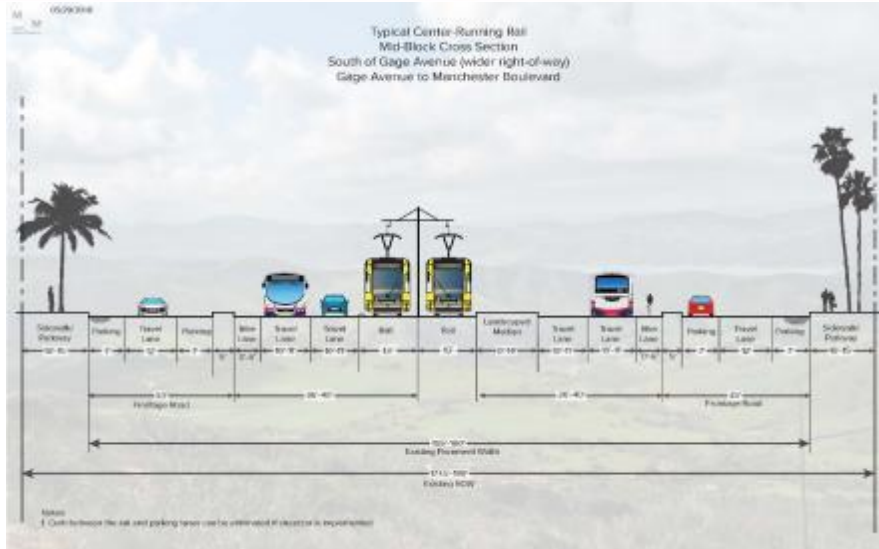


High-Floor LRT

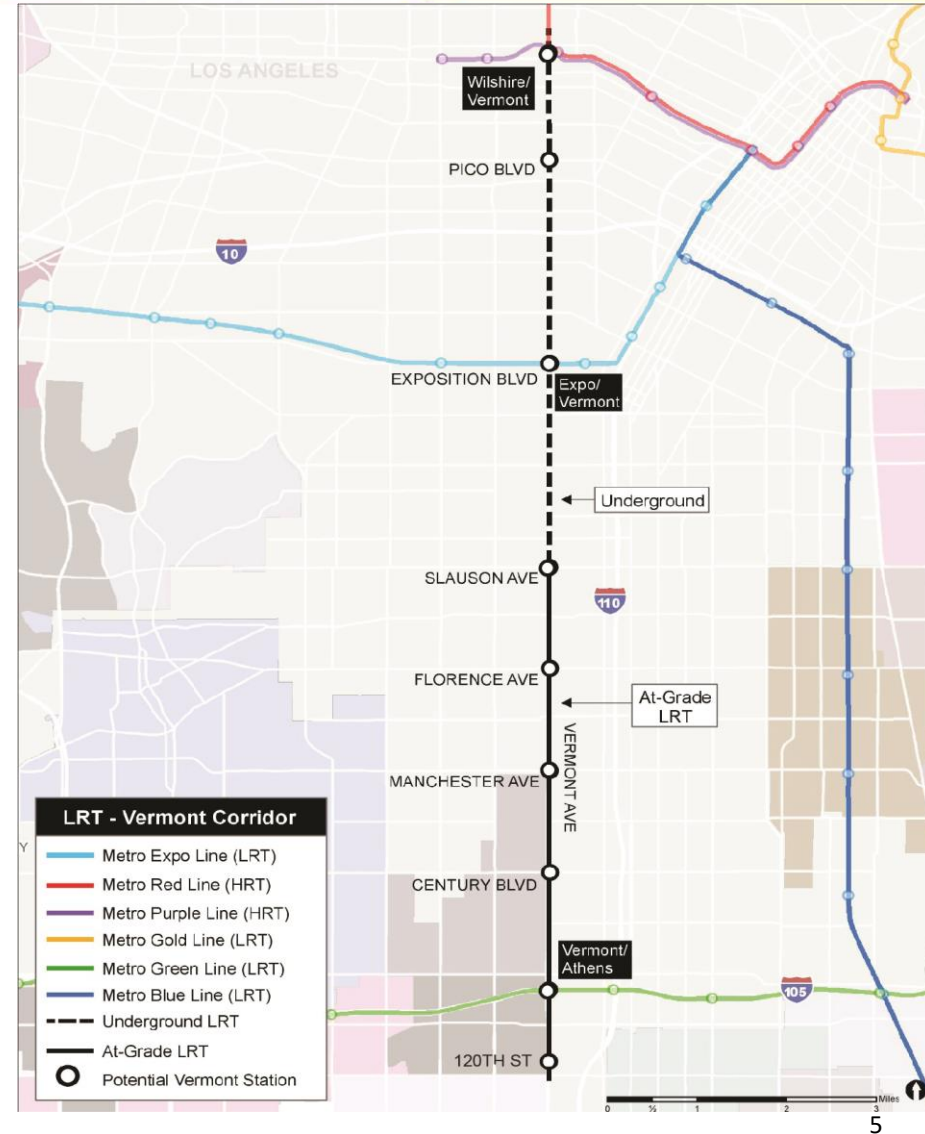


Heavy Rail

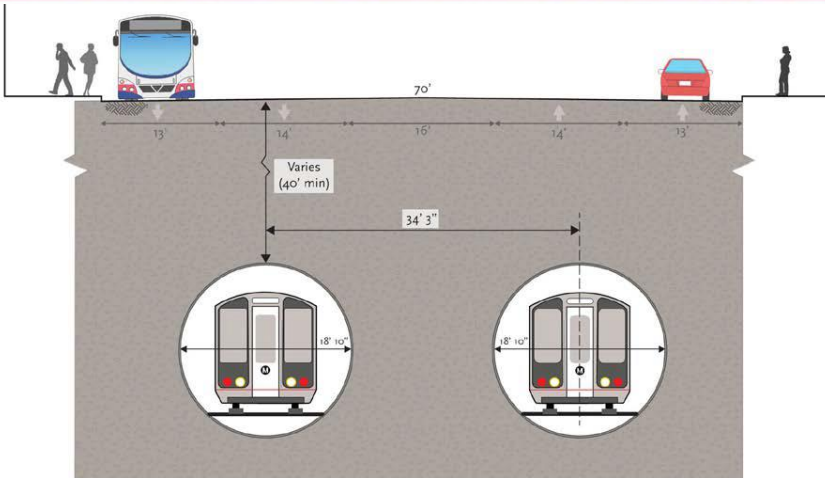
High-Floor LRT – Center Running



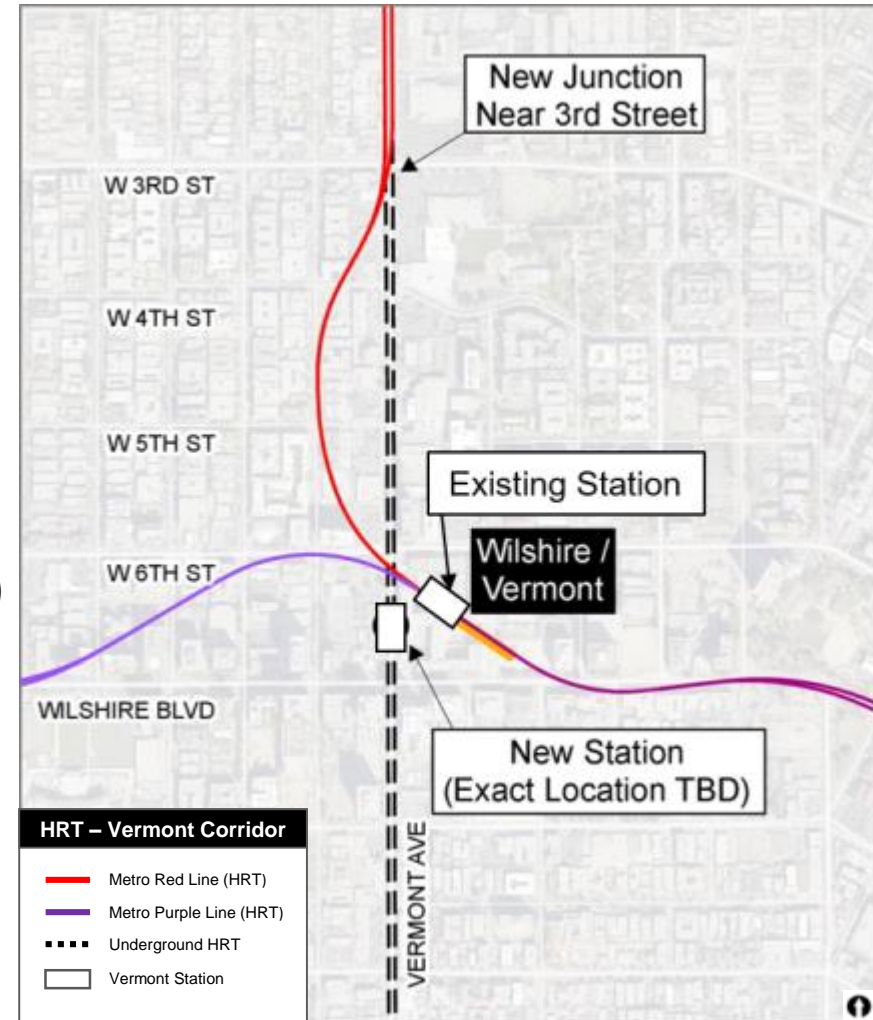
- Lowest cost – \$4.4 - \$5.2B (2018)
- Lowest daily corridor ridership (2042) – 91,000 (44,000 rail)
- Over 50% underground (5.2 miles)
- Remaining 4.6 miles at-grade
- Biggest challenge: identifying site for new maintenance/storage facility



