



We're bringing you
a better bus experience.



LA BREA AV BUS PRIORITY LANES PROJECT
Community Meeting

November 2021

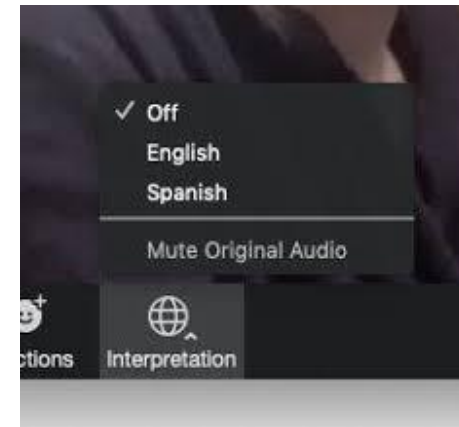
Agenda

- I. Welcome
- II. Agenda
- III. Meeting Format
- IV. Team Introductions
- V. Community Guidelines
- VI. Presentation
- VII. Question & Answer Session
- VIII. Adjournment

*This meeting is being recorded for distribution by Metro as part of the outreach process.

Meeting Format

- > Audience mics and cameras will remain off and will be turned on as you are called upon during the Q&A (if you raise your hand for a question)
- > Spanish interpretation is available / Disponible en español
- > *Para escuchar en español, haga clic en el icono "Interpretation" y seleccione el canal en español*
- > *Línea telefónica para escuchar en español:*
 - *Por teléfono en español: 646.749.3122*
 - *Contraseña: 956-811-269*
- > *Materials will be available in Russian and Korean after the meeting*
- > *После собрания будут предоставлены материалы на русском и корейском языках.*
- > *자료는 회의 후에 러시아어와 한국어로 제공됩니다.*



Project Team Members & Partners

- > **Stephen Tu**—Director, Service Planning (Metro)
- > **James Shahamiri**—Senior Manager, Engineering (Metro)
- > **Joe Forgiarini**—Senior Director, Service Performance & Analysis (Metro)
- > **Julia Brown**—Senior Manager, Community Relations (Metro)
- > **Jon Gordon**—Transit Security Community Liaison (Metro)
- > **Kevin Ocubillo**—Acting Transportation Planning Associate II (LADOT)

Community Guidelines

To provide a safe, comfortable and equitable space during this meeting, we are asking for your help.

- > Treat fellow community members and our presenters with respect
- > Maintain a conversational tone
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Metro has a plan to make it easier to get around LA. It includes creating better transit. This project works to improve bus speeds, enhance mobility, and meet equity platform goals.

Our plan weaves efforts across four areas.

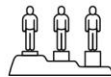
**Better
Transit**

**Less
Congestion**

**Complete
Streets**

**Access to
Opportunity**

**We're intentionally focused on
eliminating racial and socioeconomic disparities and
advancing sustainable practices in everything we do.**



Equity



Sustainability

This project works to improve public transit.

Better Transit

Transit Projects

Bus Improvements

*New Mobility
Options*

Less Congestion

Roadway Improvements

Congestion Management

*Improved and Efficient
Goods Movement*

Complete Streets

*Bike and Pedestrian
Projects*

*Local Street
Improvements*

*Station and Stop Access
Enhancements*

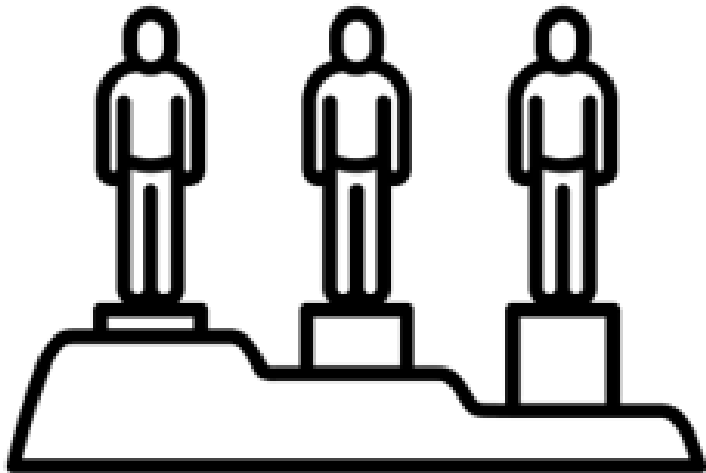
Access to Opportunity

Workforce Initiatives

*Support for Local
Businesses*

*Transit Oriented
Communities*

What is Equity?



