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

VERMONT TRANSIT CORRIDOR

Metro

Welcome!

We're excited to embark on this journey together and create a transit corridor that serves the needs of our communities for generations to come.

Metro

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting and allow everyone an opportunity to comment

> Turn off cell phones and background noise when speaking

> Treat fellow community members, agency representatives, Metro staff, and others with respect

> Address all comments to Metro staff and consultants – not to other attendees

> Maintain a conversational tone

Agenda

1. Welcome
2. Project Background & Overview
3. A Phased Approach: Building a Better Future Together
4. Open Discussion
5. Next Steps and Wrap-up

Project Background & Overview

Background

Completed Pre-Environmental Community-Based Partnership Program (CPP)

JUNE 2022

Based on what we heard, Board directed staff to advance the Vermont Transit Corridor, including:

- Near-term service improvements
- Medium-term BRT
- Long-term rail (to be delivered if funding becomes available

SEPT 2022

Held several CBO & community meetings/workshops to:

- Introduce public to planned near-term improvements
- Receive feedback on corridor's cultural assets, demographics and BRT design

DEC 2023

Outreach Overview

Since December 2023, Metro hosted workshops, community meetings and briefings:

Workshops

- 3 CNA/Equity Needs Workshops
- 7 Design Workshops

Community Meetings

- 6 Community Meetings
- 2 TAC Meetings

Briefings

- 15 Neighborhood Council and Block Club Briefings
- All project-area local and regional elected offices
- 6 Institutional Briefings

Corridor Overview

Extends approximately **12.4 miles from Hollywood Blvd.** to **120th St.**

Busiest bus corridor **in** LA County **with 36,000** daily boardings .

Connects to 4 Metro rail lines and several other **bus** lines for improved regional mobility.

Serves many key activity centers including several health, educational and cultural institutions.

Heavily congested with varying ROW widths (55 ft to 160 ft curb-to-curb). Segments most congested have the highest ridership.

Densely populated, diverse and highly transit dependent corridor.

Transit Rider Demographics

49%

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

9 of 10

Identify as Black, Indigenous, and People of Color (70% Latinx)

88%

Do not have access to a car

60%

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

Over 73%

<$35,000 annual income

Source: Metro Fall 2022 Customer Survey Results (Bus Lines 204 & 754)

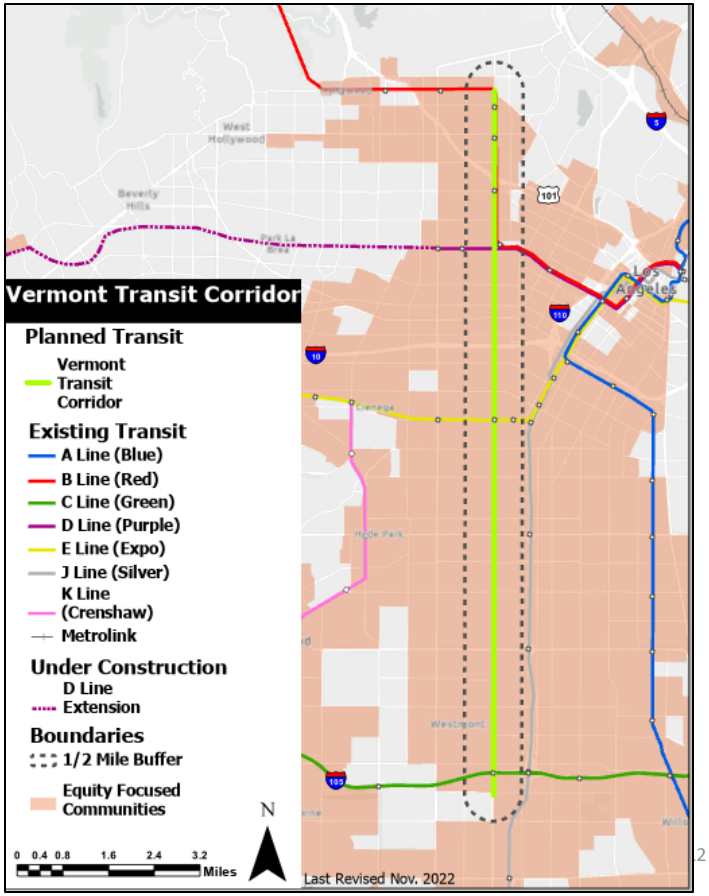
Equity Focus Communities (EFCs)