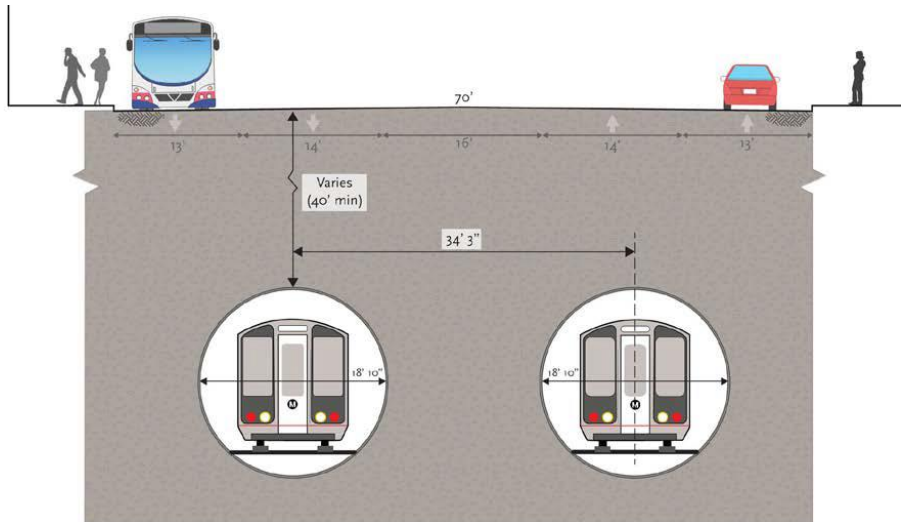
Heavy Rail – Connection to Red Line



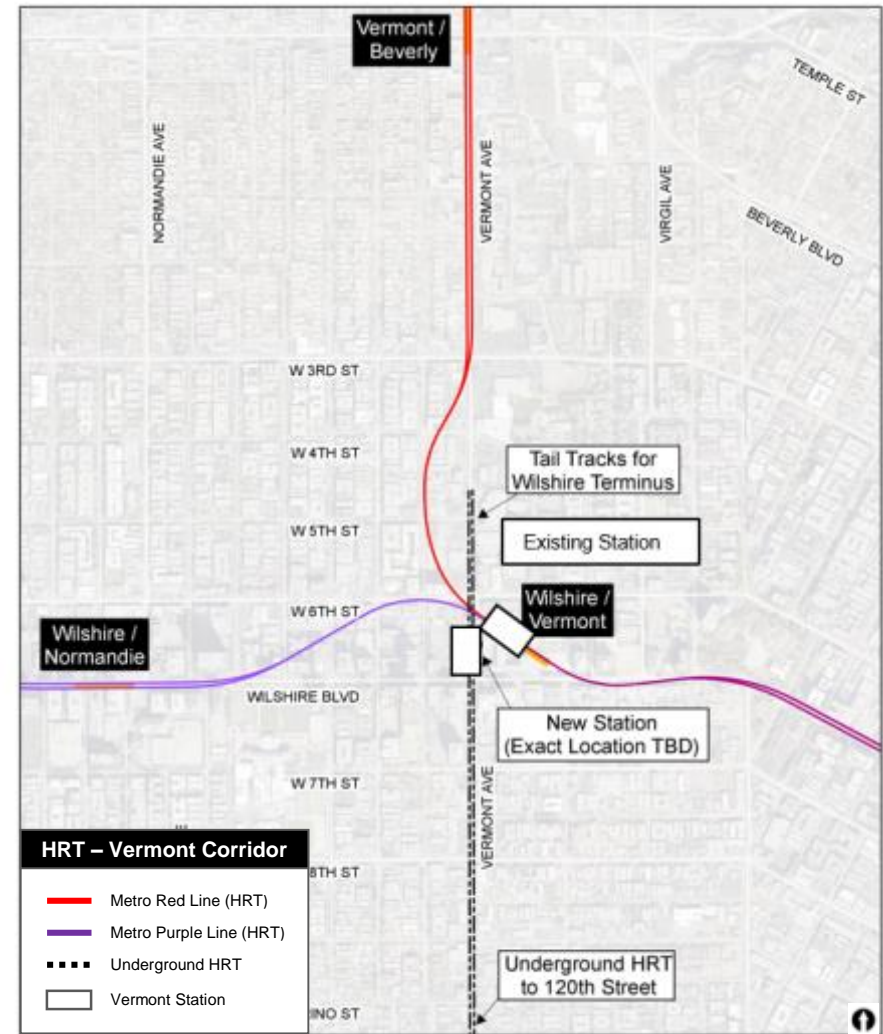
- Highest cost – \$7.1 - \$8.4B (2018)
- Highest daily corridor ridership (2042) - 116,000 - 144,000 (81,000 - 117,000 rail)
- Significant impacts to existing service during construction (up to 2 years)
- 10.3 miles underground
- Biggest challenge: building the junction with Red Line



