Better Buses for LA
February 2020 Work Group meeting
**Purpose**
- Creating a collaborative space for partners to share ideas, information and advocacy efforts for improving bus service in LA City and other related efforts
- Anchoring this effort in community organizations that have members who ride the bus. To support existing efforts now, and learn from past efforts to support and advocate with bus riders.
- Focusing on improving bus speeds (bus only lanes) and the transit experience in downtown Los Angeles - looking at 5th, 6th, 7th and Grand and Olive in the next year. And Broadway!
- Sharing information about Metro’s NextGen initiative

**Objectives**
- Sharing new data on NextGen
- Updates from MoveLA on NextGen and operating capital budget process
- Discussion on Better Buses for City of LA Campaign

**Process**
- Building off the
  - Better Buses for LA Monthly Work Group meetings
- Ongoing discussions and input with ACT-LA and other partner organizations
- Ongoing meetings with Metro Staff and City of LA staff
Check in and introductions
NextGen Updates

Metro Fiscal Year 2020/2021 Operating Budget/Revenue Service Hours (Eli Lipmen, Move LA)

Data Analysis (Madeline Brozen, UCLA)

NextGen Capital Budget process happening now - decisions in May.
As we understand it, the City of Los Angeles and Metro are planning to start outreach on bus only lanes on parts of....

**Bus Only Lanes on 5th, 6th, 7th and/or Grand and Olive in downtown Los Angeles**
Why these streets? Metro and City of LA found these streets had buses with high ridership but SLOW buses due to traffic and congestion.

Also on the table - consolidating other bus routes on to these streets to benefit from bus only lanes.
And a transit mall on Broadway?! Yes Please.
Trip Density - volumes of daily trip origins per census both transit and overall trips
From Memo’s analysis - buses impacted....

4 - Santa Monica Boulevard MB - 12 min  
4 - Santa Monica Boulevard Short - 6 min  
14 - Beverly - Weekday Peak tier 10 min  
16 - 3rd - WPT 6 min  
18 - Whittier - 6 min  
20 - Wilshire - 5 min  
20 - Wilshire/Whittier - 10 min  
28 - Olympic Short - 7.5 min  
28 - Olympic - 15 min  
30 - Pico - 10 min  
40 - Hawthorne - 10 min  
45 - Broadway - 5 min  
51 - Avalon Short - 7.5 min  
51 - Avalon - 15 min  
53 - Central Short - 10 min  
53 - Central - 20 min  
55 - Adams/Compton - 12 min  
60 - LB Blvd Short - 5 min  
60 - LB Blvd - 10 min  
70 - Garvey/Cesar Chavez - 7.5 min  
76 - Valley - 12 min  
78 - Las Tunas Short - 10 min  
78 - Las Tunas - 20 min

Also from Memo: It's also worth noting that the 48 - San Pedro, 81 - Fig Short Line and Regular, and 94 - San Fernando all run on Spring (and the 28 - Olympic does for part as well) --- so do we ask Metro to consolidate those routes on one of our Phase 1s?
Break out groups

NextGen - budgets and data and workshops
- Who is attending Metro’s Committee meeting this week?
- Key data sets and maps?
- Discussion on Metro NextGen workshop

Better Buses in Downtown LA
- Key messaging and how do folks in the room see themselves playing a role in this?
- Bringing together key data and narrative together
- Walking the corridors - who might be interested in that?
Group Report Backs ....
Next Steps

Metro Operations Committee
- This Thursday 9am Metro Boardroom - contact Eli Lipmen at MoveLA for coordinated info

Upcoming Better Buses for LA Work Group Meetings:
- Tuesday March 17th 3:30 - 5pm
- Tuesday April 14th 3:30 - 5pm
Better Buses for LA

THANK YOU!
Better Buses for LA Work Group Meeting  
Tuesday February 18th 3:30 - 5:00pm  
Cross Campus, 800 Wilshire Blvd, 2nd Floor, LA 90017  
Meeting Contact: jessica@investinginplace.org or 213-210-8136

