

ITEM 22



# NEXTGEN Bus Plan

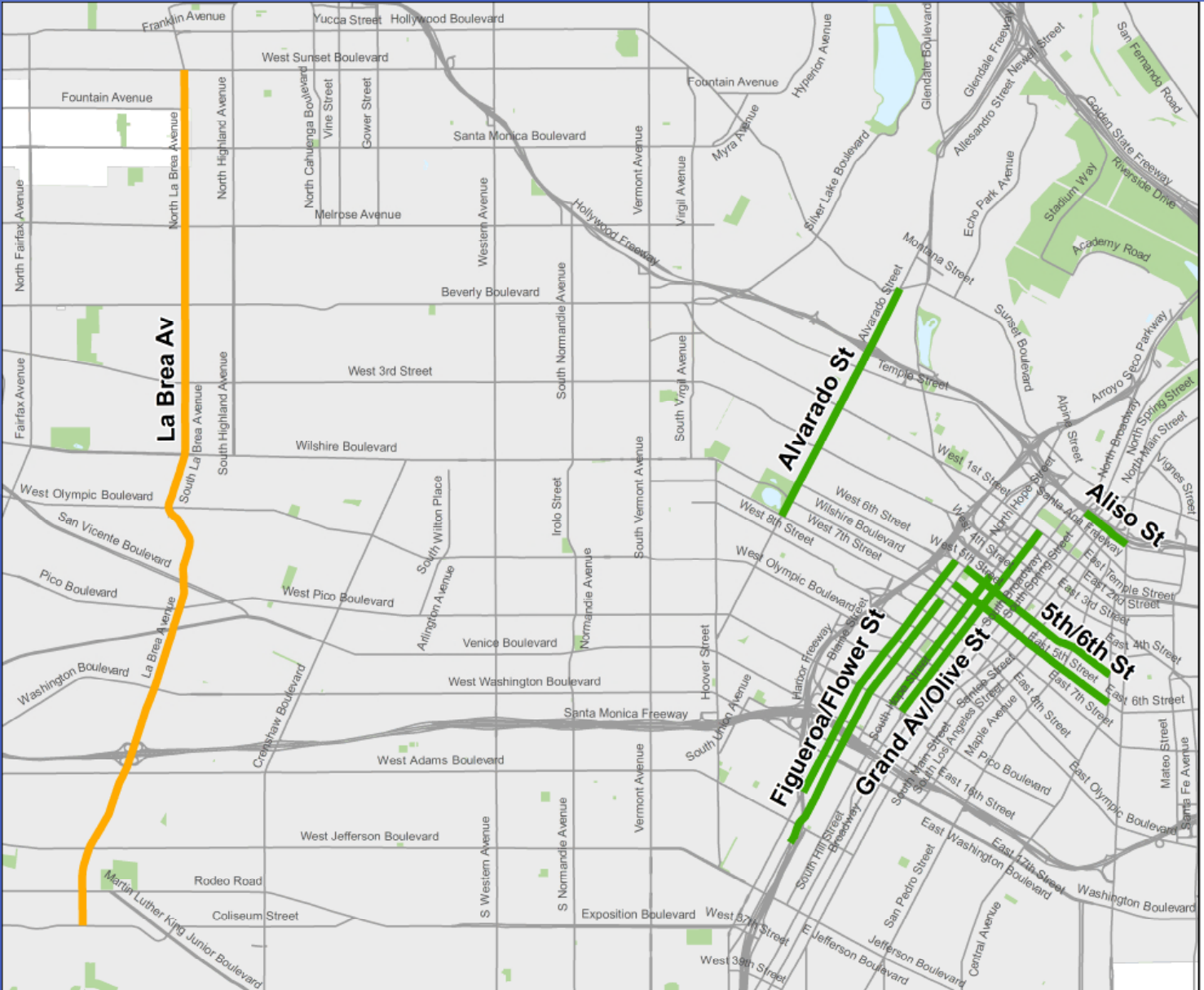
Bus Speed Engineering  
Working Group Update