Equity is both an **outcome** and a **process** to address racial, socio-economic, and gender **disparities**, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to **opportunities**, including jobs, housing, education, mobility options, and healthier communities.

Average Metro Bus Rider

Customer Survey Results (Fall 2019)

- > **8 in 10** are people of color
- > **Over half** are female
- > **Nearly 9 in 10** live in households with total annual earnings below \$50,000
- > **Nearly 6 in 10** are below the poverty line



Improving Bus Service in LA

> Partnering with City of LA to improve speed, frequency, and reliability of bus service

> **City of LA adopted Green New Deal in 2015 (updated in 2019):**

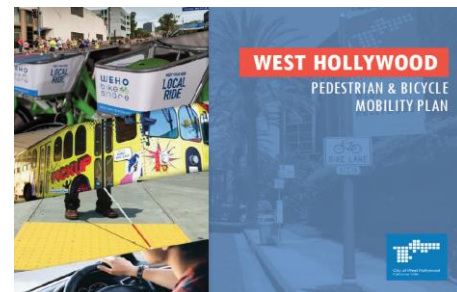
supports improving travel time on LA County's bus network by 30 percent in 2028

> **City of LA adopted Mobility Plan 2035 in 2016:** recommends strategic corridors of bus lane improvements for a Transit Enhanced Network

> **City of West Hollywood adopted Pedestrian & Bicycle Mobility Plan in 2017:** recommends shared bus/bike lanes on their segment of La Brea Av

> **NextGen Bus Plan approved by Metro Board in October 2020:**

- Three rounds of NextGen service changes implemented (Dec 2020, June 2021, Sept 2021)
- Next round of service changes to be implemented in Dec 2021



People Moving Capacity

- > **Increase capacity** to move more people without expanding local streets and roadways
- > **Improve efficiency** by prioritizing high occupancy modes of travel



