Countywide Bus Rapid Transit & Street Design Improvement Study
Study Purpose

• Identify at least 5 corridors countywide for effective countywide BRT system, including peak period bus lanes

• Identify other general bus speed improvements (new or enhanced signal priority, fewer stops, all-door boarding, etc.)

• Improve bus schedule reliability and passenger travel times

• Identify ways to improve the quality of street life at and/or near the bus stops (enhanced shelters, lighting, bus benches, improved crosswalks)
Study Approach

• Study’s overall approach designed to advance goal of a countywide BRT network

• Study conducted in collaboration with special advisory committee consisting of LADOT, LACDPW, BRU, some select transit agencies, and a number of other key stakeholders

• Using evaluation and implementation criteria established as part of study, a multi-step approach was used to ensure a balanced, countywide BRT system

• Began with 100+ corridors countywide (including Metro, municipal operator & some new corridors)
Study Approach, contd.

- Using set of criteria (ridership potential, connectivity, regional balance & existing ridership) refined corridor list to 43 then further to 14
- Conducted field reviews along the 14 corridors & developed recommendations for each
- Conducted Cost/Benefit analysis to rank corridors
- Selected strongest candidate corridor from each service area, two municipal operated corridors, and two additional corridors that warranted consideration for final list of 9
Proposed BRT Corridors

1. Vermont (Westside/Central)
2. North Hollywood to Pasadena (San Fernando/San Gabriel Valley)
3. Hawthorne (South Bay)
4. Atlantic (Gateway)
5. Valley (San Gabriel Valley)
6. Whittier (Gateway Cities)
7. Artesia (Gateway/South Bay)
8. Santa Monica (Westside/Central)
9. Pico (Westside/Central)
Next Steps

• Finalize and disseminate the final Countywide BRT and Street Design Improvement Study report

• Will request funding through the FY15 budget to conduct continued technical analysis of the Vermont and North Hollywood to Pasadena corridors

• Once the two initial studies are complete, the remaining corridor studies would be conducted as follows:
  – Phase 2 - Hawthorne, Atlantic, Valley
  – Phase 3 – Whittier, Artesia
  – Phase 4 – Santa Monica, Pico

• New Rapid service could be implemented on those corridors without existing Rapid service, while studying or waiting to study bus lanes, should funding become available