

# Proposed Side Running BRT



Side Running BRT – north of Gage



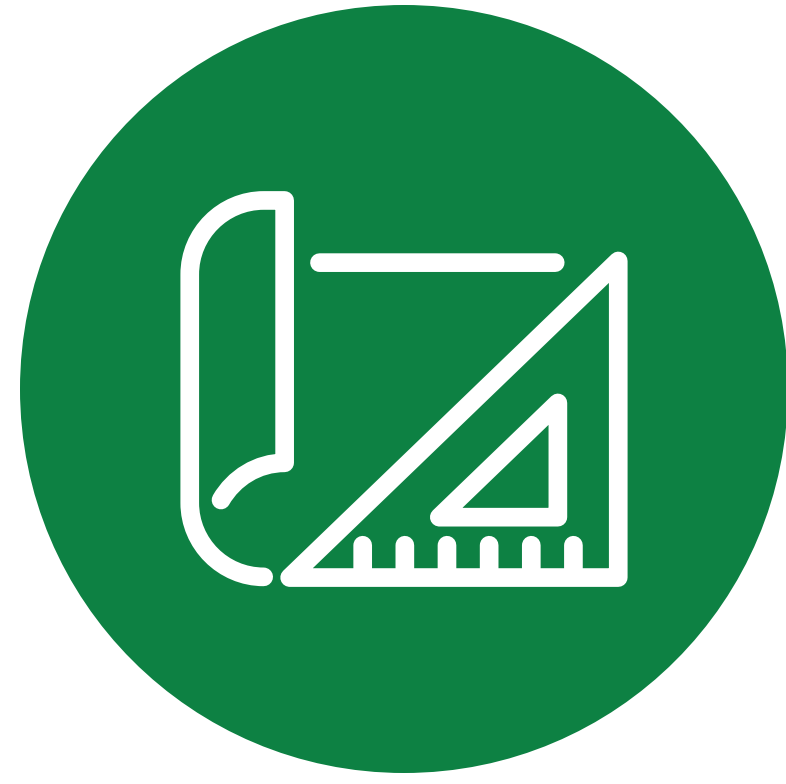
Side Running BRT – south of Gage

- > 12.4 miles dedicated side-running BRT
- > 13 station locations with enhanced shelters and other passenger amenities

# BRT Project Timeline



**BRT ENVIRONMENTAL STUDY**



**CEQA SB922 EXEMPTION STUDIES & CONCEPTUAL DESIGN**



**FILING OF SB922 EXEMPTION**

2024

2025

**WE ARE HERE**

**WINTER/SPRING**

**SUMMER/FALL/WINTER**

**EARLY 2025**

- Engagement begins
- CBO engagements
- Equity conversations

- CBO engagements
- CBO support for community listening sessions

- Metro Board Approval of Proposed BRT Project



ONGOING PUBLIC PARTICIPATION

# Project Goals & Objectives

## EQUITY IS AT THE HEART OF THE VERMONT TRANSIT CORRIDOR



1

### IMPROVE SERVICE PERFORMANCE

- Improve service reliability
- Improve access to jobs, education, key activity centers & regional transit system
- Improve bus travel times



2

### ENHANCE CUSTOMER EXPERIENCE

- Enhanced and/or addition of passenger amenities
- Improve pedestrian & bicycle access
- Ensure service is safe, clean & easy to use



