



# NextGen Bus Speed Engineering

Working Group Status Update



**Metro**

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

**May 21, 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 October 2019:

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

# Flower Street Bus Only Lane (DTLA)

Pilot program began in June 2019 during the New Blue Improvements Project and has been a resounding success *even after* trains resumed normal service.

- Single bus only lane served 86% of total people on Flower Street, compared with only 14% in private vehicles in the two other general lanes
- Bus travel speeds improved up to 30%
- 85% of survey respondents agreed mobility was improved
- Ridership increased 32% during bus lane hours, even with trains resuming normal service
- Bus riders collectively save over 340 hours each day
- General traffic impacts relatively minor, slowing by 2 MPH on a 35 MPH corridor

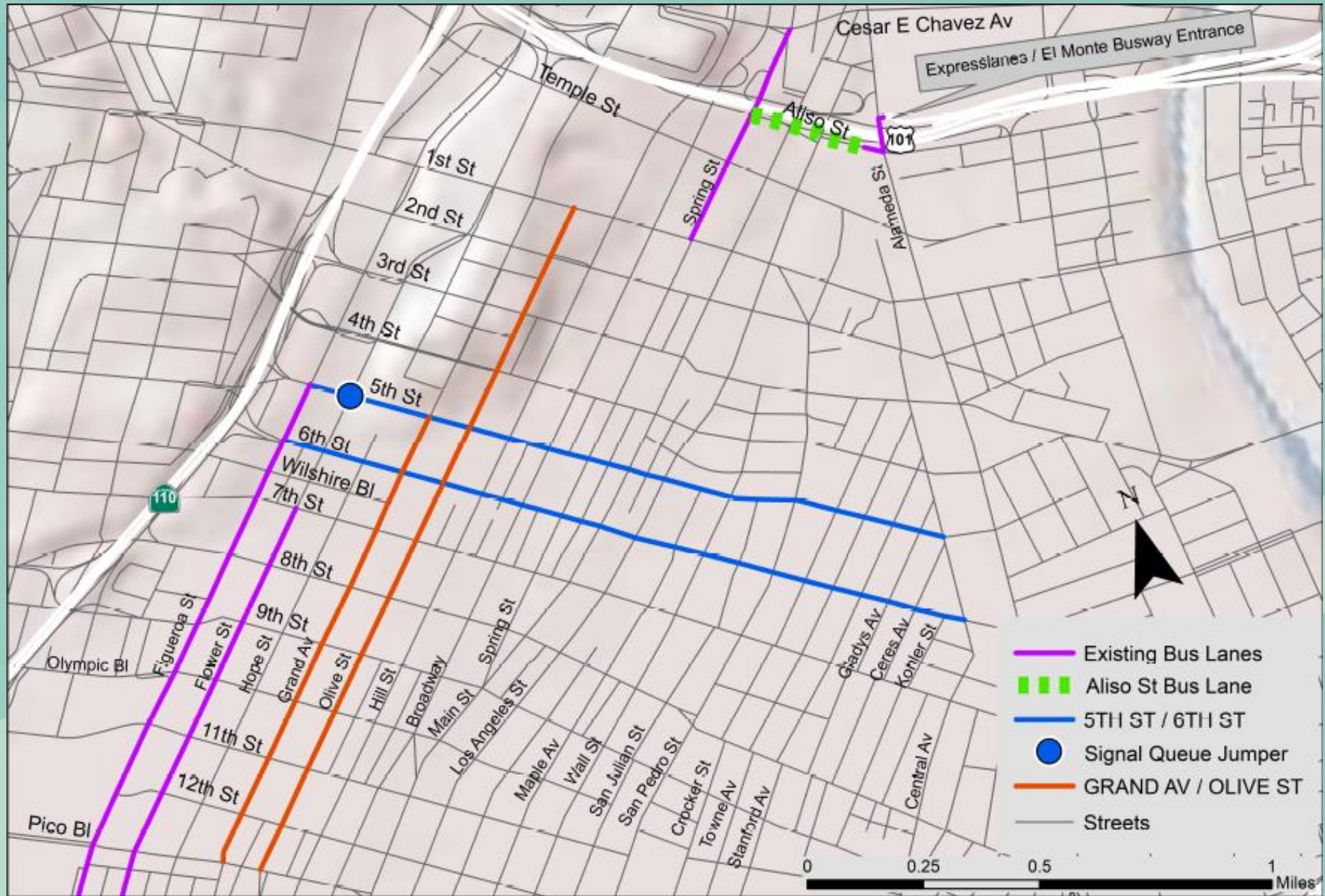
Agreement to make permanent the Flower Street Bus Only Lane in its current operation.



Flower St Bus Only Lane attracted significant media attention



# Next Corridors (DTLA)



# 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