

Regional Dedicated Transit Lanes Study

Technical Advisory Committee Meeting #3

SCAG/Cambridge Systematics/Nelson Nygaard/HereLA

April 19, 2022

www.scag.ca.gov



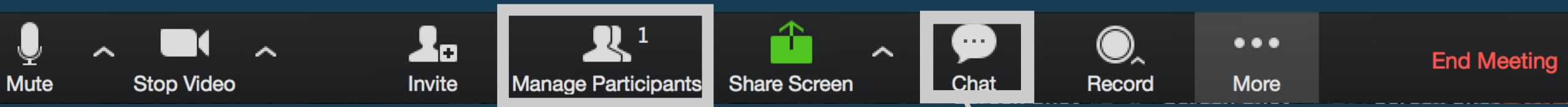
Agenda

- Welcome 10:00 am
- Project Recap 10:05 am
- Corridor Screening Overview 10:10 am
- Corridor Screening Breakouts 10:30 am
- Next Steps 11:15 am



Welcome & Introductions

Click on the following icons in your menu bar. Additional windows will appear with a list of participants and chat.



- Mute or unmute yourself
- See names of other participants

- Chat with everyone on the call, or just the Host

Project Recap

Project Purpose



Support the development of a regional network of dedicated bus lanes and priority treatments to enable enhanced transit services, improve mobility, accessibility and sustainability, and advance implementation of Connect SoCal.

The Study will :

- Identify **key benefits** of dedicated bus lanes and priority treatments and **primary factors for implementation**,
- provide a preliminary assessment on **where dedicated bus lanes and priority treatments might be most feasible** and beneficial in the SCAG region, and
- provide **recommendations and guidance** for local jurisdictions that are seeking to pilot or implement bus lanes or priority treatments.

Stakeholder Series



	Stakeholder Kickoff	TAC 1	TAC 2	TAC 3	TAC 4	Draft Report Review
Audience	<ul style="list-style-type: none"> • CTC • COG • Other agency staff • Transit operators 	<ul style="list-style-type: none"> • Technical Advisory Committee 	<ul style="list-style-type: none"> • Technical Advisory Committee 	<ul style="list-style-type: none"> • Technical Advisory Committee 	<ul style="list-style-type: none"> • Technical Advisory Committee 	<ul style="list-style-type: none"> • TAC • Other CTC, COG, CBO, or agency staff
		Discovery & Visioning	Corridor Identification and Eval Framework	Refined Corridor Evaluation	Recommendations and Implementation	
When	October 6	November 30	January 25	April 19	June 21	August
Discussion Topics	<ul style="list-style-type: none"> • Introduce project • Discuss objectives and needs • Identify TAC participants • Identify discovery interviewees • Identify document and data sources 	<ul style="list-style-type: none"> • Review best practices and peer cases • Group meeting themes • Identify additional interview or data needs 	<ul style="list-style-type: none"> • Review existing conditions and future forecasts • Discuss screening goals, criteria, methodology • Discuss preliminary screening universe 	<ul style="list-style-type: none"> • Discuss screening results • Select evaluation corridors • Discuss evaluation methodology 	<ul style="list-style-type: none"> • Discuss evaluation results • Discuss implementation planning • Discuss final report format and roll out 	<ul style="list-style-type: none"> • Review draft report (purpose, best practices, existing conditions, evaluation method and results, implementation guidance)

Best Practices Report TAC Review

1. WHY build dedicated lanes and priority treatments?

- Four key elements: Reliability, Speed, Comfort, and Convenience
- Results in faster travel times, safer traveling environments, improved schedule reliability, user confidence, convenience and experience

2. WHERE are lanes and priority treatments most feasible and beneficial?

- Metrics used to identify and evaluate potential corridors
- Supportive conditions and context for potential implementation

3. HOW do jurisdictions pilot or implement?

- Peer regions and agency stakeholders with track record of successful implementation

Review Process

- Access the document at: [RTL Best Practices](#)
- Add and review comments directly to the document
- Review period closes **April 29**

