



We're planning a new way to ride on Vermont.

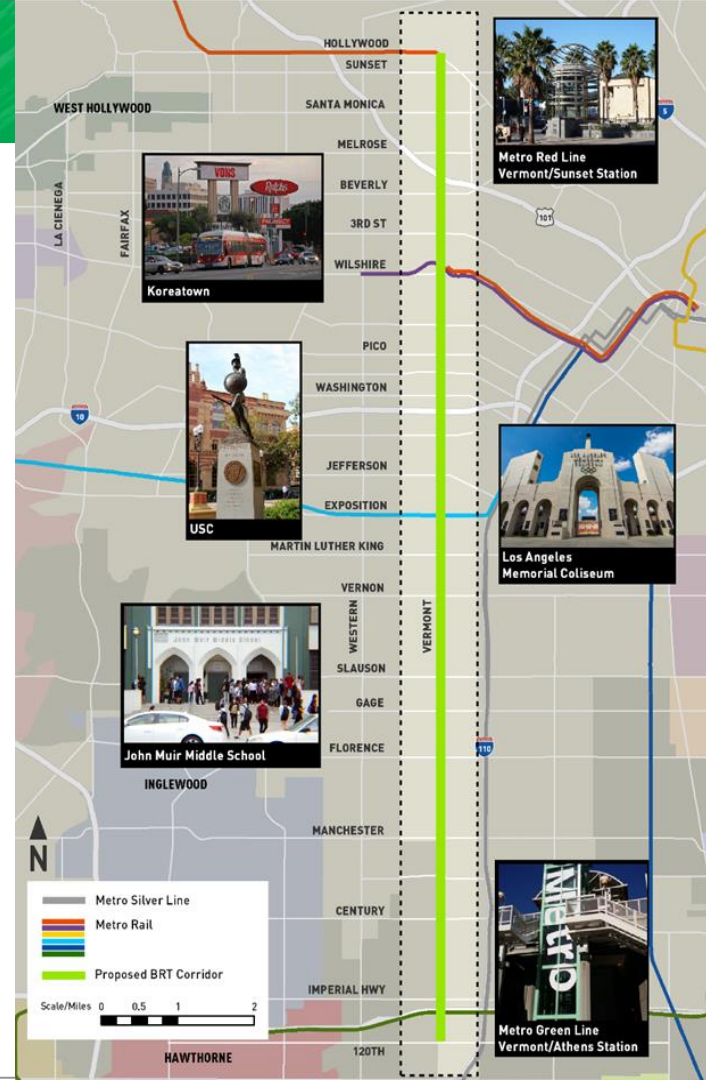


VERMONT TRANSIT CORRIDOR

**Metro has a plan to make it easier to get around LA.
It includes creating better transit.
This project works to invest in the community to improve
mobility and livability.**

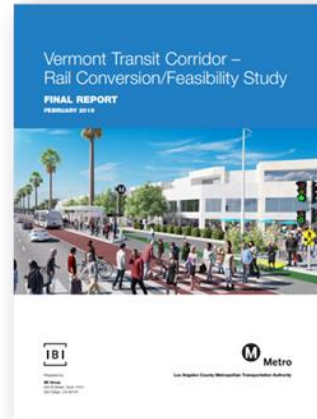
Corridor Overview

- > Approximately 12.4 miles from Hollywood Bl to 120th St
- > Second busiest bus corridor
 - 45,000 daily boardings (pre-Covid)
- > Connects to 4 Metro rail lines and several bus lines
- > Serves many key activity centers including several educational and cultural institutions
- > Heavily congested with varying ROW (80 ft to 200 ft including sidewalks)



Background

- > Measure M Project - \$425M
- > Previous Studies:
 - Vermont BRT Technical Study (2017)
 - End-to-end side-running concept
 - End-to-end center-running concept
 - Combo side & center-running concept
 - Vermont Rail Conversion/Feasibility Study (2019)
 - One LRT option (partially below grade)
 - Two HRT options: one connected to Metro B (Red) Line and one stand-alone option from Wilshire south



What is BRT?

LIGHT RAIL ON TIRES

Bus Rapid Transit (BRT) is one of the technologies that could be used to implement Rapid Transit Service in key, heavily traveled corridors. BRT is essentially light rail on rubber tires - offering almost identical services features and characteristics as light rail, but with a significantly lower cost. BRT is intended to move large numbers of people quickly and efficiently to their destinations.