Overall Purpose of Better Buses for LA Work Group

- Creating a collaborative space for partners to share ideas, information and advocacy efforts for improving bus service in LA City and other related efforts
- Anchoring this effort in community organizations that have members who ride the bus. To support existing efforts now, and learn from past efforts to support and advocate with bus riders.
- Focusing on improving bus speeds (bus only lanes) and the transit experience in downtown Los Angeles - looking at 5th, 6th, 7th and Grand and Olive in the next year. And Broadway!
- Sharing information about Metro’s NextGen initiative

Objectives of February Meeting

- Sharing new data on NextGen
- Updates from MoveLA on NextGen and operating capital budget process
- Discussion on Better Buses for City of LA Campaign

Work Group Process

- Building off previous Better Buses for LA workgroup meetings
  - January Work Group meeting materials
  - November Work Group meeting materials
  - October Work Group meeting materials
  - September Work Group meeting materials
  - July Work Group meeting materials and letter to the Metro Board
  - June IiP blog post: The Long Wait for Buses
- On-going discussions and input with ACT-LA and other partner organizations
- On-going meetings with Metro Staff and City of LA staff

Key Materials for February Meeting:

- Metro NextGen January Board Report and materials
  - New data/maps
  - Map of Central LA bus service
  - Transit Stop - Ridership  
    (THIS DATA IS AMAZING)
  - Budget Information
Metro NextGen Workshops

- City of LA - Process for Creating Bus lanes
- Purpose/History of City of LA/Metro Bus Speeds Work Group and Motion
- Map of Central LA bus service
- NextGen Tier 1 Bus Lines - candidates for improved bus infrastructure (see list below)
- Mayor Eric Garcetti’s Green New Deal Executive Directive - February 2020
- Councilmember Jose Huizar Broadway Motion - February 2020

DRAFT Agenda (meeting presentation)

3:15pm - 3:30pm  Room open and snacks available

3:30pm - 3:35pm  Introductions around the room

3:35pm - 4:00 pm  NextGen Updates
  - Metro Fiscal Year 2020/2021 Operating Budget/Revenue Service Hours (Eli Lipmen, Move LA)
  - Data Analysis (Madeline Brozen, UCLA)
  - NextGen Capital Budget process happening now - decisions in May.

4:00 pm - 4:10pm  Better Buses in Downtown LA
  - As we understand it, the City of Los Angeles and Metro are planning to start outreach on bus only lanes on parts of 5th, 6th and Grand and Olive in the Spring of 2020 (in next few months), with possible implementation in summer/fall 2020.
  - Why downtown?
  - The data we have so far
  - Recap of past several months of work group discussion
  - Councilmember Huizar’s motion on Broadway
  - Current Challenges - Metro/LA City re: bus speeds quarterly reports and updates from Metro.
  - Developing Campaign plan - work in progress… what we generate in today’s breakout group will continue to feed into our plan.

4:10 - 4:45  Break out discussion groups
- NextGen - budgets and data and workshops
  - Who is attending Metro’s Committee meeting this week?
  - Key data sets and maps?
  - Discussion on Metro NextGen workshops

- Better Buses in Downtown LA
  - Key messaging
  - Who are key messengers and how do folks in the room see themselves playing a role in this?
  - Bringing together key data and narrative together
  - Walking the corridors - who might be interested in that?

4:30pm - 4:45pm Group Report Backs

4:50pm - 5:00pm Next steps

Metro Operations Committee
- Thursday 9am Metro Boardroom - contact Eli Lipmen at MoveLA for coordinated info

Upcoming Better Buses for LA Work Group Meetings:
- Tuesday March 17th 3:30 - 5pm
- Tuesday April 14th 3:30 - 5pm

Funding ideas for the City of LA campaign
From Memo's analysis: I did a quick intersect, and these are the NextGen lines as proposed that would touch our "Phase 1" streets: Grand, Olive, 5th, 6th, 7th, Broadway.