Visualizing Existing and Future Conditions

- **Where do people live?**
 - Population Density, 2016 and 2045
 - Population Growth, 2016 to 2045
- **Where do people work?**
 - Employment Density, 2020 and 2045
 - Activity Units, 2016/2020 and 2045
- **Where are equity-focused communities located?**
 - Race/Ethnicity, 2020
 - Median Income, 2020 and 2045
 - Vehicle Access, 2019
 - SCAG Communities of Concern, 2020
- **What challenges do equity communities face?**
 - Healthy Places Index, 2021
 - CalEnviroScreen 4.0, 2021
 - Protected Open Spaces, 2021
- **How is the region built?**
 - Land Use, 2019
 - Transit Network, 2016
 - Transit Priority, 2019 and Proposed*
 - Bikeways and Bike Shed, 2016 and Planned
- **How do people travel?**
 - Travel Demand, 2019 and 2045
 - Corridor Delay, 2016 and 2045
 - Transit Ridership, 2019 and 2045

Existing Transit Priority Treatments

County	Project Name	Organization	Treatment Type	Capital	Ops/ Tech	Policy/ Other
Los Angeles	J (Silver) Line BRT	LA Metro	BRT	●		
	G (Orange) Line	LA Metro	BRT	●		
	Culver and Washington Blvd Mobility Lanes	Culver City	Bus and Bike Lanes	●		
	Grand Av & Olive St	LA Metro & LADOT	Bus Priority Lane	●		
	Wilshire Blvd – Centinela to Federal Ave; Crenshaw Blvd to Wester Ave	LA Metro & Santa Monica	Peak Hour Bus Lane	●		
	Alvarado St	LA Metro & LADOT	Peak Hour Bus Lane	●		
	N. Spring Street	LADOT	?	●		
	Figueroa St & Flower St (includes signal queue jumper)	LA Metro & LADOT	Peak Hour Bus Lane	●		
	5th & 6th St	LA Metro & LADOT	Peak Hour Bus Lane	●		
	Aliso St	LA Metro & LADOT	Peak Hour Bus Lane, Curb treatments	●		
	98 th Street – Vicksburg Ave to Western	LADOT / Big Blue Bus	Peak Hour Bus Lanes	●		
	Sunset/Chavez between Dodger Stadium and Union Station	LADOT	Game Day Bus Lanes	●		
	Lincoln Blvd Bus-Only lanes	Big Blue Bus	Transit Lane	●		
	Santa Monica Blvd – Ocean Ave to 5 th Street WB	Big Blue Bus	Bus Only Lane	●		
	Broadway – 5 th Street to Ocean Ave EB	Big Blue Bus	Bus Only Lane	●		
Sunset/Woodbrurn and Santa Monica/Overland	LADOT	Queue jumps		●		
Metro Rapid	LA Metro			●	●	
Orange	• Bravo Service (Beach, Harbor, Westminster/17 th)	OCTA	Limited stop service, real-time signage		●	
Riverside	• RapidLink	RTA	Limited		●	
San Bernardino	• sbX Green Line	Omnitrans	BRT	●		
Ventura	• GoVC Bus Pass	VCTC	Fare Payment		●	
	• Right Turn Only Lanes	Gold Coast Transit	Intersection queue jump		●	

Agency Proposed Future Transit Priority Treatments



County	Project Name	Organization	Treatment Type	Capital	Ops/Tech	Policy/Other
Los Angeles	Noho to Pasadena Transit Corridor	LA Metro	BRT	●		
	Transit Priority Corridor	Foothill Transit	TSP		●	
	La Brea Av	LA Metro & LADOT	Peak Hour Bus Lane	●		
	Lincoln Blvd – Dewey Ave to Venice Blvd.	Caltrans/LADOT/ Big Blue Bus	Peak Hour Bus Lane	●		
	Santa Monica Blvd – Centinela Ave to 405 Hwy	Caltrans/LADOT	Peak Hour Bus Lanes	●		
	Queue jumper at 5th/Flower	LADOT	Queue Jump		●	
	BRT Candidates: <ul style="list-style-type: none"> Atlantic Blvd (East Los Angeles Gold Line terminus to Downtown Long Beach), Broadway (Little Tokyo Gold Line Station to Imperial Highway) Cesar Chavez/Sunset (Atlantic Blvd via Vermont/Los Feliz/Central to Broadway) La Cienega (Santa Monica Blvd via Obama/Jefferson to Slauson) Venice Blvd 	LA Metro	BRT	●		
	ExpressLane Corridors: <ul style="list-style-type: none"> I-105 (I-405 to I-605) I-405 (I-5N to OCL) I-605 (I-10 to I-405) I-10 (I-605 to SBCL) 	LA Metro	Freeway Bus/HOT Lane	●	●	●