3

### INVEST IN THE COMMUNITY

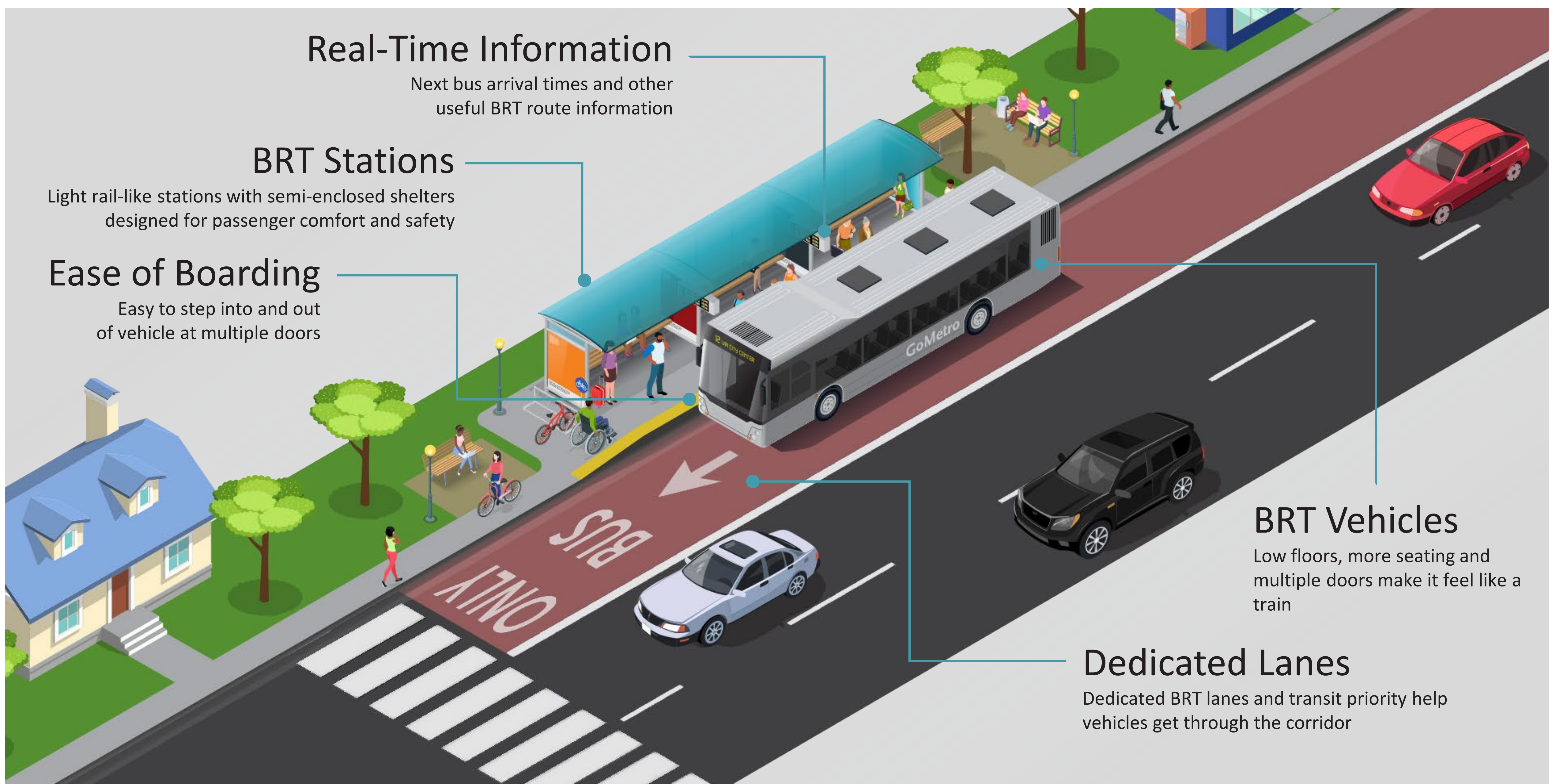
- Improve mobility and livability
- Create a sense of place



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# What is Bus Rapid Transit (BRT)?



## THE BENEFITS OF BUS RAPID TRANSIT (BRT)



Shorter travel times



Better, more reliable service



Increased comfort, safety and security



More balanced mode share



More livable communities and neighborhoods



Faster speeds and shorter dwell times mean shorter travel times



Passengers can count on the bus being on time and know exactly when the next bus is coming



Enclosed shelters with good lighting makes passengers feel more comfortable, safer and secure