Metro

JANUARY 20, 2022

# Project Map

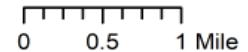


## Bus Lane Projects

DRAFT, 12/13/2021

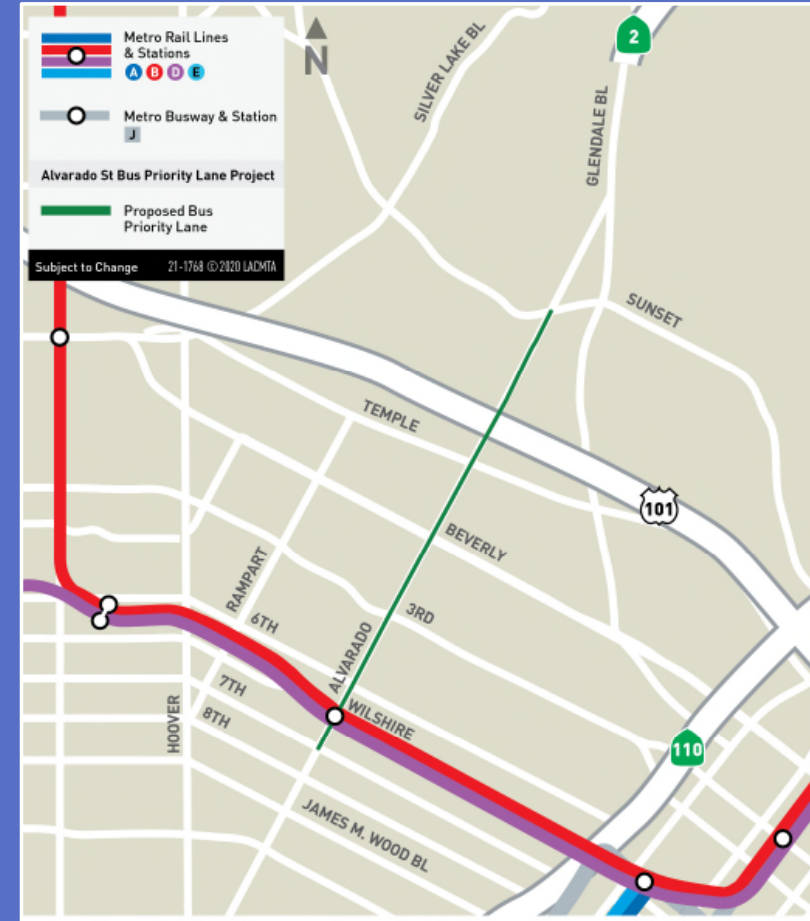
### Bus Lanes

- Completed Corridors
- In-Progress Corridors



# Alvarado St Peak Bus Priority Lanes

- Southern segment (LADOT) showing 13% bus speed improvement during morning period (May vs. Oct 2021)
- Northern segment anticipated February 2022, pending Caltrans approval





