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

VERMONT TRANSIT CORRIDOR

Metro

Background

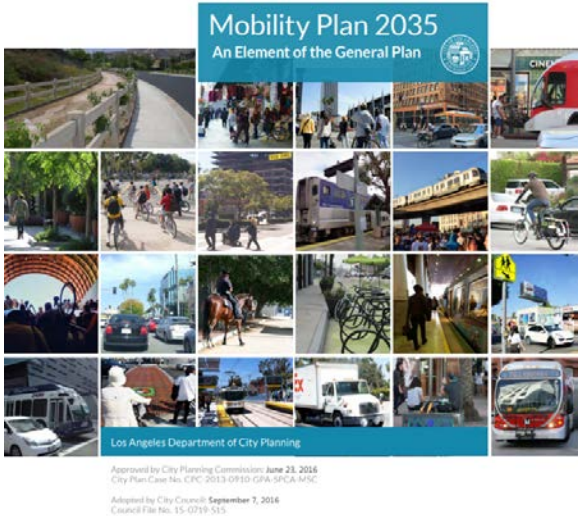
- Measure M Project - $425M (2015$) with Measure M opening between FY2028-2030
- June 2022: Completed Community Based Partnership Program (CPP)
- September 2022: Board directed staff to advance the Vermont Transit Corridor including:
  - Near-term service improvements
  - Medium-term BRT
  - Long-term rail (to be delivered if funding becomes available)

Conceptual rendering; subject to change

Corridor Overview

- Approximately 12.4 miles from Hollywood Bl to 120th St
- Busiest bus corridor
  - 36,000 daily boardings
- 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 (55 ft to 160 ft curb-to-curb)
- Densely populated, diverse, and highly transit-dependent corridor

Consistency with Local and Regional Plans



City of Los Angeles Mobility Plan 2035:

- Consistent with City's plan designating Vermont Ave. as a Transit Enhanced Street
- Helps support City's Healthy Streets L.A. Measure (HLA)

Metro Vision 2028 Strategic Plan Goals:

Provide high-quality mobility options that enable people to spend less time traveling

Deliver outstanding trip experiences for all users of the transportation system

Enhance communities and lives through mobility and access to opportunity

Near-Term Improvements

> Separate effort to implement near-term bus service improvements being led by Metro Operations

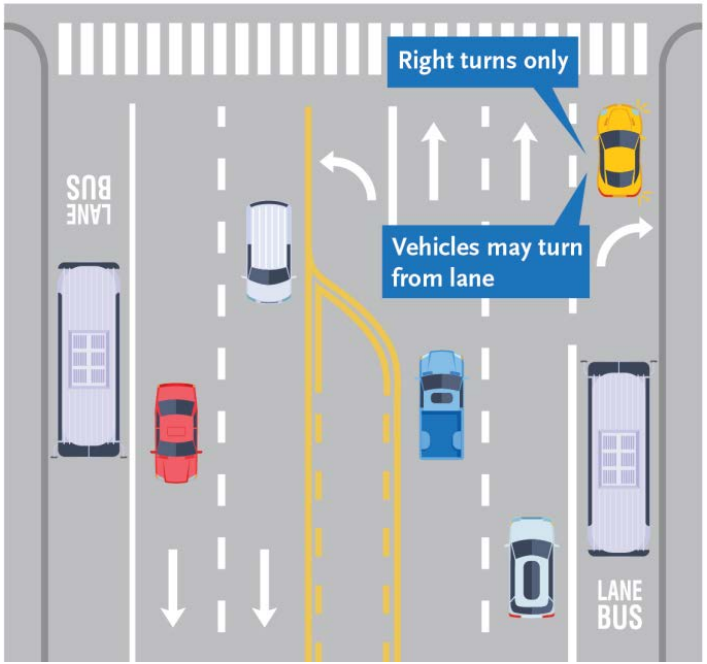
> Bi-directional curb-running bus lanes

- Sunset to Wilshire – 7-10 am & 3-7 pm only (adds additional peak-hour parking restrictions along corridor)
- Gage to Vermont/Athens C Line Station (all-day)

