



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

VERMONT TRANSIT CORRIDOR



Vermont Rail Conversion/Feasibility Study  
Planning and Programming Committee  
April 17, 2019

Legistar file # 2019-0205

# Background

- > 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

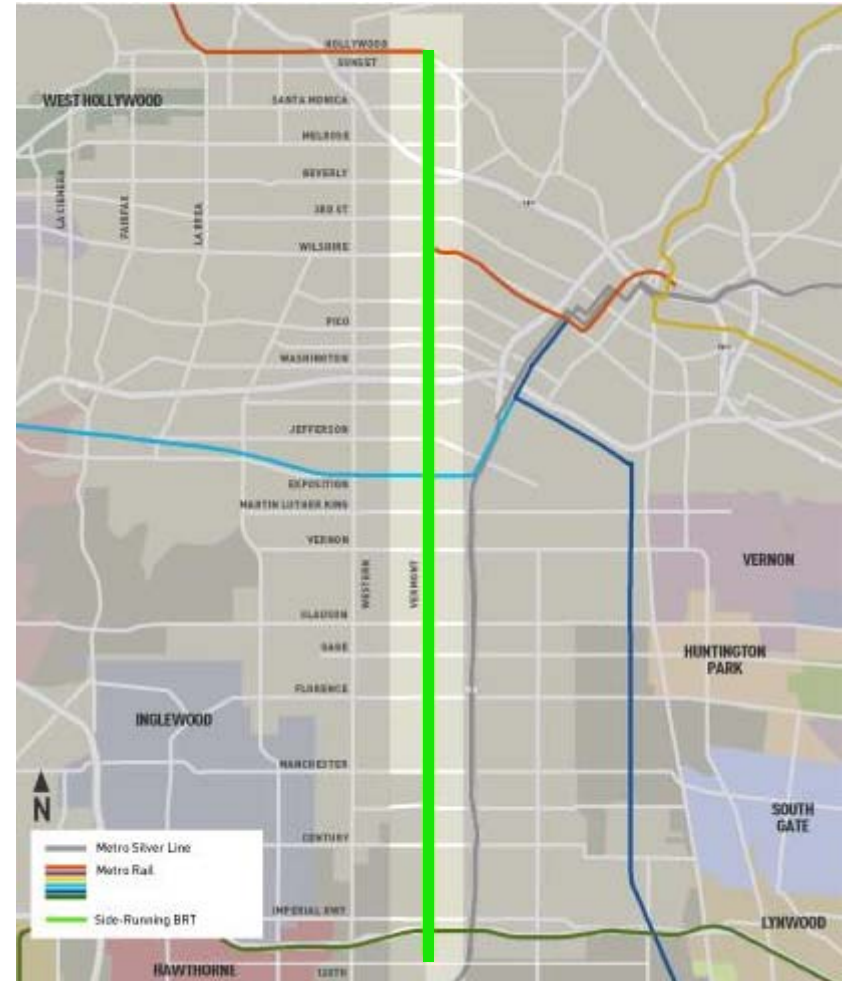


Example of Side-Running BRT



# BRT Concept 1 - End-to-End Side-Running

- > 12.4 miles of end-to-end side-running BRT
  - Hollywood to 120<sup>th</sup> 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