Private (or shared) motor vehicles
600-1,600/HR



Mixed traffic with frequent buses
1,000-2,800/HR

Dedicated transit lanes
4,000-8,000/HR



Data Courtesy of NACTO Transit Center

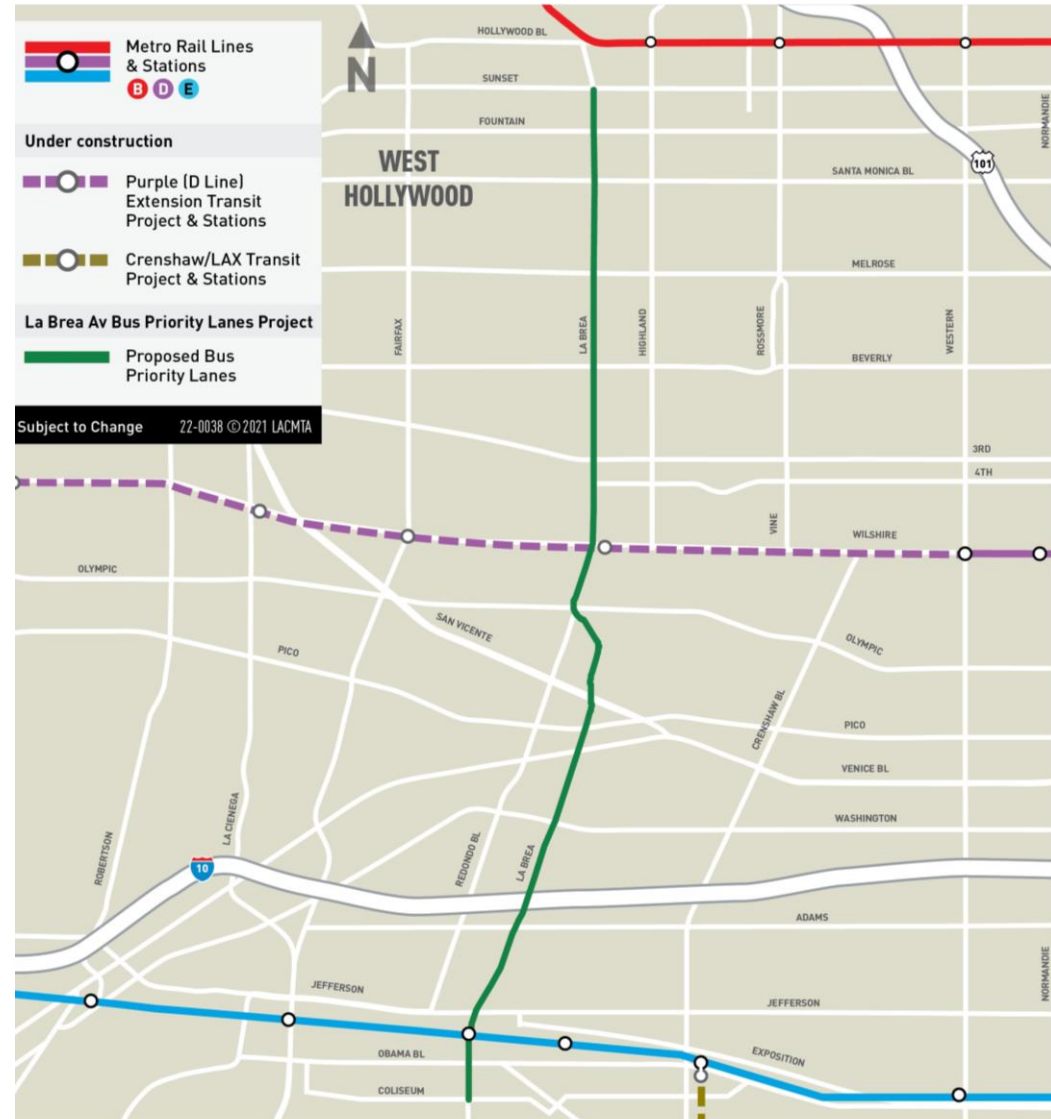
Flower St Bus Priority Lane

- > Improved bus speeds by 15% or more
- > Ridership increased 25%



Project Overview

- > 5.9-mile segment of La Brea Av between Sunset Bl & Coliseum St
- > Provides critical north-south mobility and connectivity with E Line (Expo), future D Line (Purple), B Line (Red) at Hollywood/Highland
- > Belongs to the City of LA's High Injury Network, which represents 6% of City streets that disproportionately accounts for 70% of fatalities & severe injuries to people walking
- > Over 100,000 residents & nearly 40,000 jobs are within walking distance of the proposed bus lane



People Taking Transit on La Brea Av

Line 212 Customer Survey Results (Fall 2019)

- > Typically, over 12,000 boardings per weekday
- > **3 out of 4** do NOT own a car and RELY on bus service
- > **Nearly 9 in 10** are people of color
- > **4 in 10** are below the poverty line
- > **95%** take Metro at least several times per week