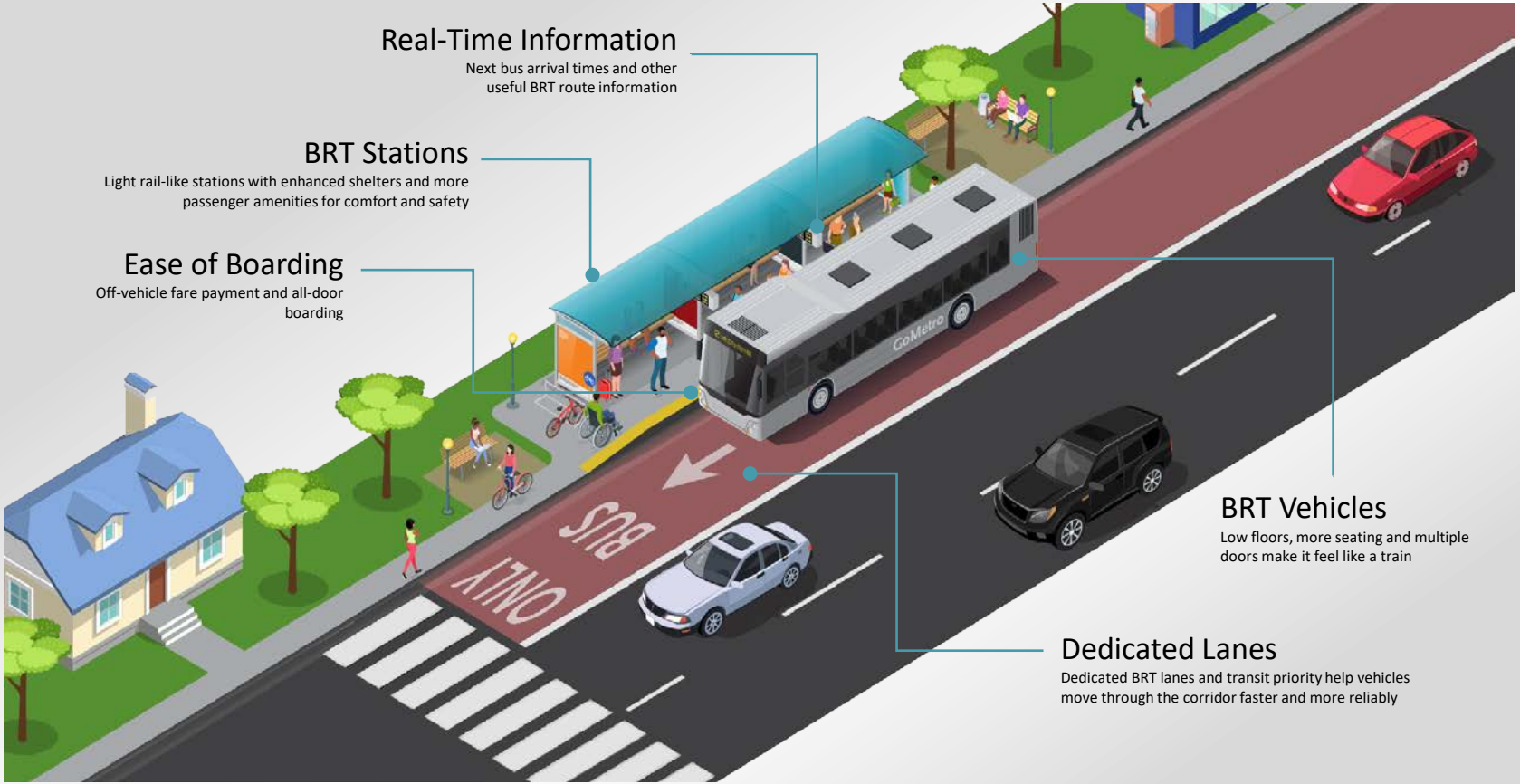
> Upgrades to existing Transit Signal Priority

> Project Milestones:

- Fall 2023/Winter 2024 – community engagement
- Summer 2024 – design
- Early 2025- implementation



What Makes BRT Different?



Proposed BRT Project Overview

Side Running BRT – north of Gage

Side Running BRT – south of Gage

> Converts travel lane next to curbside parking to bus only lane

> 12.4 miles dedicated side-running BRT

> 13 station locations with enhanced shelters and other passenger amenities

Benefits of Side-Running BRT

> Based on what we've heard to date, side-running BRT being advanced for additional study

> Benefits:

- Lanes can be used by local buses
- Cars are allowed in bus lanes to access driveways, parking, or make right turns
- Compatible with near-term bus-only lanes
- Preserves on-street parking except at station locations
- Bus bulbs at stations would extend the pedestrian area and shorten crossings with less exposure to vehicle traffic
- South of Gage Avenue, bus lane provides additional buffer between bike lane and general traffic lane

Conceptual rendering; subject to change

BRT Project Schedule

CEQA SB922

FILING OF SB922

2024

WINTER

- Engagement begins CBO engagements
- Equity conversations

SPRING/FALL/WINTER

- CBO engagements
- CBO support for community listening sessions

EARLY 2025

Metro Board Approval of Proposed BRT Project

ONGOING PUBLIC PARTICIPATION