EFCs represent geographic areas that have the following socioeconomic characteristics:

More than 40% of households with annual incomes of less than $35,000

80% of households are non-white

10% have no access to a vehicle



Building a Better Future Together
One Phase at a Time

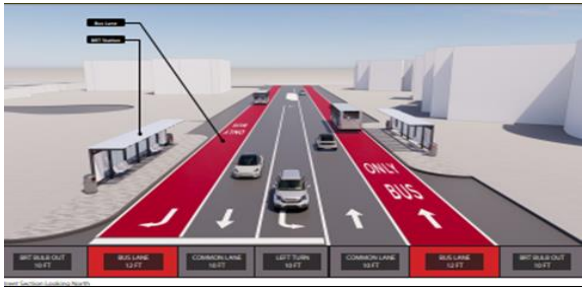
Metro

Building a Better Future Together

The Vermont Transit Corridor is a Multi-phased Project that will revolutionize transit.

Phase 1

Near-Term Improvements – 2025
Dedicated bus lanes and upgraded transit signal priority for all transit buses.



Phase 2

Mid-Term Bus Rapid Transit (BRT) Project - 2028
Further corridor enhancements including, end-to-end all-day dedicated bus lanes, enhanced rail-like stations with several passenger amenities (shelters, benches, lighting), safety improvements.

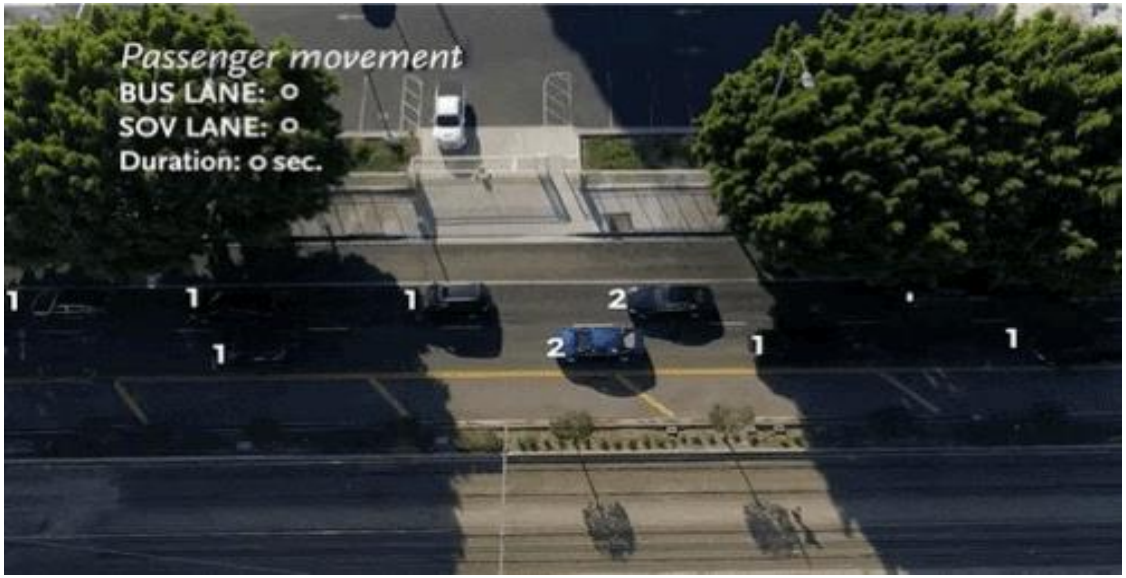
Phase 3

Long-Term Improvements -TBD
Longer term rail line pending funding availability.

