

TRANSPORTATION COMMITTEE REPORT relative to identifying priority bus-supportive infrastructure projects needed to support the NextGen bus service plan.

Recommendations for Council action, pursuant to Motion (Bonin – Krekorian – Blumenfield):

1. DIRECT the Los Angeles Department of Transportation (LADOT) to:
  - a. Report with a list of priority bus-supportive infrastructure projects needed to support the NextGen bus service plan, with an emphasis on near-term improvements that can be implemented concurrently with each phase of NextGen.
  - b. Convene a NextGen Bus Speed Engineering Working Group, co-chaired by the General Manager, LADOT, and the Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority (Metro), or their designees, and establish a regular (at least monthly) meeting schedule.
  - c. Provide quarterly updates of the NextGen Bus Speed Engineering Working Group to the Transportation Committee starting October, 2019.
2. DIRECT the Bureaus of Engineering and Street Services to participate in the NextGen Bus Speed Engineering Working Group.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

## SUMMARY

On August 6, 2019, Council considered Motion (Bonin – Krekorian – Blumenfield) relative to identifying priority bus-supportive infrastructure projects needed to support the NextGen bus service plan. Motion states Metro will begin implementing a totally redesigned bus system based on the NextGen Bus Study in 2020. This new bus system is intended to provide fast, frequent, and reliable service. In recent years, the primary contributor to slow speeds and poor schedule reliability has been growing traffic congestion on city streets. Providing high-quality transit options with competitive travel times is the single most important step Metro can take to retain and grow ridership, increase the carrying capacity of local roadways, and shift regional travel patterns toward more efficient modes.

Motion goes on to state that traffic congestion impeding mass transit operations is particularly acute in Downtown Los Angeles and nearby neighborhoods. The recent installation of the Flower Street pilot bus lane has demonstrated the effectiveness of strategic bus-supportive infrastructure in allowing transit riders to bypass congestion. Other types of bus-supportive infrastructure may include queue jumpers, signal priority, or boarding islands. Combined with operational improvements like All Door Boarding, these types of infrastructure improvements can cut stop times and improve bus speeds by 20 percent or more.

Motion further states that City agencies have a critical role to play in ensuring that residents and commuters have access to fast, frequent, and reliable bus service. Close coordination between Metro, LADOT, and the Bureaus of Engineering and Street Services is essential to successfully implement infrastructure changes. Motion movers believe that a working group is needed to ensure close coordination between Metro and City agencies.

Motion recommends that Council direct LADOT to convene a NextGen Bus Speed Engineering Working Group, and to report to the Transportation Committee with status updates and recommendations for infrastructure projects designed to improve public transit service. Council referred Motion to the Transportation Committee for consideration.

At its meeting held August 28, 2019, the Transportation Committee recommended that Council approve Motion's recommendations.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



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