Agency Proposed Future Transit Priority Treatments

County	Project Name	Organization	Treatment Type	Capital	Ops/ Tech	Policy/ Other
Orange County	I-5 BRT	OCTA	Freeway BRT	●		
	SR-55 BRT	OCTA	Freeway BRT	●		
	ExpressLane Corridors: • I-405 (LACL to SR-73) • SR-55 (SR-91 to I-405)	OCTA	Freeway Bus/HOT Lane	●	●	●
Riverside	Highway 111 TSP	CVAG	TSP		●	
	ExpressLane Corridors: • I-15 (SBCL to SR-74) • I-215 (I-15 to Van Buren Bl) • SR-60 (I-15 to Gilman Springs Rd) • SR-91 (I-15 to SR-60)	RCTC	Freeway Bus/HOT Lane	●	●	●
San Bernardino	West Valley Connector	Omnitrans	BRT	●		
	ExpressLane Corridors: • I-10 (LACL to Ford St) • I-15 (SR-18 to RCL)	SBCTA	Freeway Bus/HOT Lane	●	●	●
Ventura	US 101 Express Bus Lanes	VCTC	Freeway Bus Lane	●		
	Oxnard Blvd Transit Signal Priority	VCTC	Signal Priority		●	

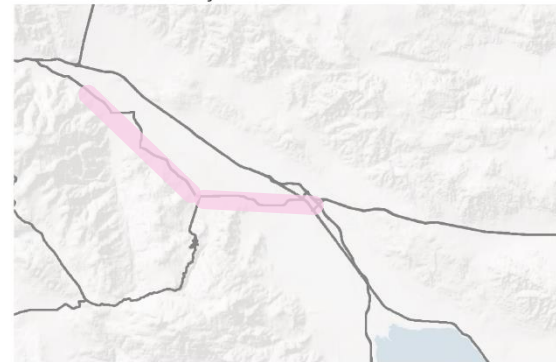
Transit Priority Treatments, 2022

Existing One-Way Miles	All Routes (2016)	With Priority (2022)
Imperial	600	-
Los Angeles	12,900	249
Orange	2,700	22
Riverside	2,400	38
San Bernardino	3,100	30
Ventura	1,000	28*
Total	22,800	367*