Phase 1

Your Commute is About to Get Better

Bus Priority Lanes: These special lanes make buses go faster (**by up to 15%**), allow for more frequent and reliable service, and help move more people without building new roads or infrastructure.



Video showing bus priority lane on Flower St.

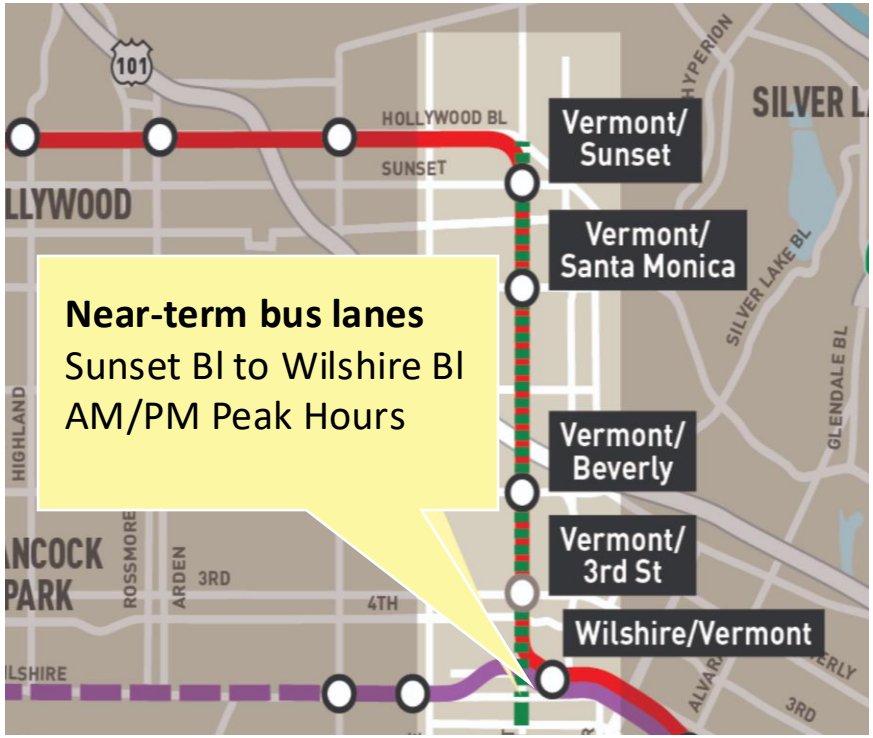
Near Term Improvements – North Segment Bus Lane

Bus Lanes

- Bus lanes between Sunset Bl and Wilshire Bl
- Weekday AM/PM hours
- People on bicycles can use bus lane
- Drivers can use bus lanes to make right turns

Parking

- Sunset Bl to Wilshire Bl
  - Extend existing weekday 4-7 PM by one extra hour, 3-7 PM
- Sunset Bl to Melrose Bl
  - Add new 7-10 AM weekday parking restriction
- Parking remains available midday, overnight, and on weekends



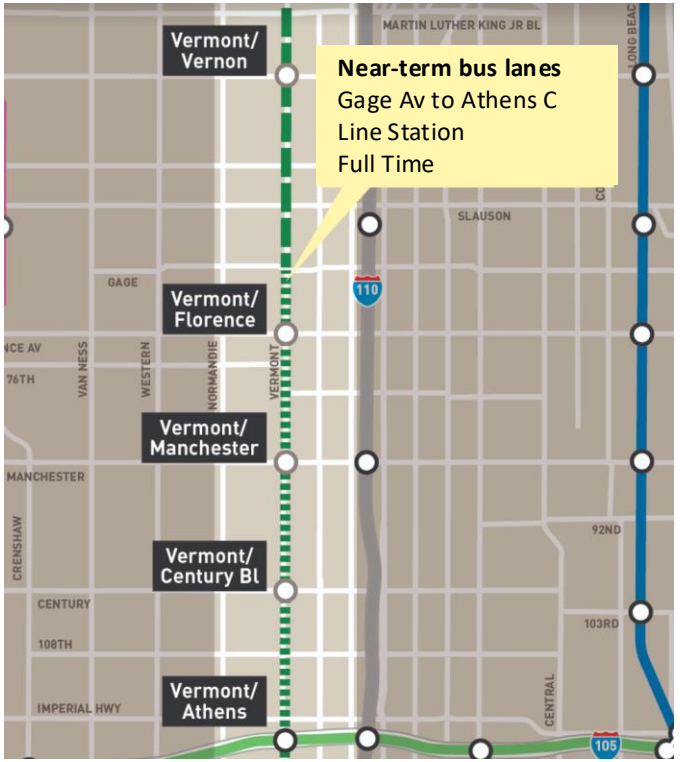
Near Term Improvements – South Segment Bus Lane