# Grand Av-Olive St Bus Priority Lanes

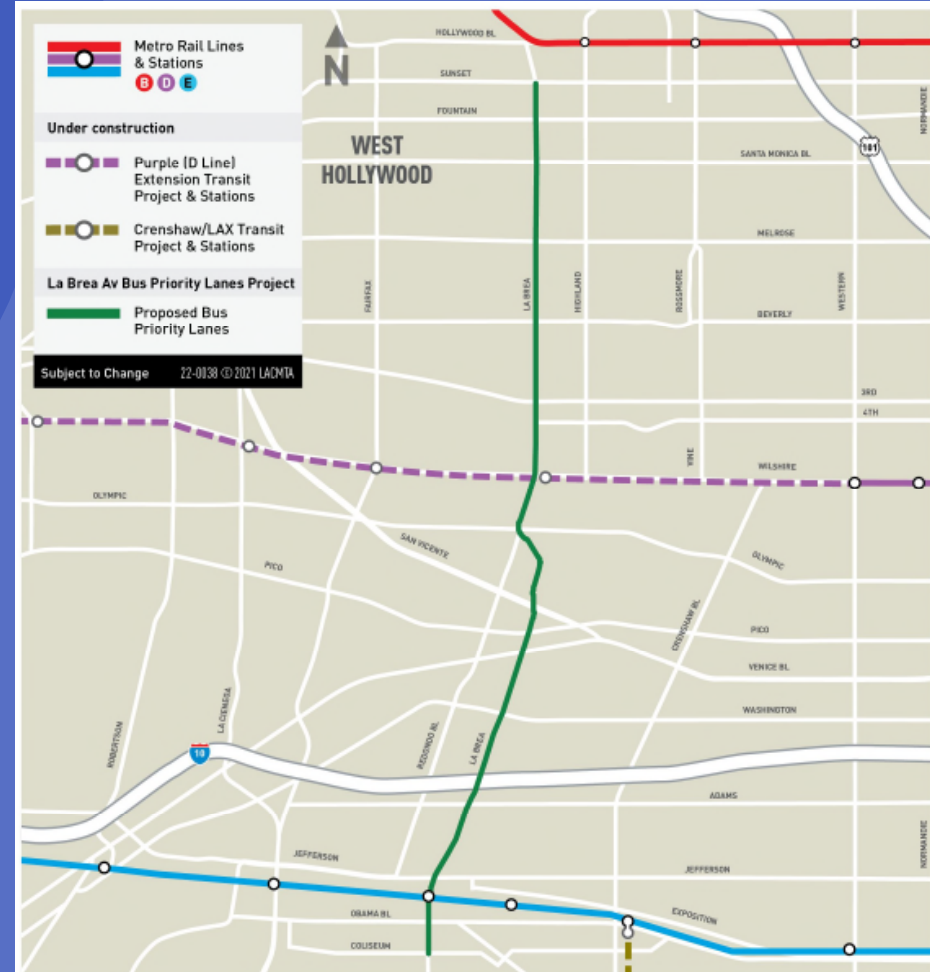


- Completed November 2021, one month ahead of schedule
- Staff will conduct a post-implementation evaluation



# La Brea Av Peak Bus Priority Lanes

- Community and stakeholder outreach began Fall 2021
- Virtual community meeting held November 16, 2021
- Mobile pop-up outreach unit was available during meeting
- Project support and endorsements from:
  - Central Hollywood Neighborhood Council
  - Mid City West Neighborhood Council
  - Greater Wilshire Neighborhood Council
  - Hancock Park HOA Residents Survey
  - City of West Hollywood Transportation Commission
  - Investing in Place
  - MoveLA
  - Westside/Central Regional Service Council
- Plan to incorporate input to open in Spring 2022





# Red Paint / Thermoplastic Pilot

- Metro, LADOT & CTCDC (California Traffic Control Devices Committee) partnering to experiment partial use of red thermoplastic to increase visibility of bus priority lanes
- Pilots implemented on Wilshire Bl in Brentwood & MyFig segment of Figueroa St in Downtown LA
- Overall, 55% reduction in non-bus vehicles using bus lane, with some intersections with nearly 75% reduction in improper usage
- Requesting CTCDC to expand pilot to other corridors as part of multipronged approach to bus priority lane compliance



# G Line (Orange) BRT Signal Improvements

- Busway traffic signals between North Hollywood & Coldwater Canyon updated with “dwell recall” feature
- Similar to LADOT’s Automatic Walk Signal Cycles, this allows Busway to automatically share a green signal during the parallel through traffic movement along Chandler Bl
- Preliminary results show improvements:
  - 20% fewer buses stopped at traffic signals
  - Over 30% reduction in delay due to red lights
  - Nearly 40% bus speed improvement through intersections for buses that do not encounter a red light
- Looking to expand to other parts of the Metro system for further speed and reliability improvements



# Looking Ahead

- Working Group continues to discuss and analyze future corridors for equitable opportunities with ongoing collaboration among partner agencies and stakeholders
- Conducting post-implementation surveys on recently completed projects
- AB917 State Legislation for Camera Bus Lane Enforcement (CBLE) Program
  - Currently employed on transit buses in SF and NYC
- Next quarterly report expected in Spring 2022