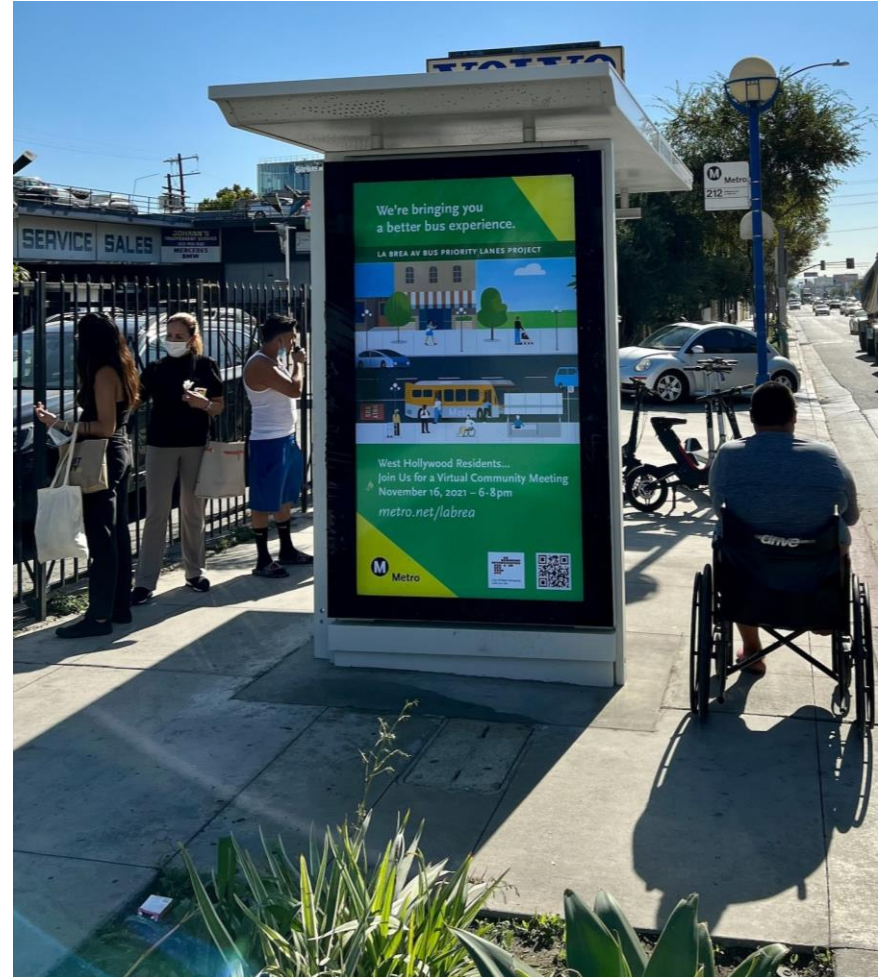


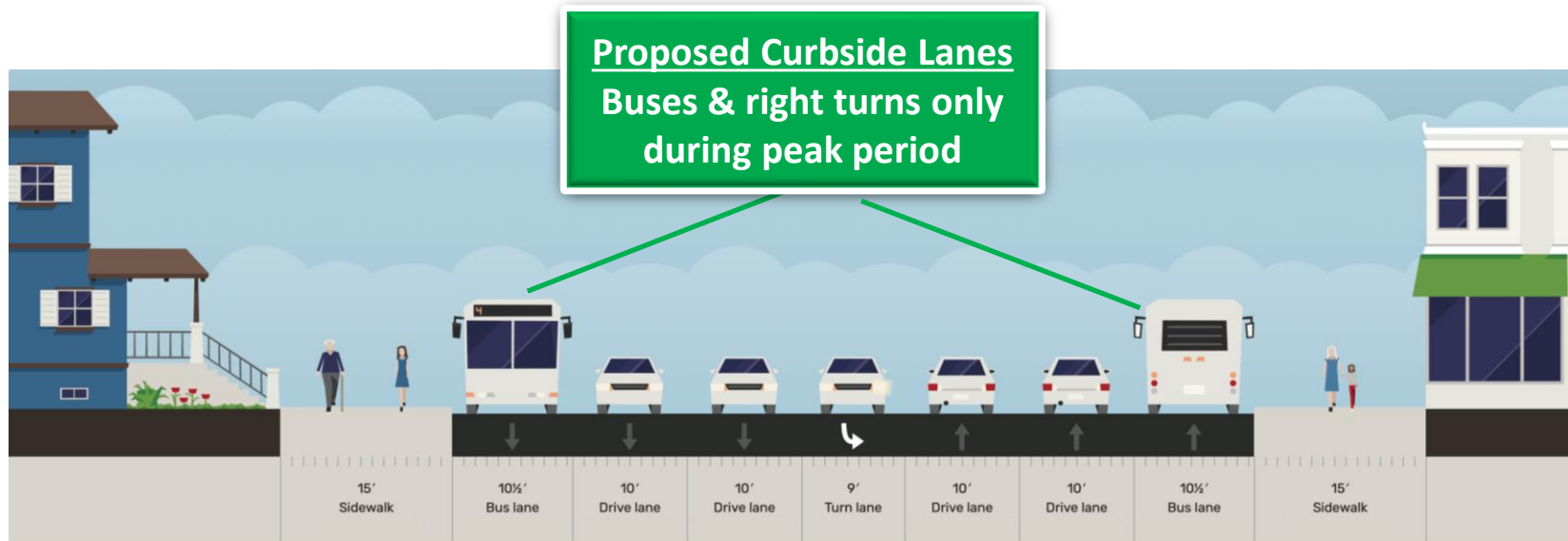