Bus Lanes

- Full-time bus lanes between Gage Av and Vermont/Athens C Line Station (I-105 freeway)
- People on bicycles can use bus lanes when bike lanes aren't present
- Drivers can use bus lanes to make right turns

Parking

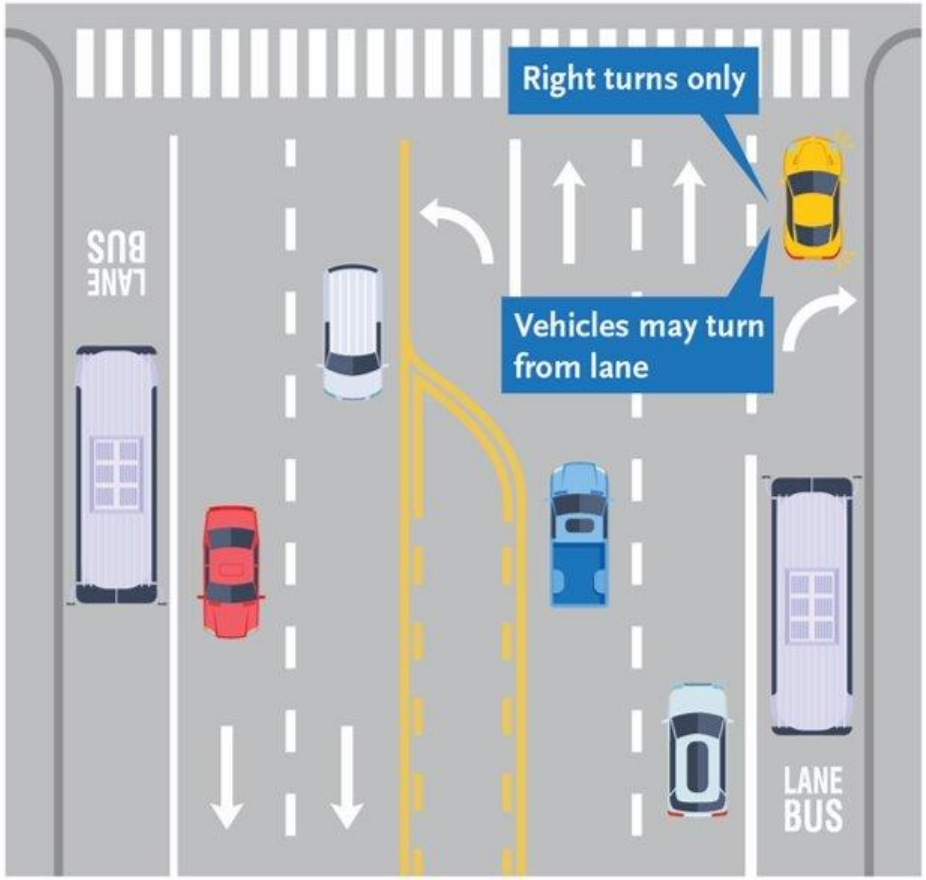
- No changes to existing parking. All existing parking will remain.