Side-Running North of Gage



Center-Running South of Gage





# 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

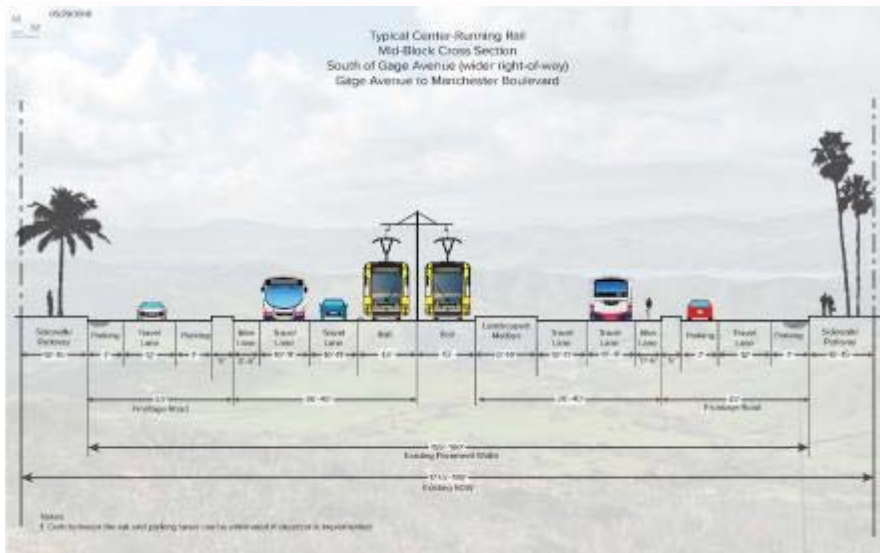


High-Floor LRT

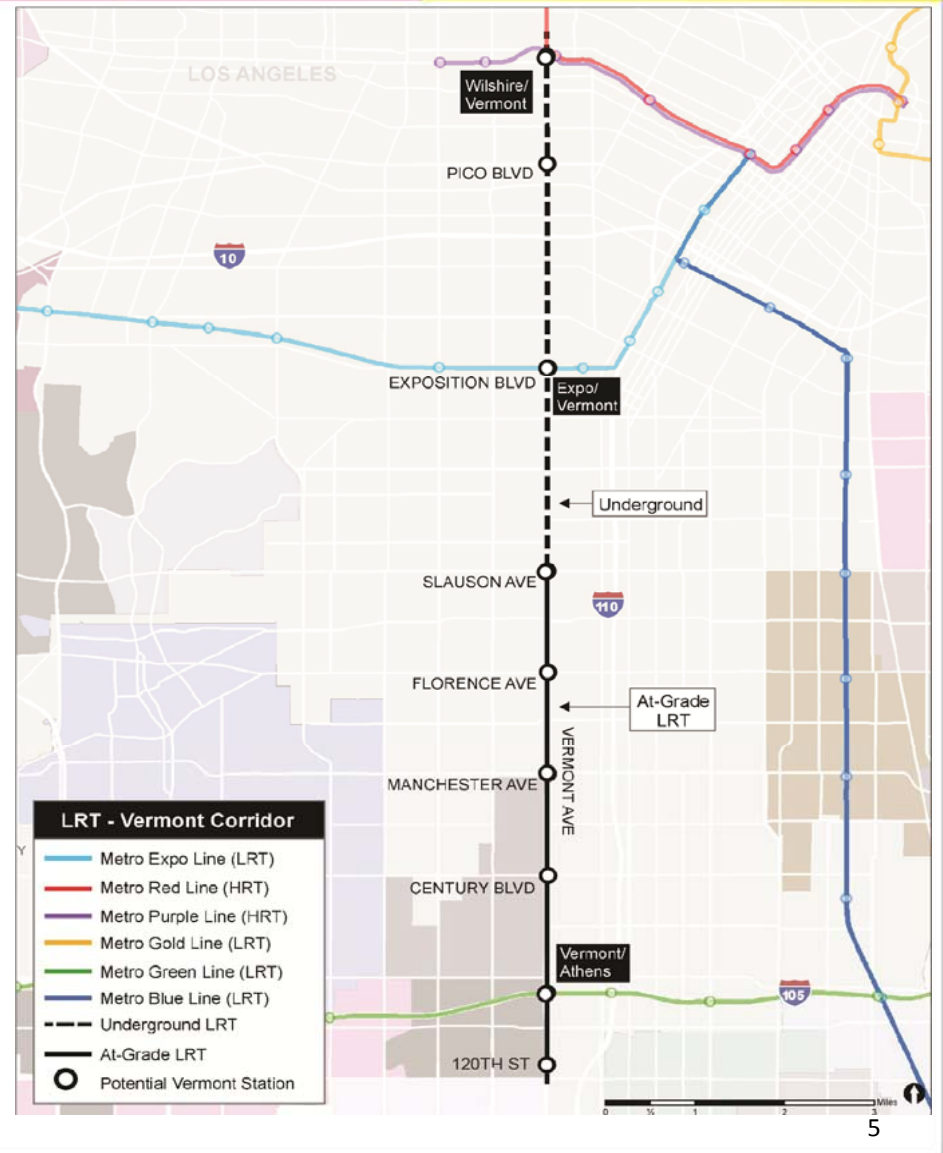


Heavy Rail

# High-Floor LRT – Center Running

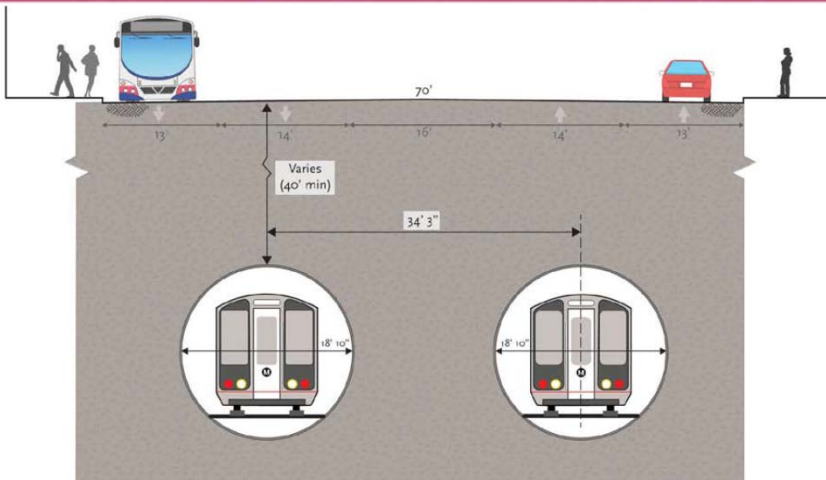


- Lowest cost – \$4.4 - \$5.2B (2018)
- Lowest daily corridor ridership (2042) – 91,000 (44,000 rail)
- Over 50% underground (5.2 miles)
- Remaining 4.6 miles at-grade
- Biggest challenge: identifying site for new maintenance/storage facility

