



**Metro**

Metropolitan Transportation Authority

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JULY 16, 2007

**TO: BOARD OF DIRECTORS**

**THROUGH: ROGER SNOBLE**   
**CHIEF EXECUTIVE OFFICER**

**FROM: CAROLYN FLOWERS**   
**INTERIM CHIEF OPERATIONS OFFICER**

**SUBJECT: PEAK HOUR BUS LANES AND DOWNTOWN  
BUS SERVICE RESTRUCTURING**

**ISSUE**

At the May 24, 2007 Special Board Meeting, Chair Molina and Directors Fasana, O'Connor and Yaroslavskly presented a motion requesting staff to provide an update on bus only peak hour lanes and the downtown bus service restructuring.

**DISCUSSION**

In May, an initial screening of potential corridors for bus lanes within the City of Los Angeles and resulting savings was completed. The analysis identified potential corridors based on bus volumes and where corridors have slower than average scheduled speeds for continuous streets segments greater than one mile. The analysis identified, 17 facilities comprising of 267 lane miles of dedicated bus lanes within the City of Los Angeles. If fully implemented, these facilities offer an estimated potential annual operating cost savings in the order of \$10-11 million.

As part of Metro Connections, Metro has developed a proposed plan for service restructuring and bus lanes for downtown Los Angeles. The bulk of the bus service modifications are scheduled as part of the June 2008 service change. The routing proposals are directed at reducing duplicative service. Bus lanes and other bus speed improvements are being targeted for 5<sup>th</sup> St, 6<sup>th</sup> St, Flower, Cesar Chavez, Figueroa and Broadway. Depending on the nature of the change, some of the bus speed improvements could come on line as early as FY 09.

In conjunction with this effort, Metro has been holding on-going Metro Connections coordination meetings with Los Angeles Department of Transportation staff and its General Manager. The meetings focus primarily with the downtown service restructuring and our bus lane/mall proposals.

The second part of the motion requested staff to report on the 25 worst performing Metro bus lines and an action plan for addressing them. This information was distributed via a Board Box on July 13, 2007.

**NEXT STEPS**

The next steps include finalizing the downtown service proposals and implementing them through the service change process.