FAST AND RELIABLE SERVICE

Dedicated lanes and signal priority

Could run as frequently as every 5 minutes

Stops every 1/2 mile to 1 mile (*less frequently than local bus*)

Real time travel information

CONVENIENT

Level boarding

Off-board fare collection

Multiple doors for quick boarding

MODERN

Vehicles are often longer articulated and specially designed

Latest energy efficient technologies

COMFORTABLE

Spacious and comfortable interiors

Enhanced stations (*not stops*)

Amenities like Wi-Fi, bike racks, benches



Initial BRT Alternatives Considered

- > Preliminary BRT concepts:
 - Side-running - converts two outside travel lanes to bus lanes
 - Center-running - converts two inside travel lanes to bus lanes
 - Combination side and center running



Initial Rail Alternatives Considered

- > Preliminary rail concepts:
 - Light Rail Transit (LRT) - combination below and at-grade
 - Heavy Rail Transit (HRT) connecting to Metro B Line (Red) - fully below grade
 - Separate HRT to/from Wilshire/Vermont Station - fully below grade



Goals and Objectives

- Improve service performance
 - Improve and maintain service reliability
 - Reduce passenger travel times
 - Increase ridership
- Enhance customer experience
 - Enhanced stations with number of passenger amenities (shelters, benches, next bus info, lighting)
 - Improve pedestrian/bicycle access
- Invest in the community
 - Improve mobility & livability



Metro Equity Focus Communities (EFCs)

- > EFCs represent geographic areas that have the following socioeconomic characteristics:
- More than 40% of households low-income (<\$35,000 annual income)
 - 80% of households are non-white
 - 10% have no access to a vehicle



Transit Rider Demographics



50%

Don't transfer, indicating they live or work in the area



9 of 10

Identify as Black, Indigenous, and People of Color (58% Latinx)



84%

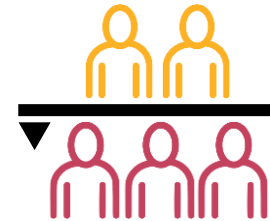
Do not have access to a car



66%

Ride Metro five days per week, indicating they are frequent riders who rely on bus service

Over 60%



Live below the poverty line



Corridor Challenges

- > Slow transit speeds caused by heavy traffic on corridor
- > Heavy traffic also creates intersection delays and issues with service reliability
- > Longer dwell times at busy bus stops
- > Lack of customer-friendly amenities at stop locations
- > Poor pedestrian access between bus stops and Metro Rail stations



Vermont/Manchester



Vermont/King Jr.



Vermont/Florence



Corridor Opportunities

- > Create a sense of place
- > Provide safety improvements
 - High visibility crosswalks, enhanced lighting at stations
- > Provide opportunities for economic development
- > Improved access to jobs, medical and educational facilities, and other key activity centers
- > Additional landscaping and/or streetscape improvements
- > Improved bike facilities