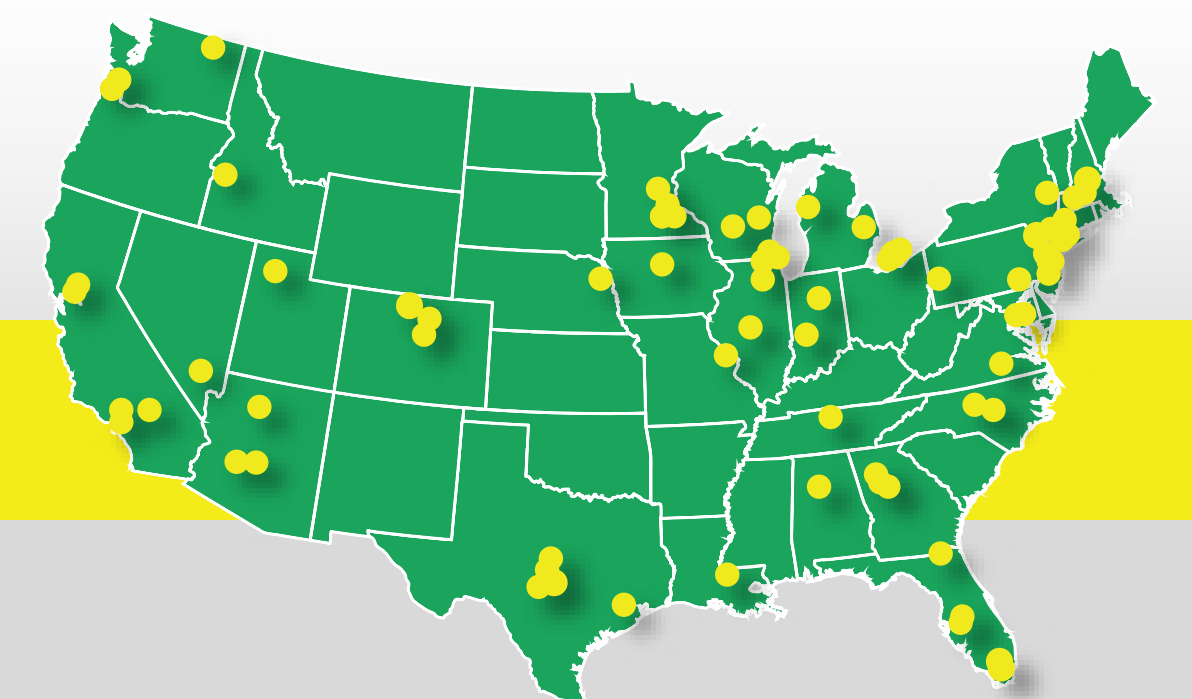


BRT removes car trips and encourage active transportation (bicycling and walking)