Heavy Rail – Stand Alone



- Medium cost – \$5.9 - \$6.9B (2018)
- Medium daily corridor ridership (2042) - 103,000 - 131,000 (51,000 - 83,000 rail)
- 9.8 miles underground
- Biggest challenge: identifying a site for new maintenance facility



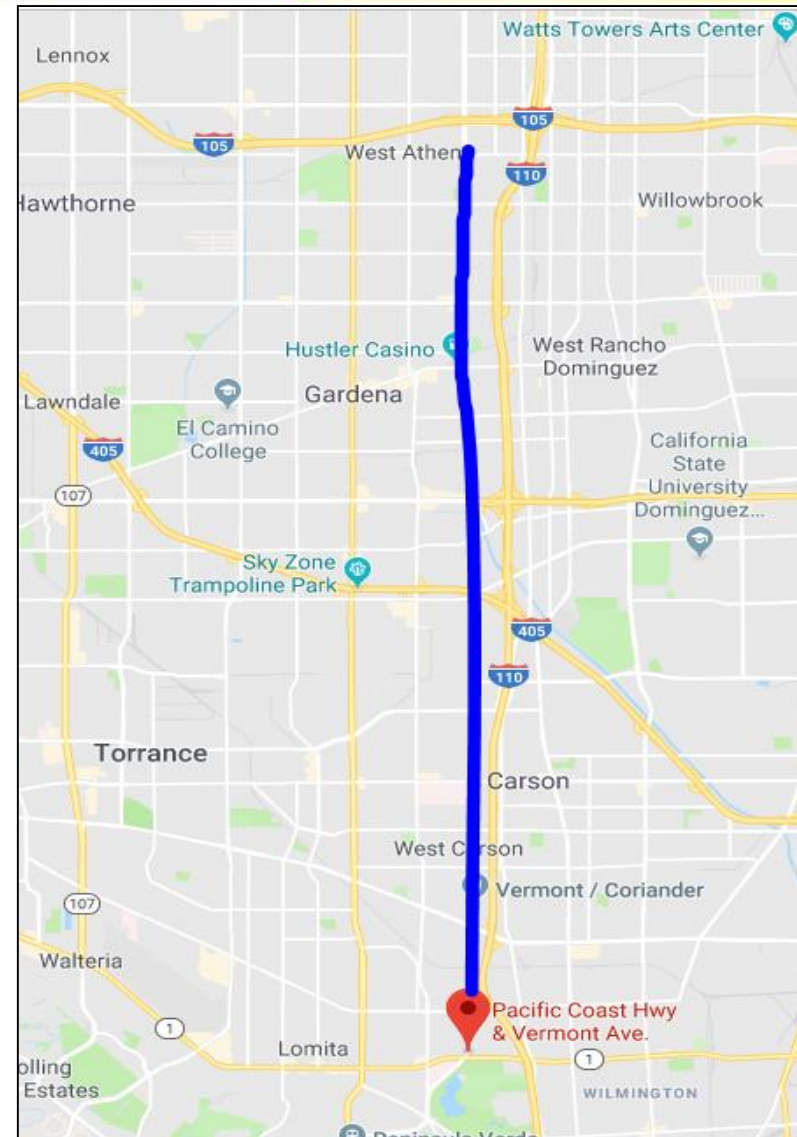
Key Study Findings

- > Broad support for BRT
- > BRT can provide more immediate improvements at fraction of rail costs (approximately \$310 M)
- > BRT will not preclude future rail
- > Little to no physical overlap with LRT (two-thirds underground) or HRT options (100% underground)
- > Center-running BRT lanes can be used later for LRT south of Gage



South Bay Feasibility Study

- > Evaluate feasibility of extending Vermont Transit corridor to the South Bay Silver Line PCH transitway station
 - BRT and rail alternatives
- > Approximately 10 miles
- > Service currently provided by:
 - Gtrans
 - Torrance Transit
 - Metro
- > Coordinate with Environmental Study



Next Steps

- > Fall 2019 – Initiate procurement for environmental review of Vermont Project and South Bay Feasibility Study
- > Spring 2020 - Begin Environmental review/public outreach
- > Spring 2020 – Begin work on Feasibility Study



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