Next stop: a new kind of bus ride on Vermont.
> Measure M and Twenty-Eight by ‘28 project
  • Anticipated BRT opening FY28
> February 2017 - Vermont BRT Technical Study completed
> March 2017 - Board directed staff to:
  • Proceed with BRT as near term improvement
  • Initiate study of rail concepts to ensure BRT doesn’t preclude future rail conversion

Example of Side-Running BRT
BRT Concept 1 - End-to-End Side-Running

> 12.4 miles of end-to-end side-running BRT
  • Hollywood to 120th St.
> Converts traffic lanes next to parking to bus lanes
BRT Concept 2 – Combination Side/Center-Running

> 8.2 miles of side-running north of Gage
> 4.2 miles of center-running south of Gage
> Converts two center traffic lanes to bus lanes
Evaluation of Rail Concepts

- Six initial rail concepts identified
  - At-grade, elevated and underground alignments
- ROW constraints limited at-grade options
- Most feasible concepts (based on initial screening and community input):
  - High-floor Light Rail
  - Heavy Rail connecting to Red Line
  - Separate Heavy Rail line with transfer at Wilshire/Vermont
High-Floor LRT – Center Running

- Lowest cost – $4.4 - $5.2B (2018)
- Lowest daily corridor ridership (2042) – 91,000 (44,000 rail)
- Over 50% underground (5.2 miles)
- Remaining 4.6 miles at-grade
- Biggest challenge: identifying site for new maintenance/storage facility
Heavy Rail – Connection to Red Line

- Highest daily corridor ridership (2042) - 116,000 - 144,000 (81,000 - 117,000 rail)
- Significant impacts to existing service during construction (up to 2 years)
- 10.3 miles underground
- Biggest challenge: building the junction with Red Line
Heavy Rail – Stand Alone

• Medium cost – $5.9 - $6.9B (2018)
• Medium daily corridor ridership (2042) - 103,000 - 131,000 (51,000 - 83,000 rail)
• 9.8 miles underground
• Biggest challenge: identifying a site for new maintenance facility
Key Study Findings

- Broad support for BRT
- BRT can provide more immediate improvements at fraction of rail costs (approximately $310 M)
- BRT will not preclude future rail
- Little to no physical overlap with LRT (two-thirds underground) or HRT options (100% underground)
- Center-running BRT lanes can be used later for LRT south of Gage
Next Steps

> April 2019 – Seek Board approval to advance BRT concepts into environmental review & receive findings of study

> Early 2020 – award contract for environmental review and begin supplemental study of BRT concepts