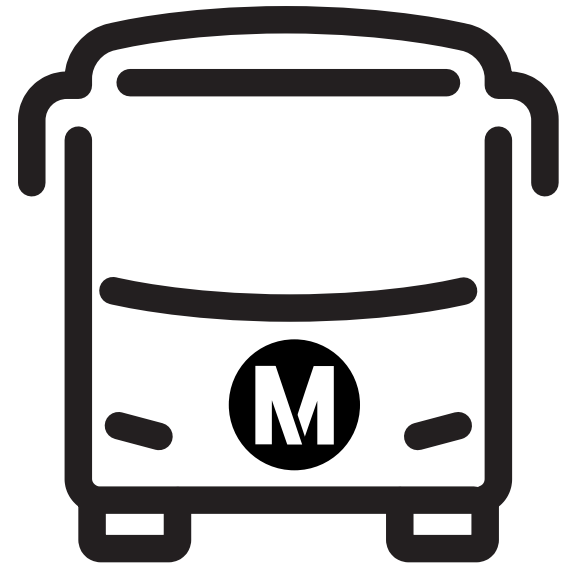


Neighborhoods are more active, vibrant and people-oriented

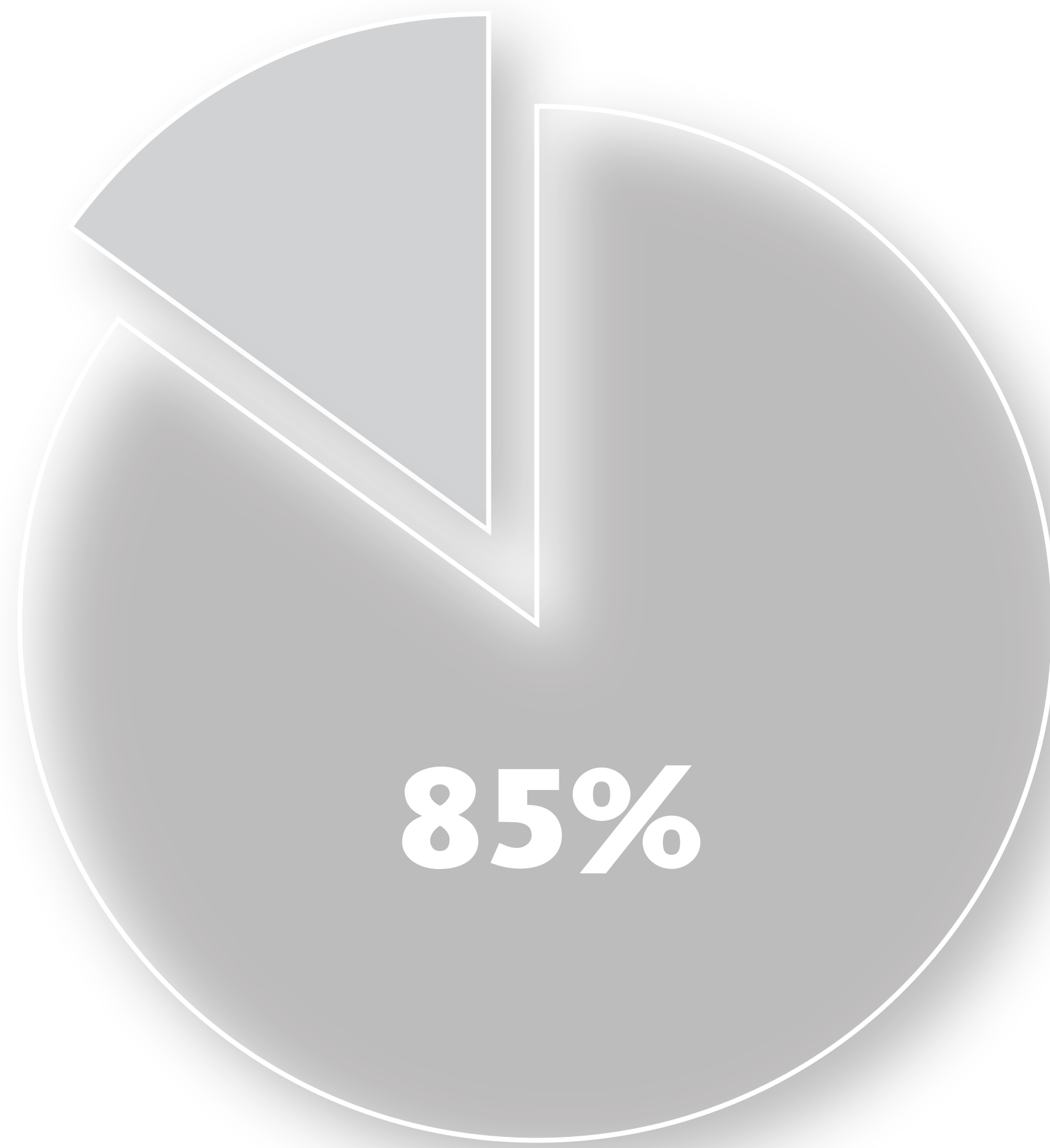
In the U.S. alone, there are over **250 BRT systems** in operation