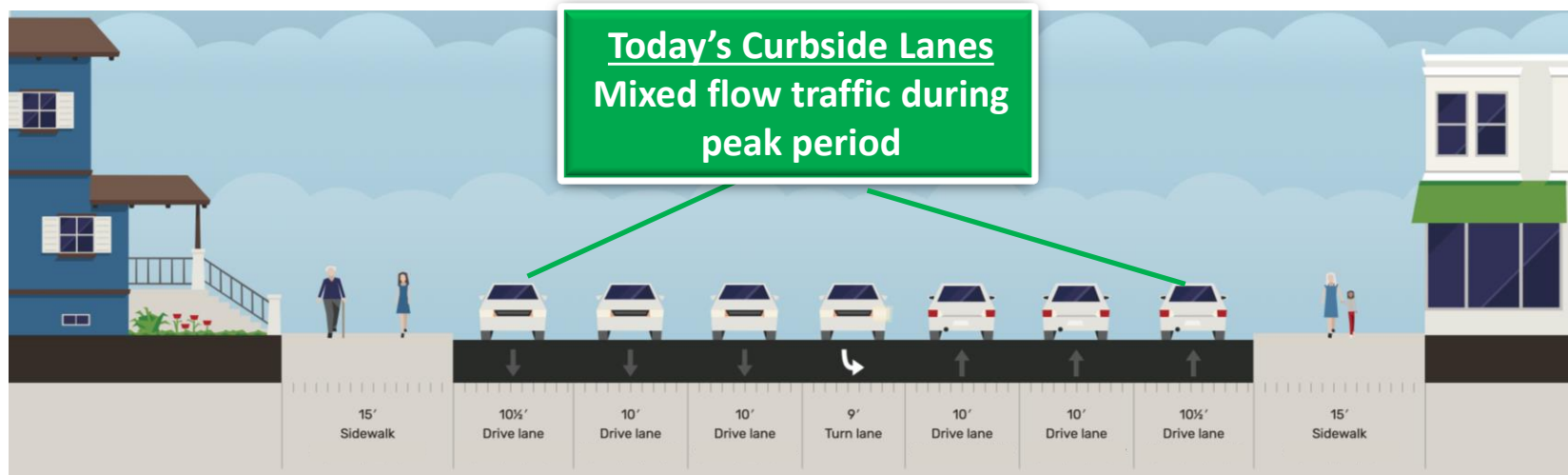
Photo Credit: City of West Hollywood