*Queue jump estimated as 1-mile of priority benefit

Agency Proposed Future Corridors

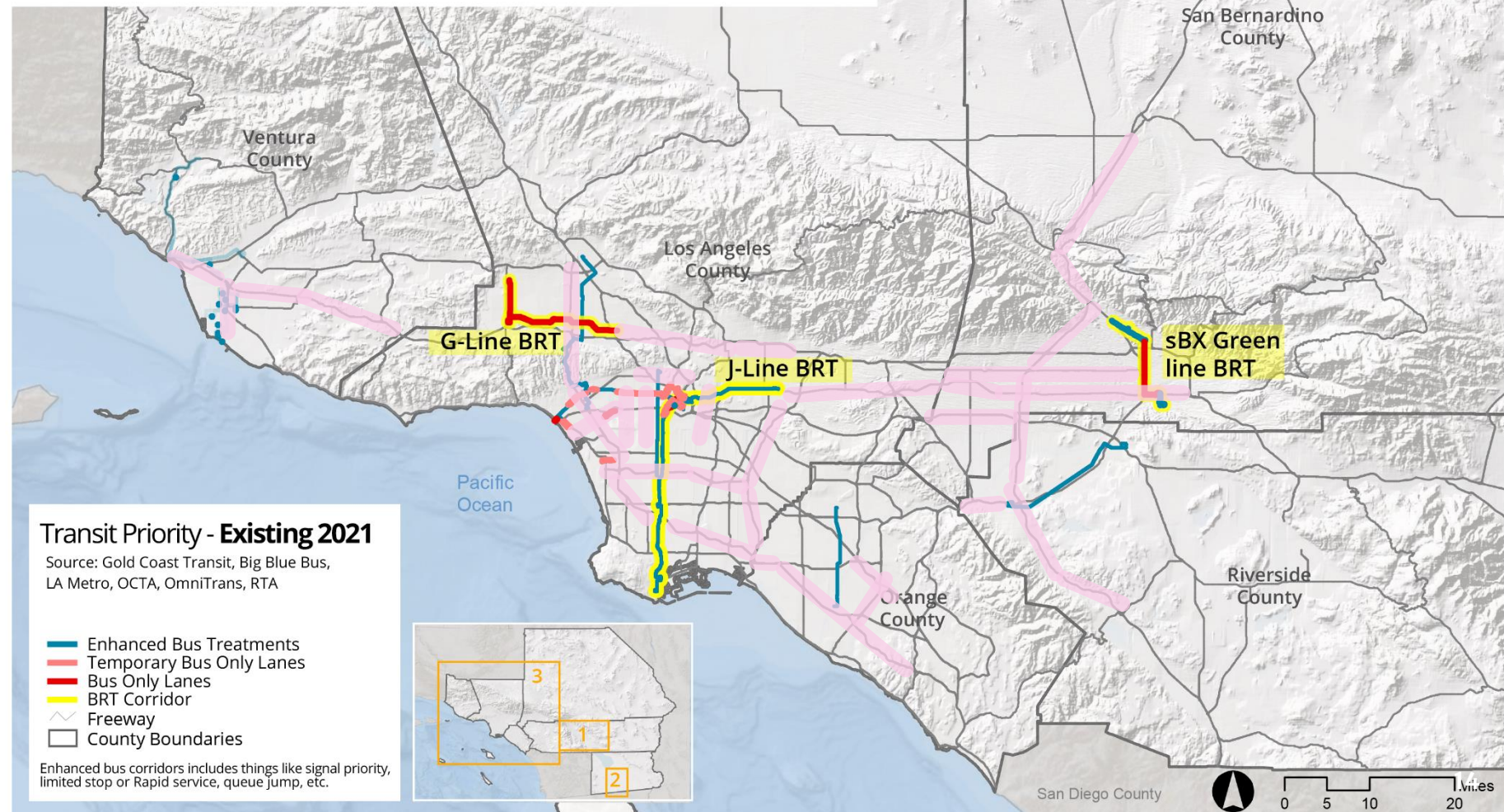
1. Riverside County



2. Imperial County



3. SCAG Region



Corridor Screening Overview

Corridor Screening and Evaluation

CORRIDOR IDENTIFICATION



All corridors where bus-only lanes are appropriate

CORRIDOR SCREENING



Corridors screened by feasibility and effectiveness

CORRIDOR EVALUATION



Corridors evaluated across qualitative and quantitative criteria

PRIORITIZATION



Corridors ranked based on defined criteria and local priorities

Screen and evaluate for:

- » Ridership, mode split and throughput
- » Travel time and reliability benefits
- » VMT and GHG
- » Equity and accessibility
- » Ease of implementation
- » Cost, funding, and ROI
- » Corridor compatibility

Step I. Identification & Screening

1. Develop goals (and relative importance) for priority treatments
2. Associate metrics and weights to each goal
3. GIS assessment of metrics for corridors throughout region
4. Alternative methods for goals or treatments that are less quantifiable
5. Develop a first list of corridors or areas that pass screening thresholds



Step II. Evaluation & Prioritization

1. Apply treatment types to screened corridors based on feasibility/suitability criteria
2. Code and run in SCAG model based on sensitivity test results
3. Calculate and weight model-derived metrics
4. Off-model calculations and adjustments as needed (minimize)
5. Review and prioritize based on goals and geographic considerations

Screening Step 1. Developing Goals and Priorities



Step I + II

Proposed Goal Area

Considerations

Improve Transportation System Performance

- Transit Speed and Reliability Potential
- Minimizing Traffic and Safety Impacts
- Regional Connectivity

Increase People Throughput and Attract Riders

- Population and Employment Density
- Travel Markets / Trip Intensity
- Transit Ridership

Improve Access for Equity Communities

- Equity Community Proximity
- Equity Community Transit Riders
- Job, Education, and Institutional Access

Step II

Promote Local Plans and Priorities

- Alignment to Local Priorities
- Identified in Plans and Studies
- Financial Feasibility

Integrate with the Built Environment

- Transit Supportive Land Use and TOC
- Technical Treatment Feasibility
- Supportive First/Last Mile and AT Network