# Ridership on Vermont



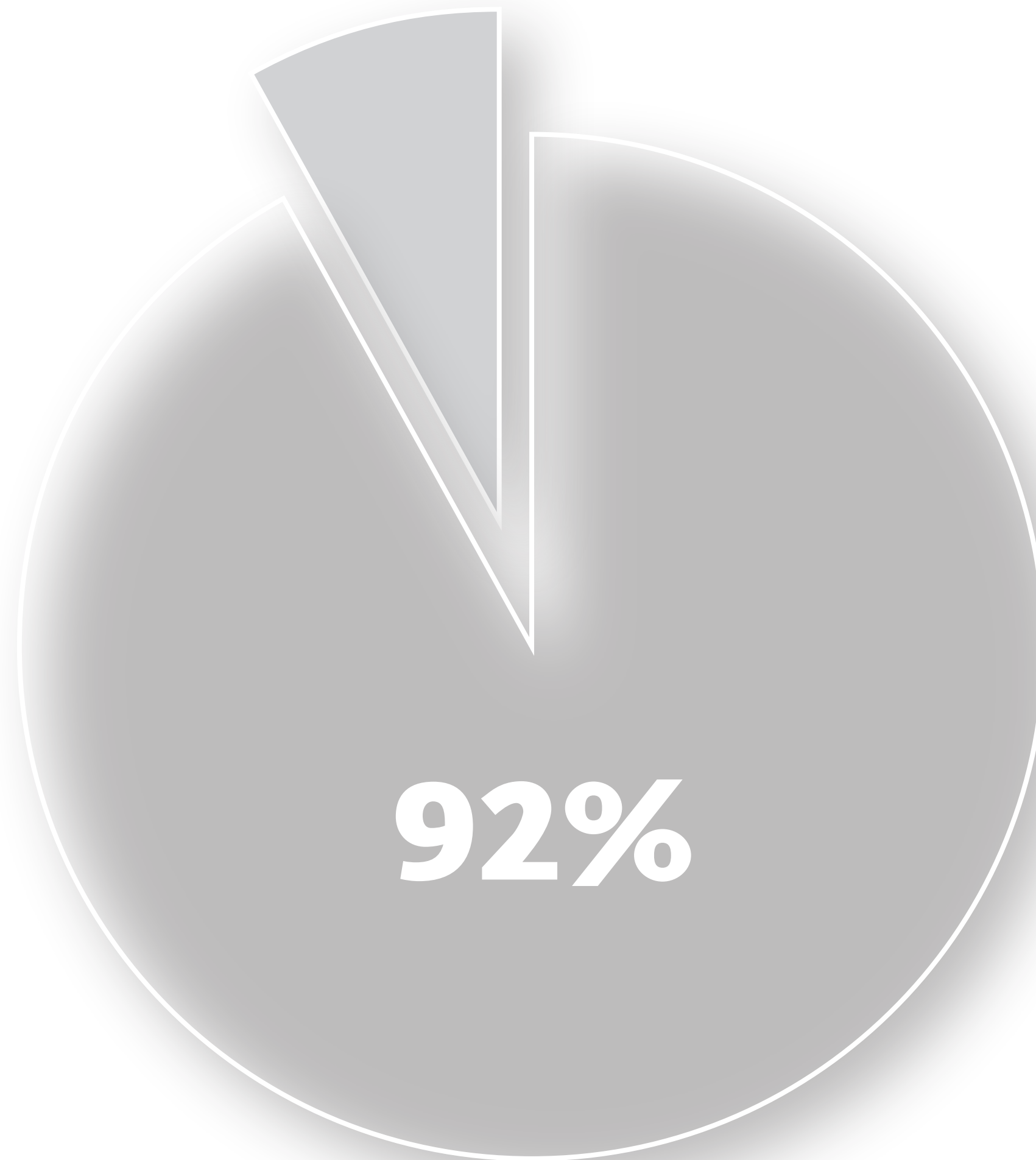
**Metro Riders  
along Vermont  
Avenue Routes**



