

**Board Report**

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**File #:** 2020-0623, **File Type:** Informational Report**Agenda Number:** 25.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
OCTOBER 15, 2020****SUBJECT: MOTION 22.1: NEXTGEN BUS SPEED ENGINEERING WORKING GROUP STATUS  
UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE the status report in response to Motion 22.1 entitled NextGen Bus Speed Engineering Working Group (July 2019). This update provides details regarding a technical working group appointed by Metro and its efforts to coordinate with a complementary group from Los Angeles Department of Transportation (LADOT) to develop a work program to improve bus priority and assess the need to coordinate with other jurisdictions and municipal operators.

**ISSUE**

In July 2019, the Board approved Motion 22.1 entitled NextGen Bus Speed Engineering Working Group as part of the NextGen Service Concept. This motion requests the following:

- A. Develop 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. Form a NextGen Bus Speed Engineering Working Group co-chaired by the Metro CEO and the General Manager (GM) of the Los Angeles Department of Transportation (LADOT), or their designees, and establish a regular meeting schedule, at least monthly;
- C. Assess the need for coordination with additional local jurisdictions and municipal operators where bus delay hotspots exist; and
- D. Report back to the Operations, Safety and Customer Experience Committee on the above in April 2020, and quarterly thereafter.

This report provides a status update for FY21Q1 on the response to Motion 22.1.

**BACKGROUND**

In July 2018, the Board adopted Motion 38.1, endorsing travel speed, service frequency, and system reliability as the highest priority service design objectives for the NextGen Bus Study. These objectives have been incorporated in the Regional Service Concept, that was approved by the Board in July 2019, which provides the framework for restructuring Metro's bus routes and schedules.

Concurrent to the approval of the Regional Service Concept, the Board approved Motion 22.1: Engineering Working Group, which provides direction to staff to establish a partnership between Metro and LADOT to identify, design, fund and implement transit supportive infrastructure to speed up transit service as part of the NextGen Bus Plan.

The Metro CEO has appointed a Technical Working Group focused on identifying, planning, designing and implementing bus speed and reliability improvements. This group, consisting of Metro Service Planning will work in close partnership with LADOT's equivalent technical team, consisting of Traffic Operations, Active Transportation, Vision Zero, and Transportation Planning Groups, meeting on a regular basis (every 2-4 weeks), to ensure ongoing coordination and advancement of the program. Additional Metro departments (e.g. Communications, Planning, OMB, OEI, Program Management, Security), as well as other municipal traffic departments and transit operators, would be engaged as needed when specific projects have been defined and advanced towards design and implementation.

An External Affairs Working Group has also been established as a subcommittee of the Technical Working Group. It is comprised of staff from Metro Community Relations, LADOT External Affairs, StreetsLA, the Los Angeles Mayor's Office, Metro Board Staff and Metro Service Planning. Their work focuses on coordinating to communicate with and prepare communities for coming improvements including identifying and addressing potential impacts, as well as coordinating outreach and engagement efforts for these projects.

At major milestones and as needed, the Technical Working Group will report on progress to the Metro CEO and LADOT's GM, and/or their designees, to seek direction on goals and objectives of the Technical Working Group as well as policy guidance on balancing priorities for roadway and curb space.

## **DISCUSSION**

Since the last update provided to the Board on May 21, 2020, the Technical Working Group met on August 12, 2020.

During this period, the Technical Working Group accomplished the following:

### **5th Street & 6th Street Bus Priority Lane**

In partnership with LADOT and StreetsLA's ADAPT Program, the Technical Working Group has completed a westbound bus priority lane on 5th Street and an eastbound bus priority lane on 6th Street, between Flower Street and Central Avenue.

- Weekdays between 7:00 AM and 7:00 PM
- Typically, over 80 buses per hour use either 5th or 6th Streets, which equates to one bus every 45 seconds
- Benefits to bus riders from the Eastside, Westside and Southeast

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While the project has been implemented, staff is deferring an evaluation of this project until traffic volumes and ridership patterns recover from COVID-19, which has brought a significant reduction in traffic volumes and relaxed parking enforcement policies by LADOT, including bus lane enforcement, through October 2020. Therefore, there are no substantive impacts to report on travel time, reliability or ridership.

### Bus Signal Queue Jumper at 5th Street/Flower Street

As bus lanes are just one of the tools in the Speed & Reliability Toolkit, Metro has also identified an opportunity to employ a different tool to reduce bus delays for westbound buses at 5th Street/Flower Street. Currently, buses must serve the nearside stop at 5th Street/Flower Street with 700 daily boardings and alightings, and then slowly maneuver from the right hand side of the curb to the left side of 5th Street, which results in potentially conflicting crossover with private vehicles attempting to use the 110 Freeway On-Ramp on the right hand side of the street.

With a bus signal queue jumper, Metro and other transit buses would have a dedicated signal phase to safely and efficiently “jump the queue” of adjacent cars to merge to the left and away from freeway traffic to make their way towards Westlake and Koreatown.