Improve Climate and Health Outcomes

- GHG and Emissions Impacts
- Benefits to Healthy Places

Screening Step 2. Metrics and Weights



Goal Area	Weight	Consideration	Metrics (Max Pts)
System Performance	35 points	Transit Speed and Reliability Potential	Existing Peak V/C Ratio (10) Future Peak V/C Ratio (5) Existing Peak Speed Ratio (10)* Future Peak Speed Ratio (5)*
		Minimizing Traffic and Safety Impacts	Facility Type Number of Lanes
		Regional Connectivity	Proximate HC Transit Connections (5)
Throughput and Riders	30 points	Population and Employment Density	Existing Activity Unit Density (5) Future Activity Density (5)
		Travel Markets / Trip Intensity	Existing Zone Activity (5) Future Zone Activity (5)
		Transit Ridership	Existing Bus Activity (5) Future Bus Activity (5)

* V/C and Speed are highly correlated. Used V/C as a proxy for Speed to reduce processing time

Screening Steps 3-5. Assess and Score

A. Facility and Lane Assessment (Universe of Links)

- Universe of Arterial Links for Lane Treatments
- Universe of Arterial Links for Non-Lane Treatments
- Universe of Freeway Links for Lane Treatments

B. Score Links for Screening Metrics

- Peak V/C Ratio
- *Congested Speed Ratio*
- Proximate HC Transit Connections
- Proximate Activity Units
- Proximate Zone Activity
- Proximate Bus Activity

C. Build Links into Corridors

- Bundle highest scoring links into contiguous corridors
- Calculate Total Score and Score/Mile for each corridor
- Sort corridors by County/COG and Score
- Analyze for natural breaks in Scores
- Compare to list of existing/planned/proposed corridors
- Group corridors into three groups
 - Definitely Consider (Recommend to Advance)
 - Possibly Consider (Review with TAC)
 - Unlikely to Consider (Recommend to Drop)

Corridor Screening Summary

Over 46,500 links were analyzed to arrive at a set of about 100 corridors/areas to advance to full evaluation

County	Recommend to Advance		Possible to Advance, but Likely Drop	
	Freeway	Arterial	Freeway	Arterial
Imperial	0	2	0	8
Los Angeles	8	48	20	122
Orange	5	5	5	16
Riverside	4	5	4	17
San Bernardino	2	6	3	12
Ventura	1	6	2	9
Total	20	72	34	184

Notes

- Considered both Total Score and Score/Mile in analysis
- Scores were not normalized by geography, but representation across all Counties/COGs was considered
- Anything currently Existing or Planned/Proposed by TAC advanced automatically
- Due to region size, this is a highly systematic process – some oddities will occur
- Preliminary High-Level Treatments have been assigned to each corridor
 - Freeways: Express Lanes
 - Arterials:
 1. High (Lane Treatments)
 2. Medium (Intersection Treatments)
 3. Low (Stop/Other Treatments)

Corridor Screening Breakouts by County

Breakout Rooms

Room 1: Imperial & Riverside

- *ICTC | RCTC, CVAG, WRCOG, RTA, Sunline*

Room 2: Los Angeles A

- *Metro, LADOT, GCCOG, SBCCOG, WCCOG, West Hollywood, Culver City, Long Beach Transit, Santa Monica*

Room 3: Los Angeles B

- *Metro, LADOT, AVCJPA, NCTC, SFVCOG, SGVCOG, AVTA, Foothill Transit*

Room 4: Orange

- *OCTA, OCCOG*

Room 5: San Bernardino & Ventura

- *SBCTA, SBCOG, Omnitrans, VVTA | VCTC, VCCOG, GCTD, VCPW, Conejo Climate Coalition*

Breakout Discussion (30 min)

- Any corridors listed that should be eliminated and/or not considered for further study?
- Any corridors on the “Possibly Consider” that should be *included* for further study?
- Are there other corridors or areas that should be *included* for further study?
- What treatments to study for any of the corridors on the “Definitely Consider” list?

Breakout Discussion (30 min)

- Any corridors listed that should be eliminated and/or not considered for further study?
- Any corridors on the “Possibly Consider” that should be *included* for further study?
- Are there other corridors or areas that should be *included* for further study?
- What treatments to study for any of the corridors on the “Definitely Consider” list?