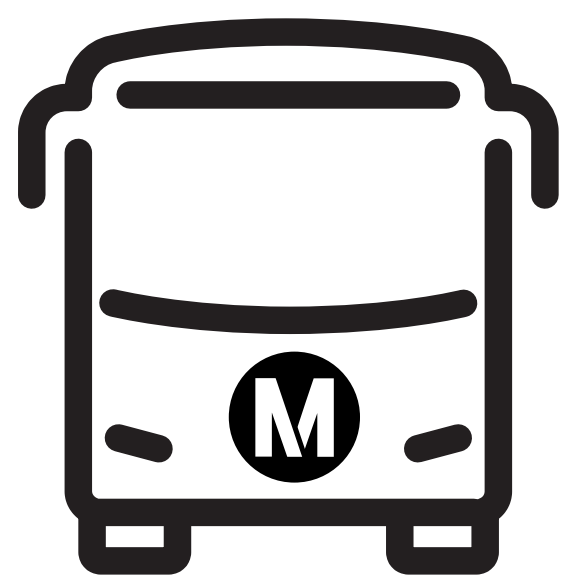
Blacks/LatinX



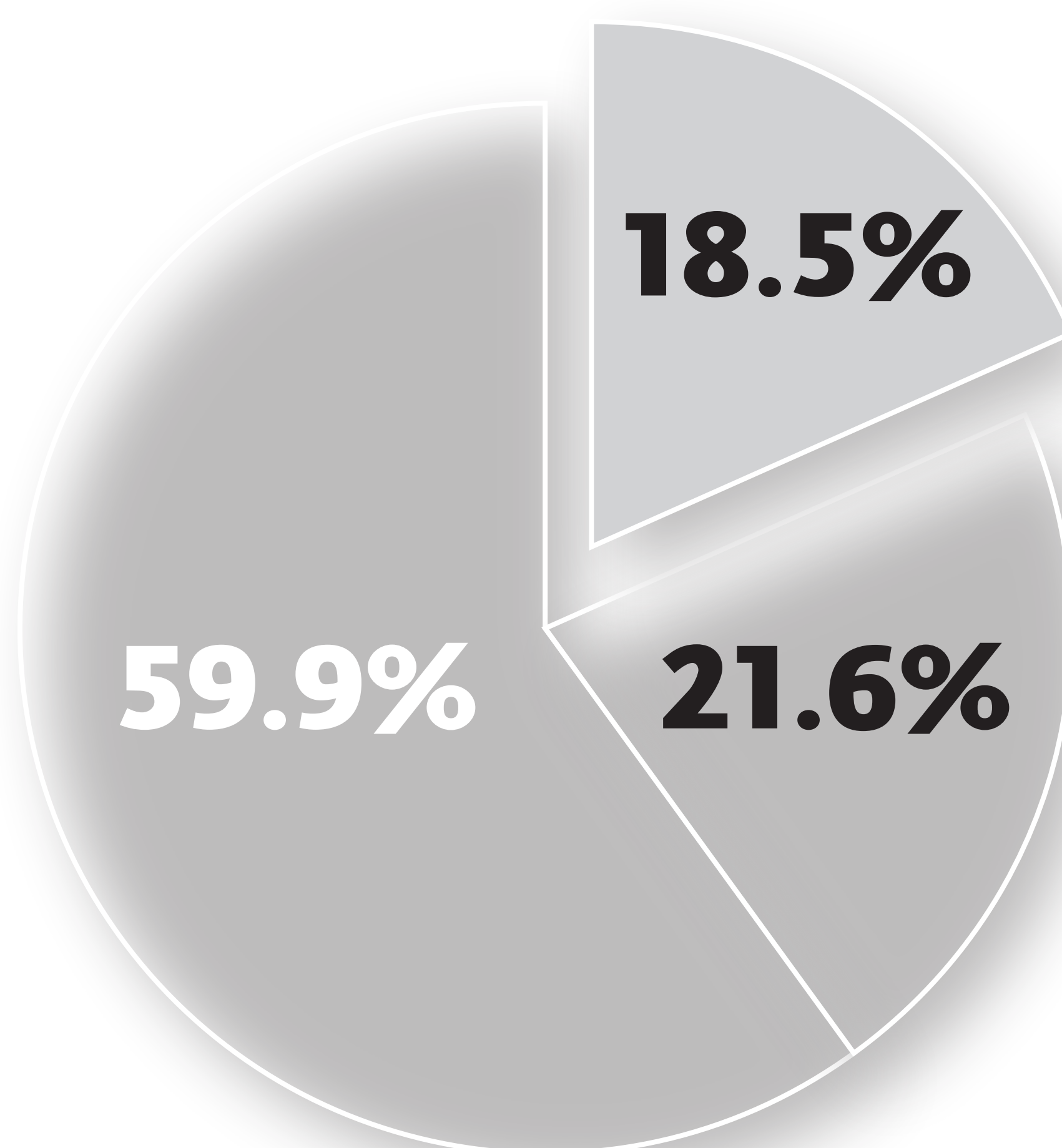
**% of Vermont  
Corridor riders with  
incomes of <\$64,999\***



\*Defined as low-income by HUD



**Frequency of Riders  
Using Metro Service  
on Vermont (2022)**



5x per week  
3-4x per week  
2x or less per week



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# Workforce Development

## EMPOWERMENT THROUGH EDUCATION & TRAINING

### Construction Careers



### STEAM Programming



# SB 922 Process

- > **Streamlined Process.** California allows projects within public rights-of-way to proceed through a streamlined review process (Public Resources Code 21080.20, 21080.25).
- > **Required Studies.** Three studies addressing equity, housing, and funding are mandated.
- > **Public Hearings.** The studies are made available to the community, and public hearings are held to receive input.
- > **Community Input.** Comments and transcripts from the hearings are provided to the Metro Board for consideration.
- > **Metro Board Deliberation.** The Metro Board deliberates on the project based on all the information gathered.
- > **Final Steps.** If approved, a CEQA Notice of Exemption will be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research.



