

# Bus lanes work.

Let's make them happen.

## Why bus lanes?

Unfortunately, it can be common for Metro buses to get stuck in traffic, which causes them to be late for transit riders, or makes riders late. But did you know that it doesn't have to be this way? Our elected representatives have the power to change this, and they can do this by **installing bus lanes**, one component of improving bus service. Bus lanes have numerous benefits for our entire region:

### Bus lanes make bus service more reliable

- Bus lanes can reduce travel time by 10 to 25% and sometimes double that during peak travel hours. For example, a bus lane can cut your trip from 30 minutes down to under 25 minutes.

Every mile of a dedicated bus lane can save riders between 1-4 minutes of travel time, or **17 hours annually**.

### Bus lanes are one of the cheapest and fastest ways to improve public transit service

- One mile of bus and bike lanes in LA County can **cost as little as \$2M per mile** – whereas light rail can cost approximately \$100M per mile, and even more for underground track.
- Light rail construction can take 10-20 years to complete; **a bus lane can be installed in days**.
- As part of complete streets work, bus lanes can be strategically planned with bike lanes, roadway improvements, and other transit improvements to streamline implementation and ensure connectivity.

## There are two major types of bus lanes:



### 1. Tactical

Quick-build styles are mostly bollards (a line of posts) and paint.

Quick-build lanes can be a first step to implementing a bus lane; they are cheap and fast and allow the city to easily make adjustments if needed.

### 2. Bus Rapid Transit (BRT) Infrastructure

A part of the road that's dedicated to bicycles and buses. It is built to prioritize bicycles and buses for traffic signals and has enhanced station amenities. However, this often requires repaving the road.

The ACT-LA coalition is advocating for **a lane on the Vermont bus corridor that would provide dedicated space for buses, bicycles, and emergency vehicles**.

This infrastructure would prioritize bus riders, cyclists, and pedestrians on the roadway – enhancing transit service and overall street safety.

## Bus lanes have a positive impact on our health and environment

- Traffic violence is the highest it has been in 20 years, and motor vehicle collisions are the **leading cause of death for young Angelenos** ages 0-29.
- Reducing lanes (also called road diets) by replacing roadways with bus lanes **can reduce collisions** by anywhere from 40 to 65%.
- Cities that have implemented bus lane projects see increased foot traffic and retail activity.
- By encouraging public transit use and reducing bus's time stalled in the lane, bus lanes have the **potential to reduce carbon emissions**.

## Who's involved?

Infrastructural improvements on roadways are coordinated by **Los Angeles's Department of Transportation** (LADOT) with support from the local councilmember representing the area. Therefore, we will be working with Councilmembers **Eunisses Hernandez** (Council District or "CD" 1), **Marqueece Harris-Dawson** (CD 8), **Curren Price** (CD 9), **Heather Hutt** (CD 10), and **Hugo Soto-Martinez** (CD 13).

Additionally, in order to make the bus lane effective and successful, we need to work with **LA Metro** to ensure that the agency delivers frequent and reliable service — and that they coordinate with LADOT on bus stop amenities to help bus riders get easily and quickly on their way.

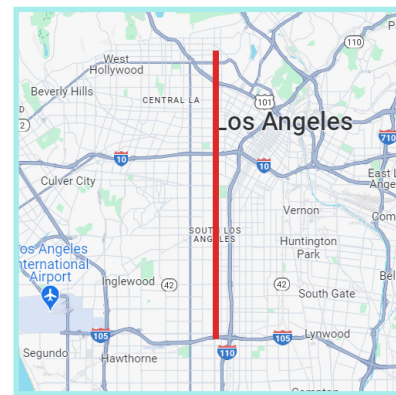
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## Where's the bus lane going?

ACT-LA will be launching our campaign for bus lanes focusing on **the Vermont bus corridor, from Sunset down to the Vermont/Athens station** (LA Metro C line, about 13 miles), where Metro Bus Lines 204 and 754 and the DASH Wilshire Center/Koreatown line run. With certain criteria in mind—including:

1. Whether the corridor had a rush hour lane that could be converted into a bus lane,
  2. A strong student ridership,
  3. Access to other major transit lines,
- ACT-LA transit riders voted on the Vermont corridor as the first priority.



The Vermont corridor has also been a study area for Metro on improving frequency and reliability. Metro intends to implement these three approaches to improving transit along this corridor: (1) Immediate quick-build improvements, including more shelters, more service, and bus-only lanes; (2) Mid-term, a full bus rapid transit (BRT) system by 2027; and (3) A long-term rail project when funding is available.

As we expand our campaign, we will also be advocating for bus lanes in other corridors of importance to ACT-LA members, including Wilshire and 6th Street in Koreatown and Westlake.

## Get involved

Sign up for action alerts and updates around our campaign to build bus lanes at our website, [act-la.org](http://act-la.org).

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