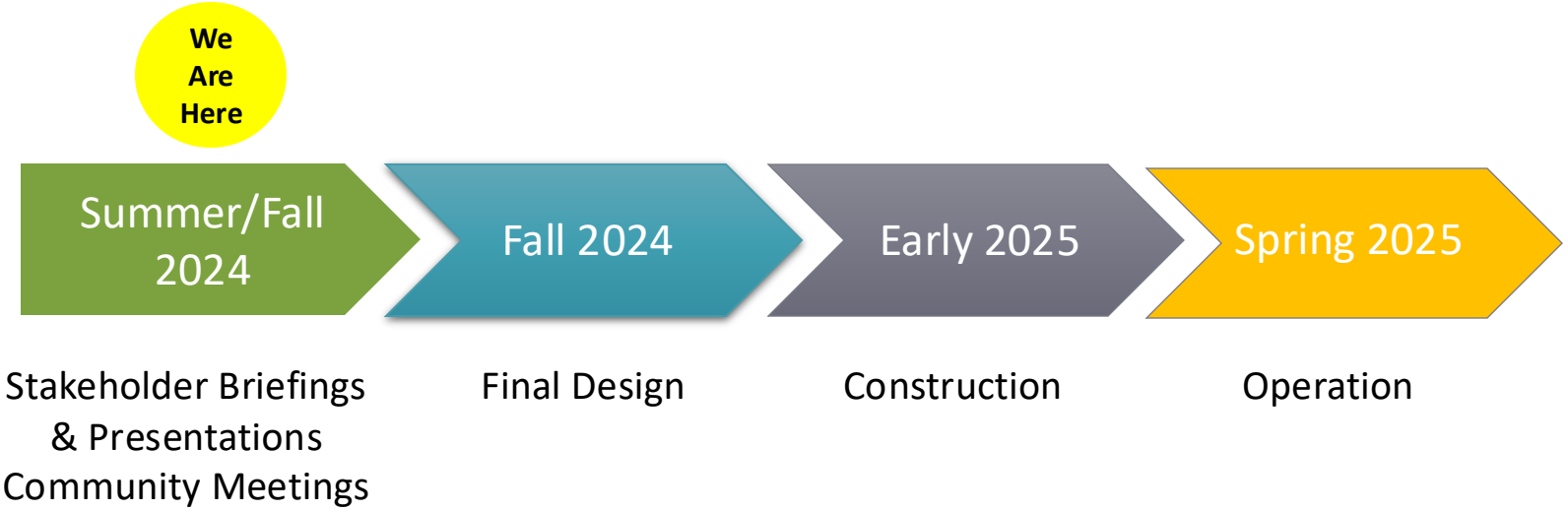
How Bus Lanes Work

Near-term Bus Lanes

- Drivers can enter bus lanes to make right turns at driveways and intersections
- Bus lanes are marked with stripes only. No physical barriers anywhere.
- Access to parking, driveways and private property always maintained