How Bus Lanes Would Work

- > Convert **curb lanes** into bus priority lanes
- > Adjust parking restrictions:
 - From the current 7-9am to 7-10am
 - From the current 4-7pm to 3-7pm
- > Buses would run every 7 to 8 minutes during peak commute hours
 - Improves the current frequency of 15 minutes
 - Increases service by 100% while the bus priority lanes are in operation
 - Provides 5-minute travel time savings each way from La Brea/Expo to La Brea/Sunset
- > Street parking would remain available:
 - During weekday off-peak hours (mid-day)
 - Weekday evenings & overnight
 - On weekends & observed holidays



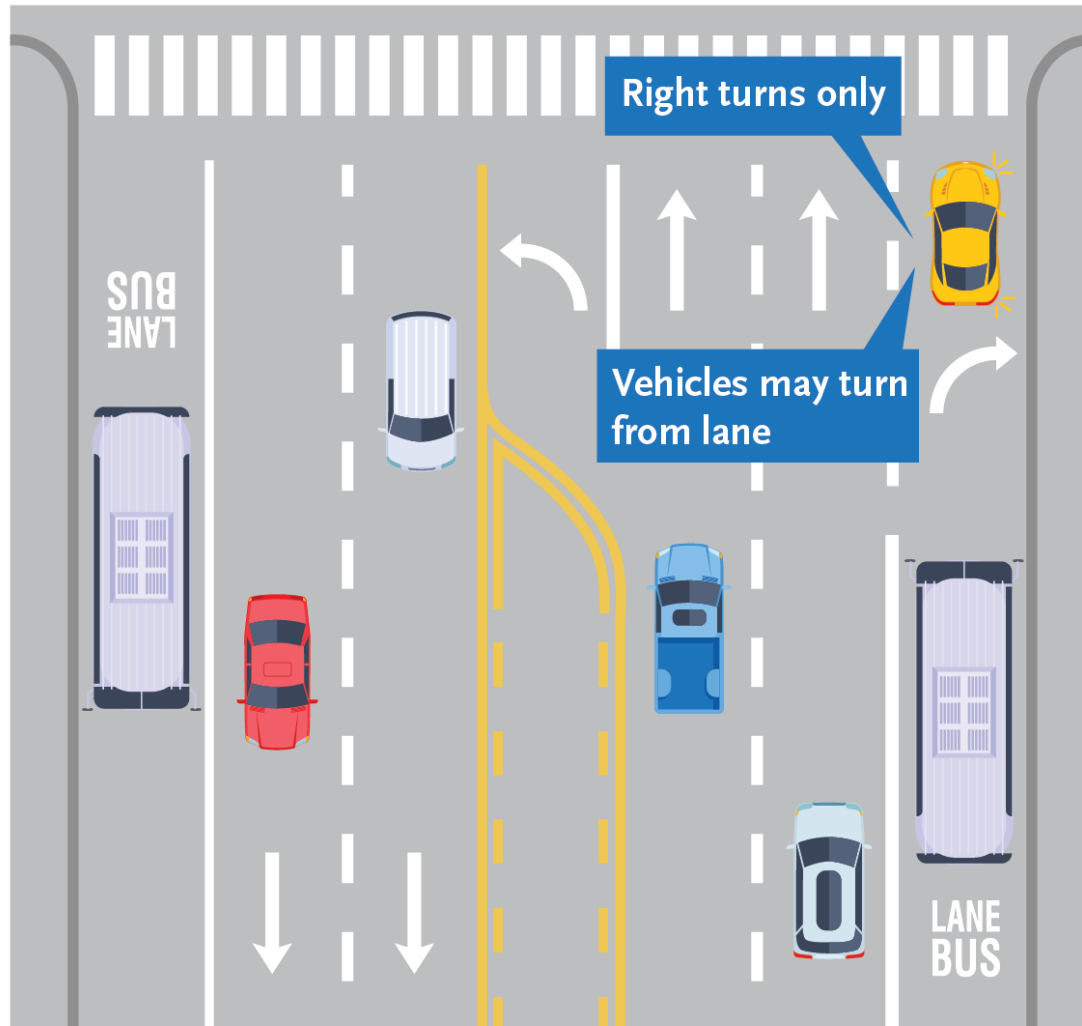
Existing & Future Conditions



Traffic Analysis Summary

- > La Brea Av traffic analysis conducted using traffic data from Fall 2019 (pre-pandemic).
- > Per LADOT's "Lane Reconfiguration Guidelines", traffic volumes north of San Vicente Bl were well below **the threshold that requires detailed traffic analysis.**
 - Additional delay due to the bus lane project north of San Vicente Bl is not expected.
- > San Vicente Bl to Coliseum St exceeded the threshold and additional analysis was conducted.
 - Analysis showed that **drivers would experience up to a three-minute increase in drive time** per direction between San Vicente Bl and Coliseum St during peak hours.

Interacting with a Bus Lane



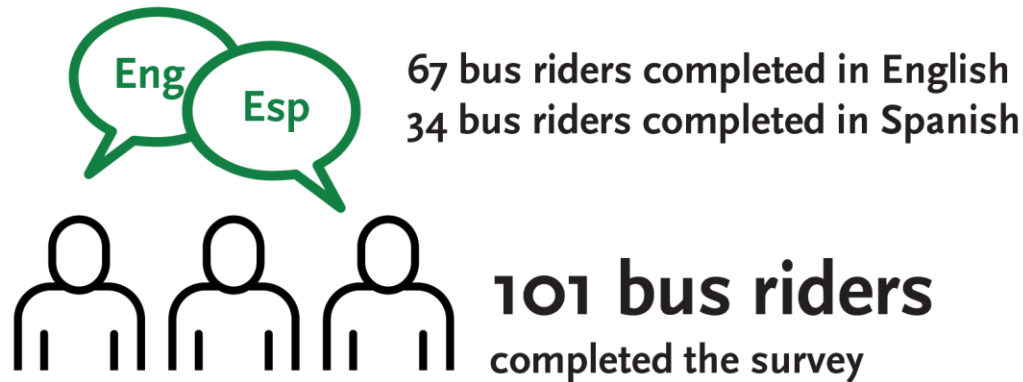
Benefits for All Street Users

- > Improves overall safety and aligns with City of LA's Complete Streets Project, Mobility Plan 2035 & Green New Deal; also aligns with WeHo's Pedestrian & Bicycle Mobility Plan
 - **People Taking Transit:** Improves speed, frequency & reliability of bus service on this corridor
 - **People Walking:** Improves safety of crossing the street and walking to bus stops
 - **People Cycling:** Bicycles can legally use the bus priority lanes while in operation
 - **People Driving:** Eases traffic flow by reducing the need for buses to mix with vehicles
- > Maintains existing mid-day, overnight, and weekend street parking
- > Provides quick and easy access to jobs, businesses and other key locations
 - Connections to Baldwin Hills Crenshaw Plaza, Rancho Cienega Recreation Center, Hollywood Walk of Fame, and West Hollywood Gateway Shopping Center