Screening Corridors – Definitely Consider

Subarea: Imperial County



Corridor/Area	Extent	Potential Treatment
State Highway 111 / Imperial	E 2 nd St. – E Cole Blvd.	Bus on Freeway
Imperial Ave / Imperial	W. Main Street – SR 114	Stop/Other

Corridor/Area	Extent	Potential Treatment

Screening Corridors – Possibly Consider Subarea: Imperial County



Corridor/Area	Extent	Potential Treatment
N 8 th Street / Imperial		
W Main Street / Imperial		
W Birch Street / Imperial		
Rockwood Ave / Imperial		
Hamilton Ave / Imperial		
E 2 nd Street / Imperial		
E 7 th Street / Imperial		
E 5 th Street / Imperial		
Grant Street / Imperial		

Corridor/Area	Extent	Potential Treatment

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Working Notes

Subarea: Imperial



Area for breakout room facilitator to take notes during the breakout session while also exploring the online map

Screening Corridors – Possibly Consider

Subarea: Riverside County



Corridor/Area	Extent	Potential Treatment
Ave 52 / Coachella		
E Palm Canyon Dr / Coachella		
Fred Waring Dr / Coachella		
Golf Center Pky / Coachella		
Jackson St / Coachella		
Monroe St / Coachella		
Palm Springs Airport Access Rd / Coachella		
S Indian Cyn Dr / Coachella		
I-10 / Coachella		
SH 86 / Coachella		
14Th St / W Riverside		
Arlington Ave / W Riverside		
La Sierra Ave / W Riverside		

Corridor/Area	Extent	Potential Treatment
Market St / W Riverside		
Perris Blvd / W Riverside		
Pigeon Pass Rd / W Riverside		
Tyler St / W Riverside		
W 6Th St / W Riverside		
Winchester Rd / W Riverside		
I-10 / W Riverside		
SR-60 / W Riverside		

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Working Notes

Subarea: Riverside



Area for breakout room facilitator to take notes during the breakout session while also exploring the online map

Screening Corridors – Existing/Planned

Subarea: Los Angeles County A



Corridor/Area	Extent	Potential Treatment
J Line (Silver) I-10 and I-110 ExpressLanes*	El Monte – Long Beach	BRT
Grand & Olive St*	Downtown LA	Bus Lane
Alvarado St*	Downtown LA	PH Bus Lane
N. Spring Street*	Downtown LA	Bus Lane EB
Figueroa St & Flower St*	Downtown LA	PH Bus Lane
5 th & 6 th Street*	Downtown LA	PH Bus Lane
Aliso St*	Downtown LA	PH Bus Lane
Sunset/Chavez*	Dodger Stadium and Union Station	Game Day Bus Lane
Sunset/Woodburn Queue Jump*	-	Queue Jump
Santa Monica and Overland Queue Jump*	-	Queue Jump
Cesar Chavez/Sunset *	Atlantic Blvd via Vermont/Los Feliz/Central to Broadway	Planned BRT

Corridor/Area	Extent	Potential Treatment
Atlantic Blvd Planned BRT*	East Los Angeles Gold Line terminus to Downtown Long Beach	Express Lane
Culver and Washington Blvd Mobility Lanes*	La Cienega Ave. – Duquesne Ave.	Bus Lanes
Wilshire Blvd*	Centinela to Federal Ave; Crenshaw Blvd to Wester Ave	PH Bus Lanes
98th Street*	Vicksburg Ave to Western	PH Bus Lanes
Lincoln Blvd*	Dewey Ave to Venice Blvd.	Bus Lanes
Santa Monica Blvd*	Ocean Ave to 5th Street WB, Santa Monica Blvd Centinela Ave to 405 Hwy	Bus Lanes
Broadway*	5th Street to Ocean Ave EB	Bus Lane
La Cienega*	Santa Monica Blvd via Obama/Jefferson to Slauson	Planned BRT
Venice Blvd*	Santa Monica – Downtown LA	Planned BRT
I-105 ExpressLane*	I-405 to I-605	Express Lane

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Definitely Consider

Subarea: Los Angeles County A



Corridor/Area	Extent	Potential Treatment
I-405 ExpressLane*	I-5N to Orange County Line	Express Lane
I-605 ExpressLane*	I-10 to I-405	Express Lane
US-101 / Las Virgenes	Ventura County line – I-405	Express Lane
Beverly Blvd / Central LA	North Crescent Heights Blvd	TSP
Atlantic Ave / Gateway	Randolph Ave to Rosecrans Ave	Bus Lane
I-405 / Westside / South Bay / Gateway	Constitution Ave to Bristol Pkwy	Express Lane
Crenshaw Blvd / South Bay	W 80th St to Amsler St	Bus Lane
Santa Monica Blvd / Central LA / Westside	Ocean Ave to North Hoover Street	Bus Lane
Sepulveda Blvd / Westside / South Bay	Venice Blvd to W Centinela Ave	Bus Lane
Washington Blvd / Westside	La Cienega Ave to Lincoln Blvd	Bus Lane
Wilshire Blvd / Westside	S Grand St to 4th St	Bus Lane