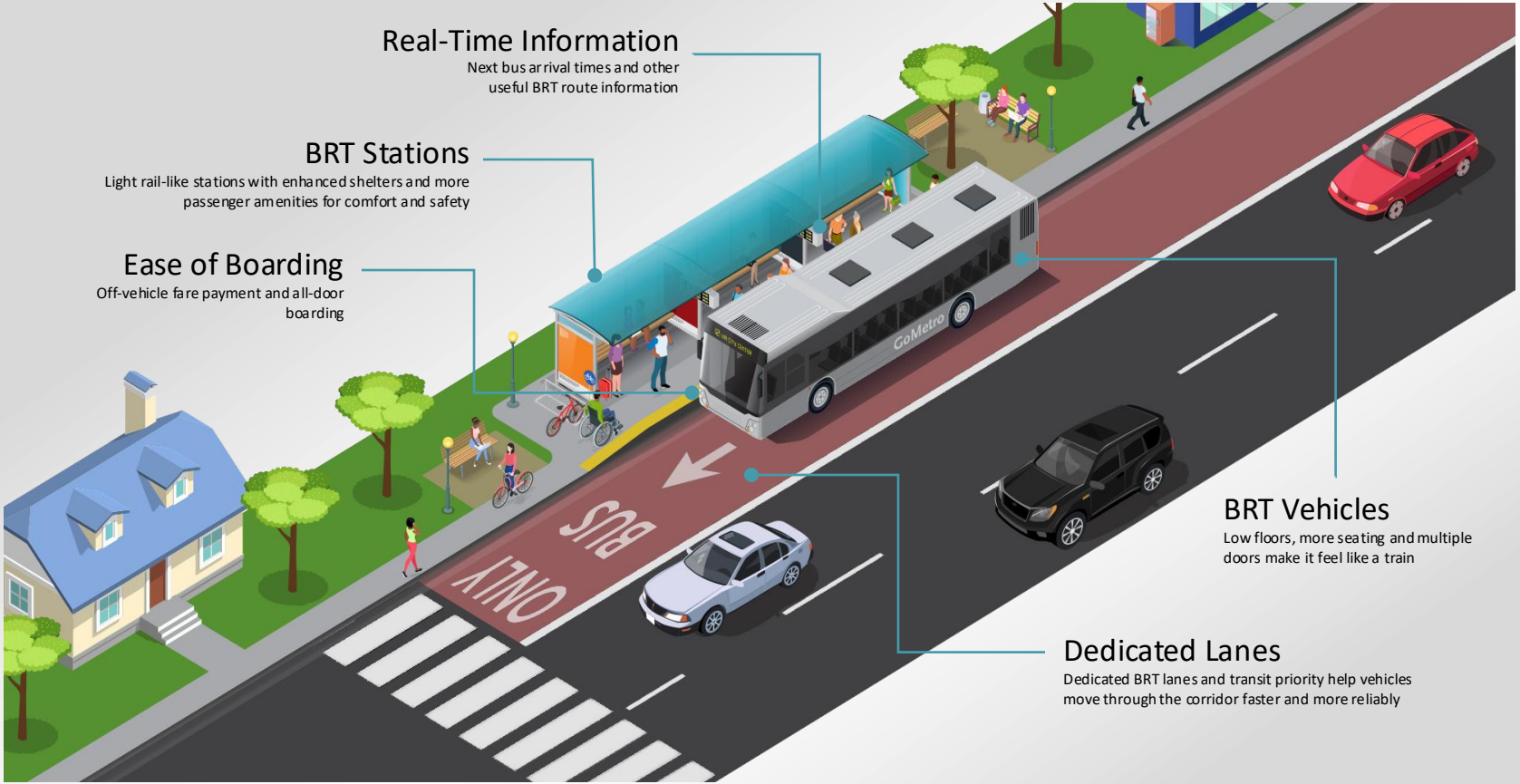


Near Term Improvements – Schedule



Phase 2

What is BRT?


Real-Time Information
Next bus arrival times and other useful BRT route information
BRT Stations
Light rail-like stations with enhanced shelters and more passenger amenities for comfort and safety
Ease of Boarding
Off-vehicle fare payment and all-door boarding
BUS ONLY
GoMetro
BRT Vehicles
Low floors, more seating and multiple doors make it feel like a train
Dedicated Lanes
Dedicated BRT lanes and transit priority help vehicles move through the corridor faster and more reliably

Benefits of BRT

THE OVERALL BENEFITS OF BUS RAPID TRANSIT (BRT)

Shorter travel times

Faster speeds, fewer stops, shorter wait times between buses, and all door boarding results in shorter travel times

Better, more reliable service

Passengers can count on the bus being on time, get them where they need to go, and know exactly when the next bus is coming

Increased comfort, safety and security

Enhanced shelters with good lighting, seating, weather protection, makes passengers feel more comfortable, safe and secure

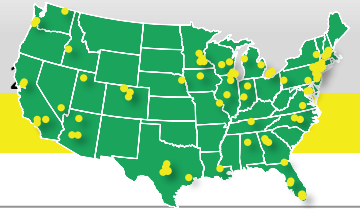
More options to travel

BRT encourages more transit, bicycling and walking; improves access to jobs, schools, entertainment, healthcare, and regional transit system