Metro expects to complete engineering design and installation of this project in Spring 2021.

### Aliso Street Bus Only Lane

The Technical Working Group has also implemented a critical, “missing gap” bus lane that links the existing Spring St bus only lane at Los Angeles City Hall with the I-10 ExpressLanes entrance (formerly El Monte Busway) at Alameda St. In conjunction with the soon-to-open Patsaouras Bus Plaza Busway Station at Union Station East, Metro and Foothill Transit commuters will benefit from an improved customer experience in this segment.

- Identical hours of operation with existing bus only lane on Spring Street and Left Turn Pocket at Alameda Street
- Typically, over 60 buses per hour use Aliso Street, which equates to one bus every minute
- Benefits to San Gabriel Valley riders and Busway users at Cal State LA and LAC+USC Medical Center

Because this bus only lane is always in effect, the Technical Working Group has agreed to pilot a raised curb treatment that seeks to improve bus lane compliance. This treatment will be evaluated for effectiveness and potentially expanded to other areas if successful.

### Looking Ahead

The NextGen Bus Speed Engineering Working Group is continuing to discuss and analyze future corridors along key arterials for equitable opportunities and are actively collaborating with partner agencies and stakeholders. Staff plans to provide further details about these corridors in the next quarterly update in January 2021.

Additionally, Metro is working with LADOT to expand TPS to more buses and along non-TPS Tier 1

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corridors under the NextGen Bus Plan. Today, only Metro Rapid (Red) buses receive TPS, which can extend green lights to prioritize certain buses. Given the NextGen Bus Plan to combine the best of Metro Rapid priority attributes with Metro Local access for all riders, Metro is exploring the viability to install TPS transponders on its entire 2,300 bus fleet and work with LADOT to increase opportunities for Metro buses to receive signal prioritization along Metro Tier 1 bus routes.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendations support strategic plans:

**Goal #1:** Provide high quality mobility options that enable people to spend less time traveling. Improving the speed and reliability of the bus network will reduce transit travel times as well as improving competitiveness with other transportation options.

**Goal #2:** Deliver outstanding trip experiences for all users of the transportation system. These initiatives help to move more people within the same street capacity, where currently transit users suffer service delays and reliability issues because of single occupant drivers.

**Goal #3:** Enhance communities and lives through mobility and access to opportunity. With faster transit service and improved reliability, residents have increased access to education and employment, including Cal State LA Station, with greater confidence that they will reach their destination on time.

**Goal #4:** Transform Los Angeles County through regional collaboration and national leadership. Because Metro does not have jurisdiction over local streets and arterials, collaboration with other partner agencies such as LADOT, City and County of Los Angeles are necessary to ensure these speed and reliability improvements are successfully implemented.

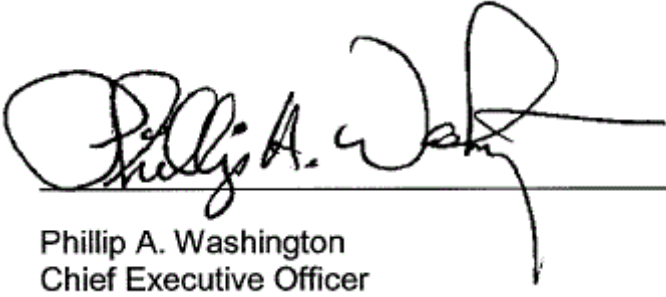
## **NEXT STEPS**

Metro and LADOT will continue to collaborate on implementing transit supportive infrastructure and provide quarterly progress reports to the Board.

## **ATTACHMENTS**

Attachment A - Motion 22.1

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Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington  
Chief Executive Officer



## Board Report

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**File #:** 2019-0572, **File Type:** Motion / Motion Response

**Agenda Number:** 22.1

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### REGULAR BOARD MEETING JULY 25, 2019

#### Motion by:

#### **DIRECTORS BONIN, GARCETTI, KREKORIAN, SOLIS AND GARCIA**

Related to Item 22: NextGen Bus Speed Engineering Working Group

In June 2018, the Metro Board endorsed speed, frequency, and reliability as the highest priorities for Metro's bus service in the NextGen Bus Study. In recent years, the primary contributor to slow speeds and poor schedule reliability has been growing traffic congestion on city streets. This congestion directly increases Metro's operating costs and reduces the quality of the service that Metro can afford to provide. 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. These goals are essential components of both Metro's Vision 2028 Strategic Plan and the City of Los Angeles' Mobility Plan 2035 and Sustainable City pLAN.

The phenomenon of traffic congestion impeding mass transit operations is particularly acute in Downtown Los Angeles and nearby neighborhoods -- and the experience of the recent 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% or more.

Metro buses operate on streets controlled by local jurisdictions. Therefore, close coordination between Metro and local agency partners is essential to successfully implement infrastructure changes. A working group is needed to ensure close coordination between Metro's Operations Department and city transportation agencies.