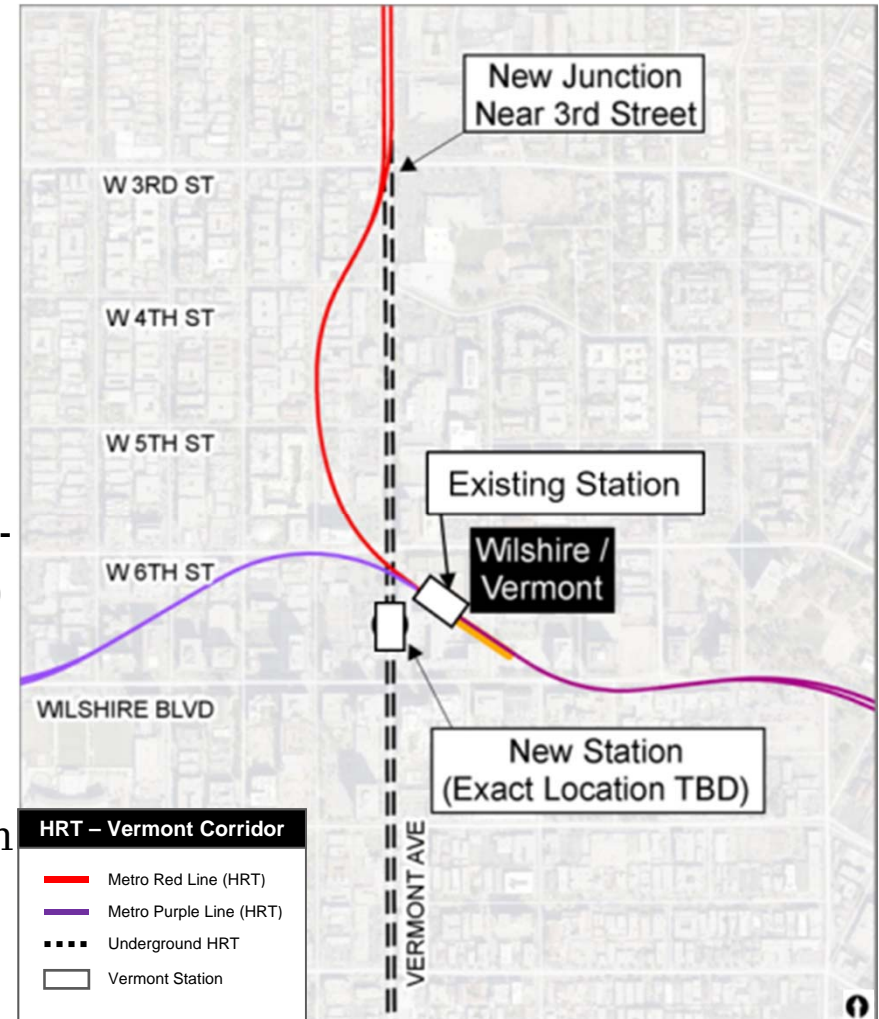




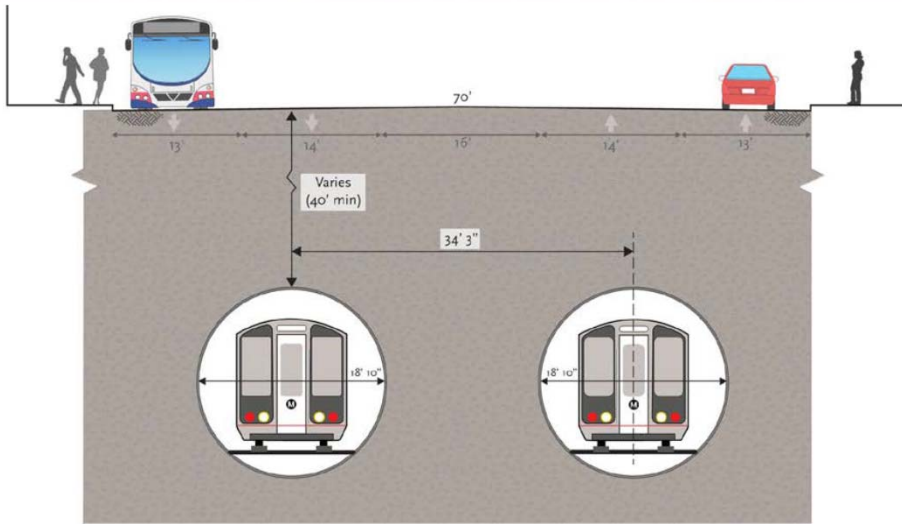
# Heavy Rail – Connection to Red Line



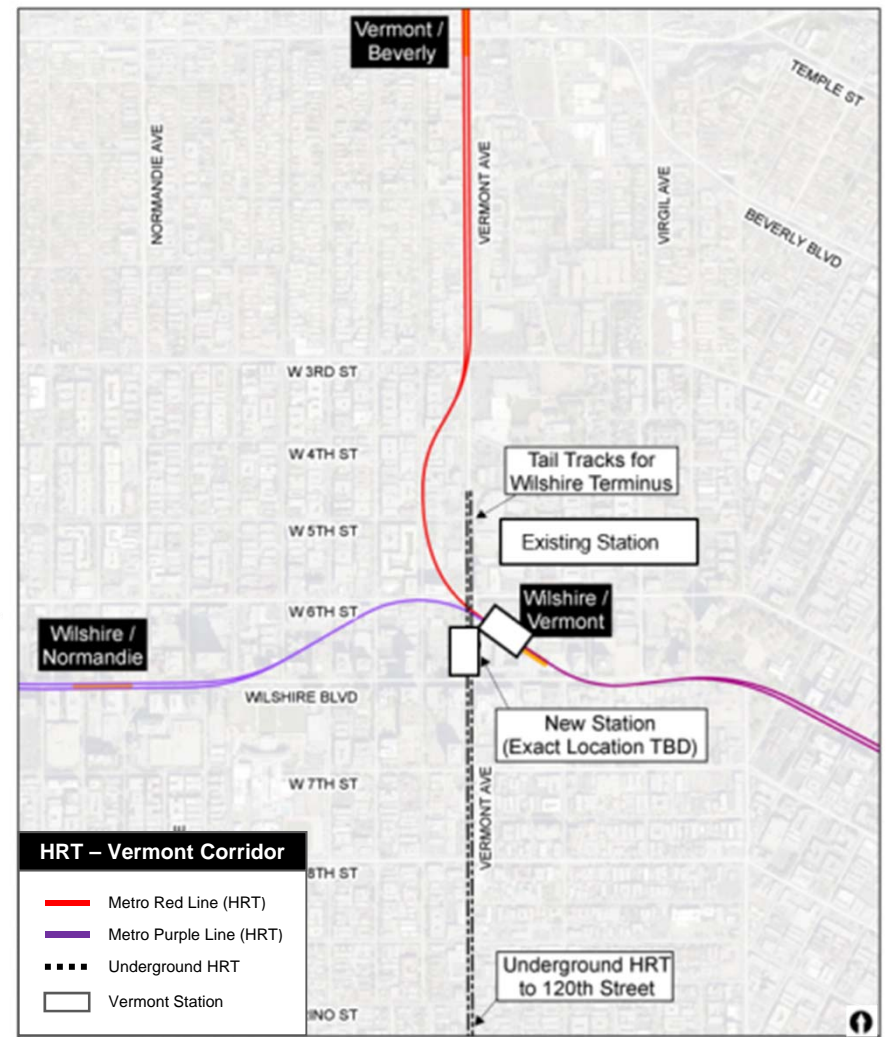
- Highest cost – \$7.1 - \$8.4B (2018)
- Highest daily corridor ridership (2042) - 116,000 - 144,000 (81,000 - 117,000 rail)
- Significant impacts to existing service during construction (up to 2 years)
- 10.3 miles underground
- Biggest challenge: building the junction with Red Line



# 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



# Recommendations

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.
- C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study.
- D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process.
- E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.



# Next Steps

- > April 2019 – Initiate procurement for consultant services to perform supplemental study and environmental review
- > Early 2020 – award contract for environmental review and begin supplemental study of BRT concepts

