

In mid-2020, Metro will begin implementing a totally redesigned bus system based on the NextGen Bus Study. This new bus system is intended to provide fast, frequent, and reliable service, giving Los Angeles residents and commuters an alternative to sitting in gridlock. In recent years, the primary contributor to slow speeds and poor schedule reliability has been growing traffic congestion on city streets. This congestion reduces the quality of the service that Metro can afford to provide to Los Angeles residents. 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.

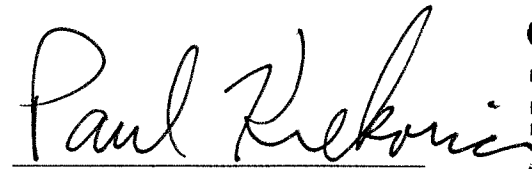
The phenomenon of traffic congestion impeding mass transit operations is particularly acute in Downtown Los Angeles and nearby neighborhoods -- and the experience of the recent Flower Street pilot bus lane has demonstrated the effectiveness of strategic bus-supportive infrastructure in allowing transit 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 and municipal buses operate on streets controlled by the City of Los Angeles and neighboring cities. Therefore, 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 Public Works bureaus is essential to successfully implement infrastructure changes.

I THEREFORE MOVE that LADOT be directed to report back 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.

I FURTHER MOVE that LADOT, with support from the Bureau of Engineering and the Bureau of Street Services, be directed to coordinate with Metro on implementation of the identified priority projects and to provide quarterly updates to the Transportation Committee, beginning in October 2019.

PRESENTED BY: 
MIKE BONIN
Councilmember, 11th District


PAUL KERKORIAN
Councilmember, 2nd District

SEP. 17 2019
SECONDED BY: 

SEP 17 2019

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