**SUBJECT: NEXTGEN BUS SPEED ENGINEERING WORKING GROUP**

APPROVE Motion by Directors Bonin, Garcetti, Krekorian, Solis and Garcia that the Board direct the CEO to:

- A. Develop 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. Form a NextGen Bus Speed Engineering Working Group co-chaired by the Metro CEO and the General Manager of the Los Angeles Department of Transportation, or their designees, and establish a regular meeting schedule, at least monthly;
- C. Assess the need for coordination with additional local jurisdictions and municipal operators where bus delay hotspots exist; and
- D. Report back to the Operations, Safety, and Customer Experience Committee on the above in October 2019, and quarterly thereafter.



# NextGen Bus Speed Engineering

Working Group Status Update



**Metro**

**Operations, Safety, and Customer Experience Committee**

**October 2020**



# Background

## Response to Motion 22.1 (July 2019)

- Develop a list of priority bus supportive infrastructure projects to support NextGen Bus Plan
- Form a Working Group co-chaired by the Metro CEO and GM of LADOT, or their designees, and establish a regular meeting schedule
- Assess need for coordination with additional local jurisdictions and municipal operators where bus delay hotspots exist
- Report back to Operations, Safety and Customer Experience Committee on a quarterly basis

## Meeting Frequencies

Since the last update provided to the Board in May 2020:

- **Technical Working Group** has been meeting on a monthly basis
- **External Affairs Group** has been meeting on a bi-weekly basis



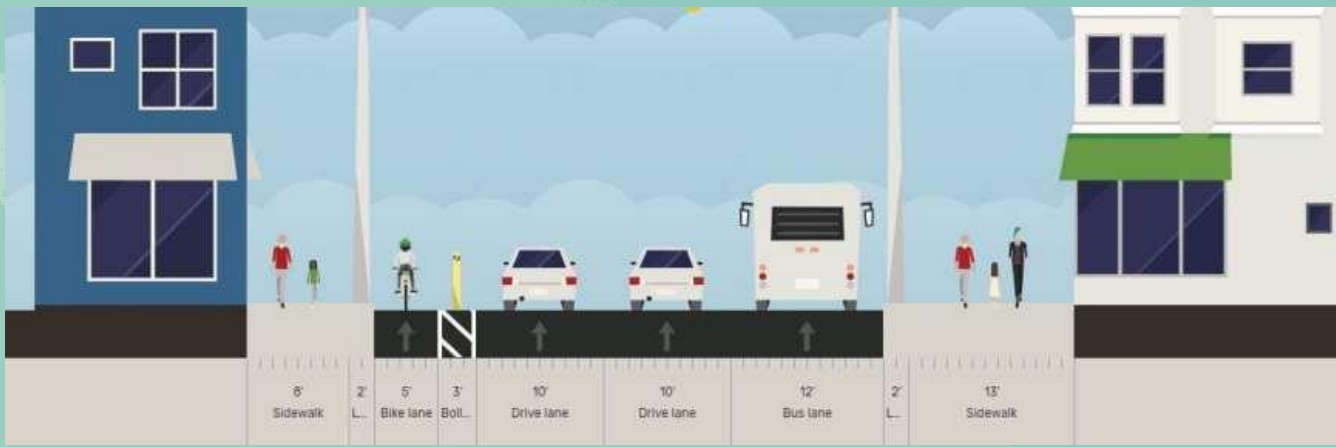
# Downtown LA (DTLA) Corridors



# 5<sup>th</sup> & 6<sup>th</sup> Street Bus Priority Lanes (DTLA)

Multi-agency partnership with Metro, LADOT and StreetsLA to reduce congestion, improve mobility and increase safety

- Newly, repaved streets for buses, bicyclists and motorists from Flower St to Central Av
- Protected bike lanes connecting to Spring & Main Forward bike network
- Bus priority lanes weekdays 7am to 7pm
- Up to 80 buses/hour funnel through 5<sup>th</sup> & 6<sup>th</sup> Streets



# Aliso Street Bus Only Lane (DTLA)

Critical segment which links today's Spring St Bus Only Lane with I-10 ExpressLanes/Busway entrance for over 12 miles of continuous bus lane priority

- Same 24/7 hours of operation as Spring St and I-10 ExpressLanes/Busway
- Up to 60 buses/hour which equates to one bus every minute
- Substantial benefits to San Gabriel Valley commuters and students who ride Metro J Line (Silver), 487, 489 and Foothill Transit commuter buses towards Cal State LA, El Monte and beyond
- Piloting a rubberized, raised curb to evaluate for improved compliance



# Looking Ahead (Beyond DTLA)

1. Technical Working Group is continuing to discuss future corridors outside of Downtown LA for equitable opportunities and actively collaborating with partner agencies and stakeholders
2. Metro working with LADOT to expand “Transit Priority Signaling” (TPS) to its entire fleet of buses, which can extend green lights to prioritize certain buses
  - Today, only Metro Rapid (Red) buses receive priority
3. Expanding All Door Boarding to future lines to reduce delays at bus stops and improve customer experience
4. Next quarterly report expected in January 2021