# Number of Severe & Fatal Collisions



**92%**

People of color make up a high percentage of fatal injuries from collisions



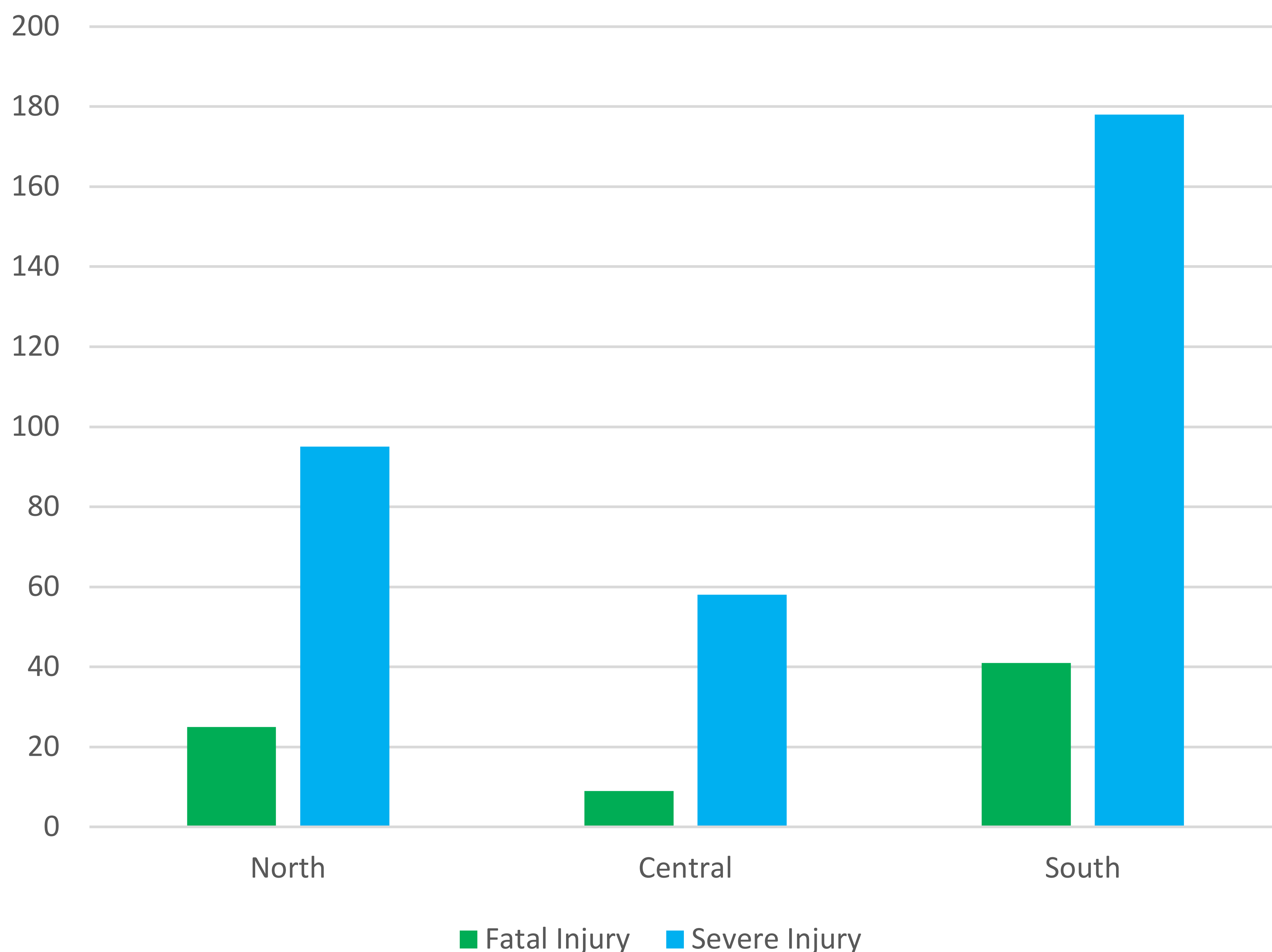
**57%**

Severe and fatal injuries are from pedestrian and bicycle collisions



**54%**

More than half of fatal and serious injuries occur in the **South Segment**



**Fatal and Severe Pedestrian and Bicycle Collisions (2018-2022)**



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