



Board Report

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Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 17, 2016

**SUBJECT: VERMONT AND NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT
CORRIDORS**

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this update on the status of the advanced Bus Rapid Transit (BRT) technical studies for the Vermont and North Hollywood to Pasadena corridors in response to the July 24, 2014 and October 23, 2014 Board directives.

ISSUE

At the July 24, 2014 meeting, the Board approved a motion (Attachment A) directing staff to begin advanced technical work on the Vermont and North Hollywood to Pasadena corridors as a result of recommendations from the Los Angeles County BRT and Street Design Improvement Study. This was further supported through a subsequent motion approved by the Board at the October 23, 2014 meeting (Attachment B). This report updates the Board on the advanced technical work for the two corridors and the outreach efforts conducted to date.

DISCUSSION

Background

In December 2013, staff completed the Los Angeles County BRT and Street Design Improvement Study. Staff presented the study findings to the February 2014 Planning and Programming Committee, which identified nine potential BRT candidate corridors.

Vermont

Since the last quarterly update in November 2015, the project team has made significant progress. The project team completed an inventory of corridor characteristics, including traffic and parking conditions, physical constraints and street geometrics. This evaluation will help identify opportunities to implement dedicated running ways, either curbside or median running BRT, as well as all-day or peak-only dedicated bus lanes. The project team also examined the corridor's demographics, including its population and employment densities and transit markets. The results from this analysis were shared with TAC members in November 2015. Based on this analysis, the consultant is developing some preliminary concepts.

North Hollywood to Pasadena

In November 2015, the results from the data collected on the physical corridor characteristics were presented to the TAC members. The results of this analysis will enable the exploration of potential BRT concepts/alignments that will include both arterial and/or freeway running alternatives. The project team has conducted an initial model run to establish baseline benchmarks. Any potential BRT alternative will be compared against these benchmarks for ridership potential and how well each serves major activity centers, and population and employment densities along the corridor.

Outreach Efforts

In December 2015, staff initiated stakeholder outreach efforts through an elected officials and Board staff briefing. Stakeholder roundtables were held in each corridor in January 2016. Invitees included businesses, religious institutions, schools, hospitals, community/neighborhood groups, major cultural centers, neighborhood councils, and Chambers of Commerce. The purpose of these briefings was to provide a general overview of the study, solicit feedback that might help inform alternatives development and discuss next steps. Outreach will be on-going throughout both studies.

NEXT STEPS

Staff will continue advancing work on the technical studies for both the Vermont and North Hollywood to Pasadena corridor studies. Further analysis of the corridor data, BRT refinements, and stakeholder outreach will be accomplished in the next quarterly Board update.

ATTACHMENTS

Attachment A - July 24, 2014 Board Motion
Attachment B - October 23, 2014 Board Motion

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**MOTION BY DIRECTORS MICHAEL ANTONOVICH,
ARA NAJARIAN, MARK RIDLEY-THOMAS AND ERIC GARCETTI**

July 24, 2014

After several years of evaluation, MTA staff developed a list of eligible corridors for additional bus rapid transit (BRT) projects based on, among other things, ridership potential and net savings of operations funding. Two of the corridors hit upon unmet transit needs, which would greatly relieve congestion and link major transit centers.

The first corridor, Vermont Avenue, has long been recognized as one of the most congested streets in Los Angeles. According to MTA statistics, the Vermont Avenue corridor has among the most daily bus boardings in all of LA County. The bus system is unable to accommodate commuter demands without service improvements.

The second corridor between the North Hollywood Red/Orange Lines and the Pasadena Gold Line, by all accounts, has huge ridership potential and would connect the San Fernando and San Gabriel Valleys. Metro, in collaboration with Bob Hope Airport, is providing an important plane-to-train connection through improvements to the Metrolink Antelope Valley and Ventura County Lines. The Airport recently opened its Regional Intermodal Transit Center that provides seamless connectivity from trains to buses to planes. An additional connection through enhanced BRT is warranted to increase mobility.

I THEREFORE MOVE that the CEO direct staff to advance these projects and provide the Board with a report back in September on an implementation plan to include:

- A. Operations requirements
- B. Funding requirements
- C. Implementation timelines

I FURTHER MOVE that the CEO:

- A. Immediately initiate the hiring process for the Bus Rapid Transit planning position included in the Board-approved MTA Fiscal Year 2014-15 budget
- B. Dedicate additional staff to the aforementioned projects and the Countywide BRT Study as needed

MOTION BY DIRECTORS ARA NAJARIAN, GARCETTI AND ANTONOVICH

Construction Committee

October 16, 2014

At the July 24, 2014 board meeting, the MTA board approved moving both the Vermont Avenue BRT and the North Hollywood to Pasadena BRT to the environmental phase in preparation and anticipation of future funding. Board Chair, Mayor Garcetti, amended the motion to direct that both BRT's should be MTA's top priority for federal small starts funds.

At the board staff briefing this week, MTA staff stated that a consultant was being procured only for the Vermont Avenue BRT, in direct contrast to the board's direction that both BRT projects move forward in tandem to be positioned for small starts funding. To support this motion,

WE THEREFORE MOVE that the consultant procurement for BRT advancement be amended to include the North Hollywood to Pasadena BRT.