Corridor/Area	Extent	Potential Treatment
E Florence Ave	W Blvd to N La Brea Ave	Bus Lane
E Gage Ave	S Central Ave to E Slauson Ave	Bus Lane
E Imperial Highway	Wilmington Ave to Shoemaker Ave	Express Lane
I-110	Ramona Blvd to W 22nd St	Express Lane
US-101	N Bronson Ave to US 5	Express Lane
Hawthorne Blvd	Century Blvd to Rolling Hills Rd	Bus Lane
Garfield Ave	E Whittier Blvd to Rosecrans Ave	Bus Lane
SR-110	I-5 Interchange to I-10 Interchange	Express Lane
Long Beach Blvd	Grand Ave to Euclid Ave	TSP
S Central Ave	E 1st St to E 51st St	
Alameda St	E 37th St to E Slauson Ave	Bus Lane

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Definitely Consider

Subarea: Los Angeles County A



Corridor/Area	Extent	Potential Treatment
S La Cienega Blvd	Washington Ave to E El Segundo Blvd	TSP/Queue Jump
I-405	Westminster Blvd to Alicia Pkwy	Express Lane
S San Pedro St	E 1st St to E Jefferson Blvd	Bus Lane
S Vermont Ave	Hollywood Blvd to W 122nd St	Bus Lane
S Western Ave	W 2nd St to W 38th Pl	Bus Lane
Telegraph Rd	S Downey Rd to Pioneer Blvd	Bus Lane
I-10	San Diego Freeway to N Hoover St	Express Lane
W 3rd St	S Fairfax Ave to S Flower St	TSP
W Pico Blvd	S Barrington Ave to S Figueroa St	Bus Lane
S Hoover St	Wilshire Blvd to W Jefferson Blvd	TSP
Alamo Ave	Slauson Ave to Gage Ave	TSP

Corridor/Area	Extent	Potential Treatment
Lincoln Blvd	Montana Ave to Navy Street	Bus Lane
San Vicente Blvd	Ocean Ave to 26th Street	Bus Lane
Sunset Blvd	N Whittier Blvd to N Crescent Heights Blvd	TSP

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Possibly Consider

Subarea: Los Angeles County A



Corridor/Area	Extent	Potential Treatment
Pacific Coast Highway / Las Vigenes		
E 7th Ave / Gateway		
E Washington Ave / Gateway		
S Alvarado St / Gateway		
S Broadway St / Gateway		
S Fairfax Ave / Gateway		
Paramount Blvd / South Bay		
Pioneer Blvd / South Bay		
S Downey Rd / South Bay		
Redondo Beach Blvd / South Bay		
Torrance Blvd / Westside		
W Carson St / Westside		
Culver Blvd / Westside		

Corridor/Area	Extent	Potential Treatment
Fountain Ave / Westside		
Sunset Blvd / Westside		
W Carson St / Westside		
S Eastern Ave / South Bay		
Centinela Ave / South Bay		
Manchester Blvd / South Bay		
Marine Ave / South Bay		
S Union Ave / Gateway		
S Grand Ave / Gateway		
Maple Ave / Gateway		
Montebello Blvd / Gateway		
Santa Fe Ave / Gateway		

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Working Notes

Subarea: Los Angeles County A



Area for breakout room facilitator to take notes during the breakout session while also exploring the online map