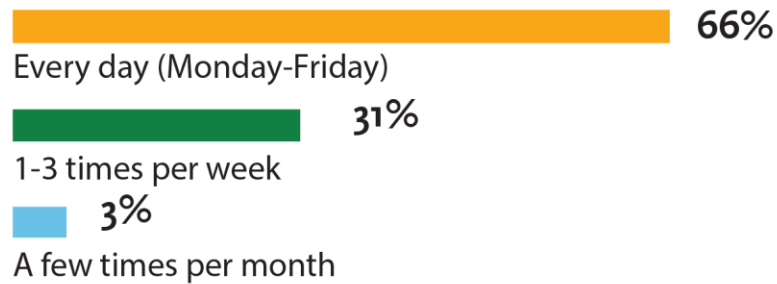


Bus Rider Survey Results

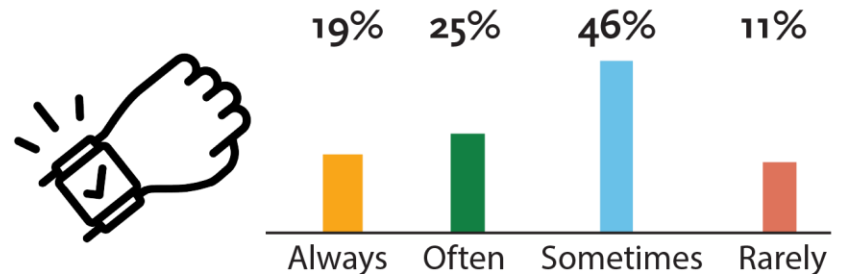
Outreach staff surveyed bus riders along the La Brea Av corridor on October 25-28 and November 9-10



How often do you ride a bus along this corridor?



How often do you experience delays due to traffic congestion on La Brea Av? (Pick one)

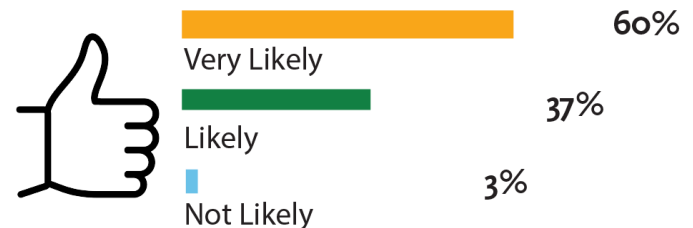


Bus Rider Survey Results

Please rank which benefits of a bus priority lane are most important to you.

- 1 The bus showing up on time more often
- 2 More reliable trip times
- 3 Safety by reducing opportunities for speeding and unsafe lane changes

Would having a more reliable trip time on this line encourage you to use the bus more?
(Pick one)



What would encourage you to take the bus more?

Project Schedule



Stay connected to this project.



Julia Brown, *Senior Community Relations Manager*

Metro

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Questions & Comments



We will now respond to questions and gather input from the public.



If joining by computer, enter your questions in the chat or 'raise your hand' to join queue.



If joining by phone, press *9 to 'raise your hand' to join queue. When your phone number is called, press *6 to unmute.

Fare Collection on Metro Buses Resumes on January 10

Discounted Prices

- > **Buy a pass, save half**
- > 1-Day, 7-Day and 30-Day passes at half-price savings that riders can start using on Jan. 10.
- > \$3.50 for a day pass, \$12.50 for a weekly pass and \$50 for a 30-day pass
- > The fares will be available on TAP vending machines, taptogo.net and at Metro Customer Centers for purchase beginning December 15, 2021

Low-Income Fare Is Easy (LIFE) Program

- > **Six months of discounted LIFE fares.**
- > **New LIFE riders will get 90 days of free rides** starting January 10, 2022
- > \$26 for a 30-day pass (regularly \$76)
- > \$6.50 for a 7-day pass (regularly \$19.50).
- > To Sign up for the LIFE Program visit www.metro.net/life

Thank You!