



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



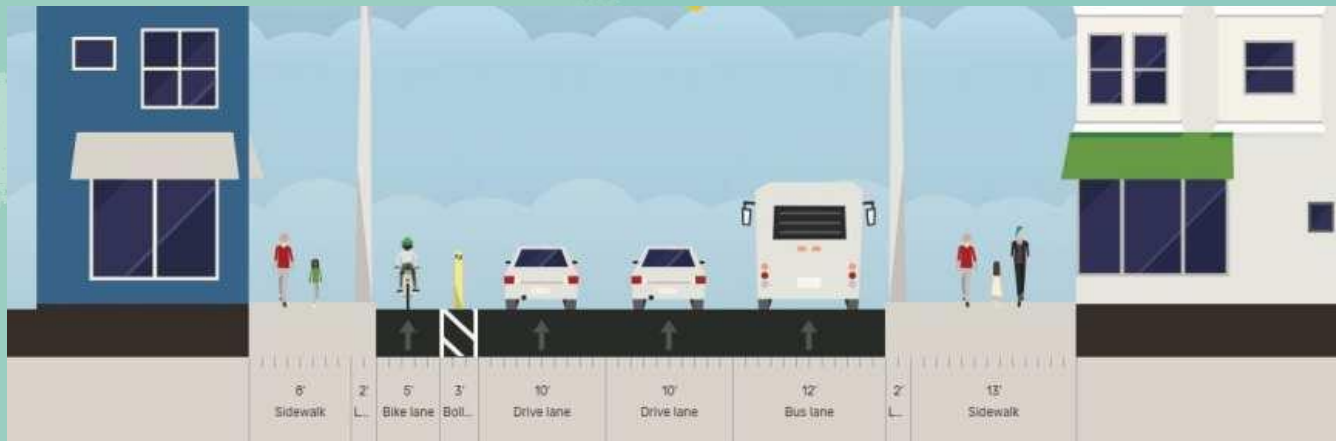
Downtown LA (DTLA) Corridors



5th & 6th 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 5th & 6th 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