

MOTION BY DIRECTOR MOLINA

Los Angeles County transit riders rely on affordable, dependable, and efficient public transportation. While Metro has added hundreds of new bus trips and implemented 15 new Metro Rapid bus lines in addition to the Orange Line, traffic congestion on local arterials continues to increase. As a result, Metro has seen a ten percent decline in bus speeds since 1980.

Metro has recently been working with several local jurisdictions to mitigate congestion on specific corridors, such as Wilshire Boulevard and on various streets in downtown Los Angeles. This analysis has demonstrated that a wide variety of urban design and congestion relief strategies are essential to improve bus speeds, traffic flow and the quality of street life essential to attract new riders to transit. Such strategies include techniques such as bus only lanes, bus bypass lanes, queue jumps, and improved signal timing. Quality of life improvements like public art, enhanced sidewalks, street trees, street furniture, outdoor dining and continuous storefronts close to the sidewalk are equally important. Transit corridors are often located on streets in older inner city neighborhoods with small businesses. The majority of the development took place years ago, often without adequate on-site parking. The small businesses in these areas rely heavily upon on-street parking and pedestrian traffic for business. Consequently, we must carefully balance the benefits of bus speed improvements with sustaining and enhancing street life, the source of community development and ultimately new transit riders. In order to maximize the benefit of these strategies, it is important to examine opportunities to improve bus

speeds, the pedestrian environment, and the urban design on the heaviest traveled arterials in a comprehensive, countywide manner.

**I, THEREFORE, MOVE** that the Board direct the Countywide Planning and Development staff to report back to the Board in 120 days with a scope of work, cost, time frame, and implementation strategy for conducting a Los Angeles County Bus-Speed and Street Design Improvement Plan. This plan should identify and prioritize highly congested arterials with high transit demand for bus speed improvements, and urban amenity improvements countywide. The plan should identify the feasibility of various bus speed improvements for these corridors such as bus only lanes, bus by-pass lanes, queue jumpers, and bus signal priority. It should also list feasible and cost-effective techniques to improve the quality of street life on the sidewalks of the major arterials where riders wait for the bus. As part of the plan, staff should consult with local jurisdictions regarding the feasibility of implementing bus speed improvements with an enhanced pedestrian environment. The plan should also identify the cost of implementation and potential funding sources.