Corridor Opportunities



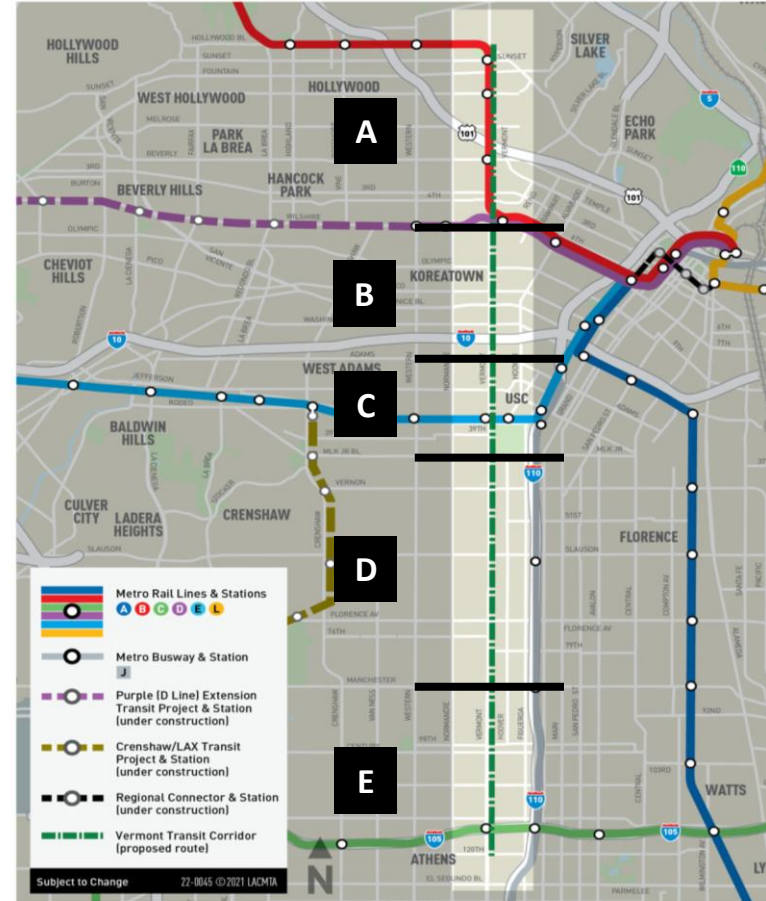
Current Status

- Fall 2020 - Environmental RFP issued; since cancelled to implement Community-based Partnership Program (CPP)
- Fall 2021/Early Summer 2022 – CPP/community engagement to inform next planning phase including, but not limited to, environmental review, near and mid-term improvements



Community Engagement To Date

- > Focus Groups
- > Community Partnership Program
- > Key Stakeholder Briefings
- > Metro-hosted Community Meetings



Topic 4: Transit Options on Vermont Ave.

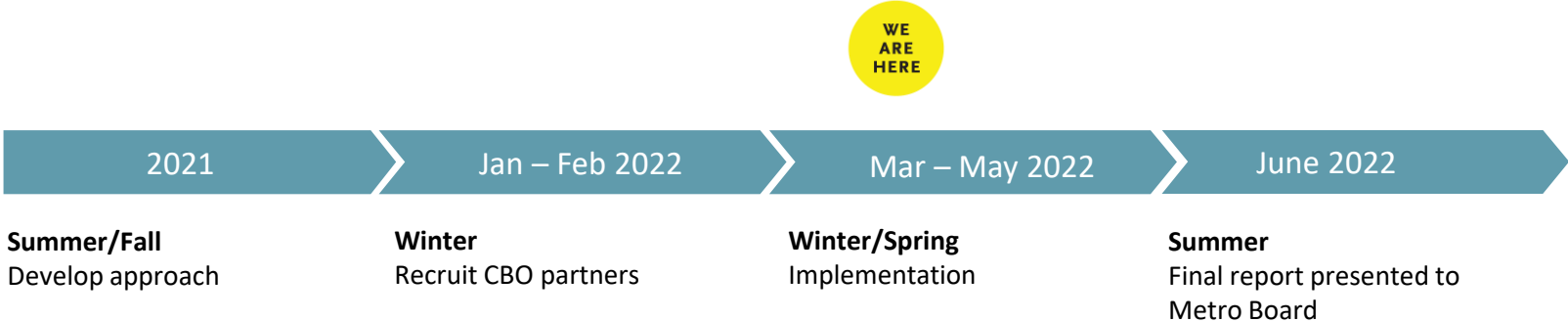
Which one would you prefer? *Please pick one even if it is hard to do so.*

- Make immediate improvements to existing bus service.
- Plan for BRT to open by 2028.
- Plan for BRT to open by 2028 and move forward on the rail plans sooner even though funding for rail is not currently available.
- Plan for rail only even though funding for rail is not currently available.
- Do it all: immediate bus improvements; implement medium-term BRT; and plan for future rail



***Available Funding per
Measure M = \$425M***

CPP Schedule



ONGOING PUBLIC PARTICIPATION

Register and Tell Us What You Think!



Metro has a plan to make it easier to get around. As part of our plan to improve transit, the Vermont Transit Corridor Project will allow for faster travel times and more reliable service between Hollywood Boulevard and 120th Street.

Metro is planning to engage communities along the Vermont corridor this coming Winter to begin gathering feedback on potential transit improvements.

To learn more about the project, please visit our website at: metro.net/Vermont or call us at 323.466.3876.

You can also request to join our mailing list to receive project-related information.

Use the QR Code to sign up to receive project updates!



VERMONT TRANSIT CORRIDOR



Metro tiene un plan para facilitar los trayectos. Como parte de nuestro plan para mejorar el tránsito, el Proyecto del Corredor de Tránsito de Vermont permitirá tiempos de viaje más rápidos y un servicio más confiable entre Hollywood Boulevard y 120th Street.

Metro planea involucrar a las comunidades a lo largo del corredor de Vermont este próximo invierno para comenzar a recopilar comentarios sobre posibles mejoras de transporte.

Para obtener más información sobre el proyecto, visite nuestro sitio web en metro.net/Vermont o llámenos al 323.466.3876.

También puede solicitar unirse a nuestra lista de correo para recibir información relacionada con el proyecto.

Utilice el código QR para registrarse y recibir actualizaciones del proyecto.



VERMONT TRANSIT CORRIDOR



Register and Tell Us What You Think!



Questions, Discussion, Your Feedback



Stay Connected To This Project.



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