

TRANSPORTATION COMMITTEE REPORT relative to the NextGen Bus Speed Engineering Working Group and its designation of priority transit corridors for infrastructure improvement and conducting community engagement.

Recommendation for Council action:

RECEIVE and FILE the Los Angeles Department of Transportation (LADOT) dated June 12, 2020, relative to the NextGen Bus Speed Engineering Working Group and its designation of priority transit corridors for infrastructure improvement and conducting community engagement.

Fiscal Impact Statement: Not applicable.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated June 12, 2020, LADOT provides a status update on the NextGen Bus Speed Engineering Working Group and its designation of priority transit corridors for infrastructure improvement and conducting community engagement. The NextGen Bus Plan identifies priority corridors based on ridership and travel time, and the Working Group will recommend tools based on the specific needs of each corridor. The first focus area for bus speed improvements is in Downtown Los Angeles, where a significant portion of bus routes begin and end, demand is highest, and service is most frequent. The LADOT report discusses four projects:

Flower Street Bus Only Lane

The Working Group determined that the 1.8-mile pilot bus only lane on Flower Street, significantly improved bus speed and reliability, increased ridership, positive user survey response, all with minimum traffic impacts. The Technical Working Group recommends making the Flower Street Bus Only Lane permanent.

5th Street and 6th Street Bus Only Lane and Signal Queue Jumpers

To complement and enhance existing north-south transit supportive infrastructure on Flower Street, the Working Group recommends additional bus only lanes that address east-west mobility. Based on current bus demand and frequency, and preliminary traffic impact assessment, the Working Group identified 5th and 6th Streets as priority candidates for bus only lanes.

Aliso Street

Metro's NextGen outreach identified Aliso Street as a primary congestion point for buses accessing the ExpressLane entrance on Alameda Street, affecting service reliability and speed for San Gabriel Valley transit riders. To address this issue, the Working Group recommends installing a bus only lane on Aliso Street from Spring to Alameda Street, allowing buses to turn from the existing bus only lane on Spring Street and access the 101 freeway with priority.

Olive Street and Grand Street

The Working Group identified Olive Street and Grand Street as high bus frequency corridors that would benefit from a dedicated bus lane. Running parallel to the existing bus only lanes on

Flower Street and Figueroa Street that are currently running above their per minute capacity for bus frequency, these dedicated lanes would provide additional capacity and further relieve congestion. The Working Group recommends implementing bus only lanes on these corridors to create a holistic network through Downtown.

At its special meeting held June 19, 2020, the Transportation Committee discussed this matter with LADOT staff. The Department representative discussed the success of the projects and the steps taken to protect drivers and passengers to during the COVID19 pandemic emergency. Responding to reduced bus capacity, the frequency of bus arrivals has increased to reduce wait time and crowding at bus stops. Committee recommended that Council receive and file the LADOT report.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
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BONIN:	YES
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MARTINEZ:	ABSENT
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KORETZ:	YES
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-NOT OFFICIAL UNTIL COUNCIL ACTS-