More livable communities and neighborhoods

Neighborhoods are more active, eco-friendly, healthy and people-oriented

In the U.S. alone, there are over **250 BRT systems** in operation



Update on BRT Project

- **Side-Running BRT:** After further analysis and listening to all the feedback received, Metro is moving forward with an all-day end-to-end side-running BRT (converts the travel lane next to the curbside parking lane to bus only)
- **Parking Matters:** Most of you told us keeping parking was important, and side-running buses help with that.
- **Slight Edge:** We considered factors like how many people would ride and how much time it would save, and side-running buses came out slightly ahead.
- **More Benefits:** Overall, the benefits of side-running BRT outweighed the benefits of center/median-running BRT

Side Running BRT – north of Gage

Side Running BRT – south of Gage

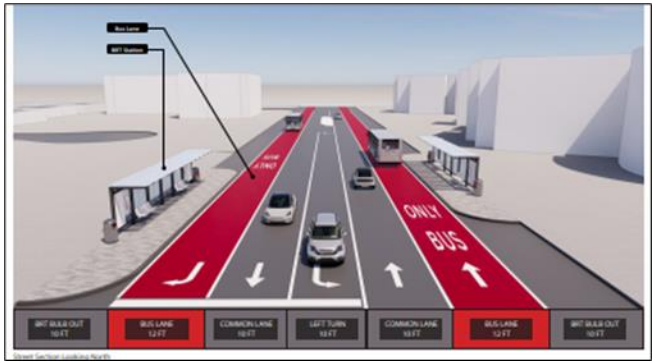
Proposed BRT Project Overview

- Converts travel lane next to curbside parking to bus-only lanes
- 12.4 miles dedicated side-running BRT (all-day)
  - Converts near-term peak-hour bus lanes (2.7 miles) on north end to side-running bus lanes
  - Adds 5.6 miles of side-running bus lanes between Wilshire and Gage
  - Maintains the 4.1 miles of side-running bus lanes south of Gage
- Includes 13 station locations with enhanced shelters (both sides of street for total of 26) and several passenger amenities
- Other improvements include enhanced crosswalks
- Bus bulbs at stations to extend the pedestrian area and provide space for amenities
- Restriping and/or bus lane pavement repair
- Potential en-route charging on north end
- All within public ROW; no private property takes

Benefits of Side-Running BRT

> Benefits:

- Lanes can be used by local buses further improving travel times and reliability of service
- Cars allowed in bus lanes to access driveways, parking, or to make right turns
- Preserves most on-street parking except for some at station locations (to accommodate enhanced stations/amenities)
- Bus bulbs at stations would extend the pedestrian area and shorten crossing distance for pedestrian safety (less exposure to vehicular traffic)
- South of Gage Avenue, bus lane provides additional buffer between bike lane and general traffic lane; bus lanes also helps slow down vehicular traffic for safety



BRT Station Design

- Conducted 7 interactive design workshops where participants could **REIMAGINE** the bus stops
- Discussed the constraints/opportunities at each of the station areas/conditions
- Based on what we heard, priority features included:
  - Enhanced lighting for safety and security
  - Other potential safety elements such as security cameras, emergency alert buttons
  - Shelters
  - Transit Information (next bus displays, maps)
  - Bus benches, trash receptacles, public art, bike racks

Proposed Athens C Line Station

BRT - Project Schedule

- CEQA SB922 Exemption Studies
- ACE (15% Design)
- Preliminary Engineering (30% Design)

Next Steps

> December 2024 – Anticipate round of community meetings to discuss final project recommendation

> Early 2025 – Seek Board approval of:

- Locally Preferred Alternative (LPA) (side-running BRT)
- Receive Board concurrence that project is exempt from CEQA under SB922

> Advance project into further design and eventual construction

Questions & Answers

Stay Connected To This Project

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