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

Vermont Rail conversion/Feasibility Study
Stakeholder Meetings
May 2018
Background

> Measure M Project
  - Anticipated BRT opening FY28 to FY30
  - Potential rail conversion after 2067

> January/May 2016 and January 2017 – Vermont BRT stakeholder meetings

> March 2017 - Board directed staff to:
  - Proceed with BRT as near term improvement
  - Study potential future rail alternatives
Corridor Overview

- 12.4 miles
- Second busiest bus corridor
  - 45,000 daily boardings
- Heavy traffic resulting in slow service/poor on-time performance
- Connects to:
  - Major rail and bus lines
  - Key activity centers
- Varying ROW widths (80 - 200 feet)
BRT Project Goals/Objectives

- Improve service performance
  - Reduce passenger travel times
  - Improve service reliability
  - Increase ridership
- Enhance customer experience
  - Better passenger amenities
  - Improve pedestrian/bicycle access
- Invest in the community
  - Improve mobility & livability
Vermont BRT Study

> February 2017 – Study completed
> Identified BRT concepts including:

- Bus lanes
- Rail-like stations/passenger amenities
- Enhanced signal priority
- All-door boarding
- Other key BRT attributes
Future Baseline Conditions

Refine BRT Concepts

6 Preliminary Rail Concepts
( Ridership, Conceptual Engineering, Grade Crossing/Junction Capacity, Phasing, Corridor Fit )

Ridership Thresholds for Conversion

Potential to Support Transit Oriented Communities

Urban Design Concepts

Final Report
Recap of Initial BRT Concepts

- Identified 4 initial concepts
- Two determined to be most promising

Side Running BRT

Side/Center Running BRT
Side Running BRT

- Converts traffic lanes (adjacent to parking) to bus lanes
- Loss of approximately 446 all-day parking spaces (22% of total parking)
- Potential 36% increase in ridership
- 27% improvement in travel time
Side/Center Running BRT

- North of Gage - converts 8.2 miles of traffic lanes (adjacent to parking) to bus lanes
- South of Gage - converts center traffic lanes to bus lanes (4.2 miles)
- Loss of approximately 464 all-day parking spaces (23% of total parking)
- Potential 36% increase in ridership
- 28% improvement in travel time

Metro
Rail Technologies Considered

- High-floor Light Rail
- Low-floor Light Rail
- Tram/Streetcar
- Heavy Rail
Initial Six Rail Concepts Considered

> 2 Light Rail concepts
  • High floor center-running
  • Low floor side-running

> 1 Tram/Streetcar concept
  at-grade side-running

> 3 Heavy Rail concepts
  • Connecting with Red Line
  • Connecting with Purple Line
  • Ending at Wilshire/Vermont
Evaluation Screening Criteria

- Customer experience
- System connectivity
- System operability and reliability
- Passenger capacity
- Cost
- Construction impacts and service disruption
What is TOC?

Focus on integrating transportation and land use planning in support of livable communities that are *compact, dense, mixed-use, walkable, engaging and resilient.*
Next Steps

> May 2018 – Reduce to three rail concepts for more analysis
> Refine BRT concepts
> October 2018 – Return to stakeholders with study findings
> December 2018 – Complete Study
> Mid 2019 – Begin environmental review of Vermont BRT