4 - Santa Monica Boulevard MB - 12 min
4 - Santa Monica Boulevard Short - 6 min
14 - Beverly - Weekday Peak tier 10 min
16 - 3rd - WPT 6 min
18 - Whittier - 6 min
20 - Wilshire - 5 min
20 - Wilshire/Whittier - 10 min
28 - Olympic Short - 7.5 min
28 - Olympic - 15 min
30 - Pico - 10 min
40 - Hawthorne - 10 min
45 - Broadway - 5 min
51 - Avalon Short - 7.5 min  
51 - Avalon - 15 min  
53 - Central Short - 10 min  
53 - Central - 20 min  
55 - Adams/Compton - 12 min  
60 - LB Blvd Short - 5 min  
60 - LB Blvd - 10 min  
70 - Garvey/Cesar Chavez - 7.5 min  
76 - Valley - 12 min  
78 - Las Tunas Short - 10 min  
78 - Las Tunas - 20 min

Also from Memo: It's also worth noting that the 48 - San Pedro, 81 - Fig Short Line and Regular, and 94 - San Fernando all run on Spring (and the 28 - Olympic does for part as well) --- so do we ask Metro to consolidate those routes on one of our Phase 1s?
<table>
<thead>
<tr>
<th><strong>EVERY 5 - 7 ½ MIN OR BETTER ALL DAY</strong></th>
<th><strong>EVERY 10 MIN OR BETTER ALL DAY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - Sunset/Alvarado</td>
<td>10 - Melrose</td>
</tr>
<tr>
<td>4 - Santa Monica</td>
<td>14 - Beverly</td>
</tr>
<tr>
<td>16 - 3rd</td>
<td>35 - Washington</td>
</tr>
<tr>
<td>18 - Whittier</td>
<td>38 - Jefferson</td>
</tr>
<tr>
<td>20 - Wilshire</td>
<td>40 - Hawthorne</td>
</tr>
<tr>
<td>720 - Wilshire Rapid</td>
<td>48 - San Pedro</td>
</tr>
<tr>
<td>28 - Olympic</td>
<td>55 - Adams/Compton</td>
</tr>
<tr>
<td>30 - Pico</td>
<td>76 - Valley</td>
</tr>
<tr>
<td>33 - Venice</td>
<td>81 - Figueroa</td>
</tr>
<tr>
<td>45 - Broadway</td>
<td>115 - Manchester</td>
</tr>
<tr>
<td>51 - Avalon</td>
<td>152 - Roscoe</td>
</tr>
<tr>
<td>53 - Central</td>
<td>162 - Sherman Way</td>
</tr>
<tr>
<td>60 - Long Beach</td>
<td>166 - Nordhoff</td>
</tr>
<tr>
<td>66 - Olympic</td>
<td>206 - Normandie</td>
</tr>
<tr>
<td>70 - Garvey</td>
<td>212 - La Brea</td>
</tr>
<tr>
<td>78 - Las Tunas</td>
<td>224 - Lankershim</td>
</tr>
<tr>
<td>105 - Vernon</td>
<td>761 - Sepulveda</td>
</tr>
<tr>
<td>108 - Slauson</td>
<td>240 - Reseda/Ventura</td>
</tr>
<tr>
<td>111 - Florence</td>
<td>251 - Soto</td>
</tr>
<tr>
<td>180 - Colorado/Fairfax</td>
<td>260 - Atlantic</td>
</tr>
<tr>
<td>204 - Vermont</td>
<td>601 - Warner Center Shuttle</td>
</tr>
<tr>
<td>754 - Vermont</td>
<td>603 - Glendale</td>
</tr>
<tr>
<td>207 - Western</td>
<td>605 - Boyle Heights</td>
</tr>
<tr>
<td>210 - Crenshsaw</td>
<td></td>
</tr>
<tr>
<td>233 - Van Nuys</td>
<td></td>
</tr>
<tr>
<td>234 - Sepulveda</td>
<td></td>
</tr>
<tr>
<td>901 - Orange Line</td>
<td></td>
</tr>
<tr>
<td>910 - Silver Line</td>
<td></td>
</tr>
</tbody>
</table>
RSVP’s:

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alfonso</td>
<td>Directo</td>
<td></td>
</tr>
<tr>
<td>Amanda</td>
<td>Staples</td>
<td>American Heart Association</td>
</tr>
<tr>
<td>Andres</td>
<td>Carrasquillo</td>
<td>Estolano Advisors</td>
</tr>
<tr>
<td>Andres</td>
<td>Quinche</td>
<td></td>
</tr>
<tr>
<td>Bart</td>
<td>Reed</td>
<td>The Transit Coalition</td>
</tr>
<tr>
<td>Beatriz</td>
<td>Fowler</td>
<td></td>
</tr>
<tr>
<td>Benjamin</td>
<td>Verheiden</td>
<td></td>
</tr>
<tr>
<td>Beth</td>
<td>Tyson</td>
<td>UN Women USA LA</td>
</tr>
<tr>
<td>Bryn</td>
<td>Lindblad</td>
<td>Climate Resolve</td>
</tr>
<tr>
<td>Carmina</td>
<td>Gomez</td>
<td>Los Angeles Walks</td>
</tr>
<tr>
<td>Carter</td>
<td>Rubin</td>
<td>NRDC</td>
</tr>
<tr>
<td>Cassie</td>
<td>Halls</td>
<td>LA Metro</td>
</tr>
<tr>
<td>Cesar</td>
<td>Estrada</td>
<td>All American War Veterans</td>
</tr>
<tr>
<td>Clara</td>
<td>Karger</td>
<td></td>
</tr>
<tr>
<td>Delia</td>
<td>Arriaga</td>
<td></td>
</tr>
<tr>
<td>Dorothy</td>
<td>Wong</td>
<td>Altadena Town Council - Safe Streets &amp; Mobility</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Dylan</td>
<td>Gasperik</td>
<td>N/A</td>
</tr>
<tr>
<td>Edgar</td>
<td>Mejia</td>
<td>Itdp</td>
</tr>
<tr>
<td>Eli</td>
<td>Lipmen</td>
<td>Move LA</td>
</tr>
<tr>
<td>Emely</td>
<td>Candray</td>
<td>City of LA</td>
</tr>
<tr>
<td>Eric</td>
<td>Turner</td>
<td></td>
</tr>
<tr>
<td>Franci</td>
<td>Levine-Grater</td>
<td>Los Angeles Neighborhood Initiative</td>
</tr>
<tr>
<td>Hank</td>
<td>Kaplan</td>
<td>Steer Group</td>
</tr>
<tr>
<td>Hazel</td>
<td>Scher</td>
<td>Nelson\Nygaard</td>
</tr>
<tr>
<td>Hilary</td>
<td>Norton</td>
<td>FASTLinkDTLA</td>
</tr>
<tr>
<td>James</td>
<td>Rojas</td>
<td>Place It</td>
</tr>
<tr>
<td>Jennifer A.</td>
<td>Gill</td>
<td>LABAC - Vice Chair</td>
</tr>
<tr>
<td>Jerard</td>
<td>Wright</td>
<td>Los Angeles County Business Federation (BizFed)</td>
</tr>
<tr>
<td>Jessica</td>
<td>Cruz</td>
<td>TransitCenter</td>
</tr>
<tr>
<td>Jessica</td>
<td>Jinn</td>
<td>NRDC</td>
</tr>
<tr>
<td>Keenan</td>
<td>Sheedy</td>
<td>SEIU Local 721. ASNC</td>
</tr>
<tr>
<td>Madeline</td>
<td>Brozen</td>
<td>UCLA Lewis Center for Regional Policy Studies</td>
</tr>
<tr>
<td>-----------</td>
<td>----------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Mariana</td>
<td>Estrada</td>
<td>Climate Resolve</td>
</tr>
<tr>
<td>Mehmet</td>
<td>Berker</td>
<td>Los Angeles Walks</td>
</tr>
<tr>
<td>Naria</td>
<td>Kiani</td>
<td>KDI</td>
</tr>
<tr>
<td>Nicolas</td>
<td>Rodriquez</td>
<td>Rep. Ted Lieu</td>
</tr>
<tr>
<td>Nolan</td>
<td>Borgman</td>
<td>Metro</td>
</tr>
<tr>
<td>Omar</td>
<td>Gomez</td>
<td>Nature For All</td>
</tr>
<tr>
<td>Oscar</td>
<td>Peña</td>
<td></td>
</tr>
<tr>
<td>Paola</td>
<td>Mendez</td>
<td></td>
</tr>
<tr>
<td>Paul</td>
<td>Backstrom</td>
<td>LA Metro</td>
</tr>
<tr>
<td>Perla</td>
<td>Solis</td>
<td></td>
</tr>
<tr>
<td>Rebecca</td>
<td>Draper</td>
<td>los angeles neighborhood initiative</td>
</tr>
<tr>
<td>Reed</td>
<td>Alvarado</td>
<td>FASTLinkDTLA</td>
</tr>
<tr>
<td>Sandra</td>
<td>Romero</td>
<td>LISC Los Angeles</td>
</tr>
<tr>
<td>Scott</td>
<td>Ventrudo</td>
<td></td>
</tr>
<tr>
<td>Tulsi</td>
<td>Patel</td>
<td></td>
</tr>
<tr>
<td>Varun</td>
<td>Bather</td>
<td>ART CENTER COLLEGE OF DESIGN</td>
</tr>
<tr>
<td>Yessica</td>
<td>Hernandez</td>
<td></td>
</tr>
</tbody>
</table>
Meeting notes:

NextGen Breakout group discussion highlights:

- Accessibility and ADA issue for those without access to a car and reliably of buses
- Where is Measure $$ for access and older adults being spent - is it tied to bus improvements
- Concerns around completing a new pilot on rideshare program - launching on 6 locations - sequenced and staged. Project costs $29Million but likely not operators and staff folded into that. More info see the Metro Board committee reports for Feb - only 40% of operators/rideshare will be ADA accessible and stroller friendly.
- What is happening around the more less populated and suburban areas
- What’s going on with electrifying the buses - as Metro board committed to. Concerns of being presented with a either or option - either electrify or get more bus service. Why not both?
- Needing City cooperation for allocating street space/lanes for bus only lanes/bus infrastructure improvements
- Idea of taking a mainstream line and adding extra fare - when you monthly pass doesn’t work…. Universal payment?
- Wilshire, Vermont, Sepulveda - how does current rapid systems align with those (get more detail from Maddie and Reed)
- How to organize and amplify the needs of existing bus riders. Systems change at play here with NextGen not translating easy to people to engage

Downtown LA bus campaign group discussion highlights:

- Conversation around messaging and strategies for downtown implementation of bus only lanes
  - People centered campaign built upon shared values
    - Everyone deserves clean air
    - Making people who ride the bus a priority
  - Bus Lanes are a breath of fresh air (LOVE)
  - See a new look to Los Angeles
  - Roll out the red carpet
- Actions to amplify
  - Building off our existing networks - to amplify our message and anticipate where might be opposition
○ Storytelling - Amplify and uplift stories and perspectives and experiences of people who ride the bus
○ Visual indicators - graphics, pins, art - indicating support for buses - people who ride the bus
○ Using technology-based tools to mobilize around support

Questions:
- What’s going on with the downtown Streetcar?
- What’s the relationship between LA’s green new deal, NextGen and the Streetcar?

Feedback:
- Lack of funding for new projects - what do advocates want to defund?