Screening Corridors – Definitely Consider

Subarea: Los Angeles County B



Corridor/Area	Extent	Potential Treatment
G Line (Orange)* / Los Angeles	Oxnard St – Lankershim Blvd	BRT
Metro Rapid* / Los Angeles	Various locations See Map	Limited Stop Service
J Line (Silver)* / Los Angeles	El Monte – Long Beach	BRT
Noho to Pasadena Transit Corridor* / SGVCOG	North Hollywood – Pasadena	BRT
Foothill Transit Priority Corridor* / SGVCOG	SGVCOG	TSP
Broadway BRT*	Little Tokyo Gold Line to Imperial HWY	BRT
I-405 ExpressLane*	I-5N to Orange County Line	Express Lane
I-605 ExpressLane*	I-10 to I-405	Express Lane
I-10 ExpressLane*	I-605 to San Bern County Line	Express Lane
Nordhoff St / SFV	Tampa Ave – Osborne St	Bus Lane
Roscoe Blvd / SFV	Tampa Ave – Lankershim Blvd	Bus Lane
Van Nuys Blvd / SFV	Laurel Canyon Blvd – Victory Blvd	Bus Lane

Corridor/Area	Extent	Potential Treatment
Ventura Blvd / SFV	LA County line – Burbank	Bus Lane
Victory Blvd / SFV	Valley Circle Blvd – N Victory Blvd	TSP
Sierra Highway / NLAC	E Ave. S – Rosamond Blvd.	TSP
Glendale – N Verdugo Rd / Arroyo Verdugo	Colina Dr. – San Fernando Rd	TSP
N Hollywood Way / Arroyo Verdugo	Golden State Fwy – Ventura Fwy	TSP
San Fernando Rd / Arroyo Verdugo	Glendale Fwy – Metrolink Burbank	TSP
W Alameda Ave / Arroyo Verdugo	Riverside Drive – Glendale Rd	TSP
Walnut Grove Ave / SGV	E La Tunas Dr – San Gabriel Blvd	TSP
Atlantic Blvd / SGV	W Main St – E Beverly Hill Blvd	Bus Lane
Rosemead Blvd / SGV	Beverly Blvd – I-10	Bus Lane
Valley Blvd / SGC	I-605 – Roseland Blvd.	Bus Lane

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Possibly Consider

Subarea: Los Angeles County B



Corridor/Area	Extent	Potential Treatment
Burbank Blvd / SFV		
Cahuenga Blvd / SFV		
Lankershim Blvd / SFV		
Laurel Canyon Blvd / SFV		
Moorpark St / SFV		
Osborne St / SFV		
Parthenia St / SFV		
Sepulveda Blvd / SFV		
Sherman Way / SFV		
Tujunga Ave / SFV		
Vanowen St / SFV		
Vineland Ave / SFV		
Woodman Ave / SFV		

Corridor/Area	Extent	Potential Treatment
I-405 / SFV		
I-5 / SFV		
US-101 / SFV		
10Th St W /North LAC		
Bouquet Canyon Rd /North LAC		
Copper Hill Dr /North LAC		
E Ave S /North LAC		
E Palmdale Blvd /North LAC		
Henry Mayo Dr /North LAC		
Lyons Ave /North LAC		
Mcbean Pky /North LAC		
Newhall Ave /North LAC		

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Possibly Consider

Subarea: Los Angeles County B



Corridor/Area	Extent	Potential Treatment
Pearblossom Highway /North LAC		
SH 126 /North LAC		
Soledad Canyon Rd /North LAC		
W Avenue J 8 /North LAC		
Whites Canyon Rd /North LAC		
Antelope Valley Fwy /North LAC		
I-5 /North LAC		
Brand Blvd / Arroyo Verdugo		
E Broadway / Arroyo Verdugo		
E Wilson Ave / Arroyo Verdugo		
N Buena Vista St / Arroyo Verdugo		
N Central Ave / Arroyo Verdugo		
I-5 / Arroyo Verdugo		
US-101 / Arroyo Verdugo		

Corridor/Area	Extent	Potential Treatment
FAIR OAKS AVE / SGV		
FOOTHILL FWY / SGV		
FREMONT AVE / SGV		
FULLERTON RD / SGV		
N GARFIELD AVE / SGV		
N PECK RD / SGV		
N SAN GABRIEL BLVD / SGV		
POMONA FWY / SGV		
RAMONA BLVD / SGV		
S AZUSA AVE / SGV		
S DEL MAR AVE / SGV		
S FREMONT AVE / SGV		

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Possibly Consider Subarea: Los Angeles County B



Corridor/Area	Extent	Potential Treatment
S GARFIELD AVE / SGV		
S LOS ROBLES AVE / SGV		
S SAN GABRIEL BLVD / SGV		
SAN GABRIEL RIVER FWY / SGV		
SANTA ANITA AVE / SGV		

Corridor/Area	Extent	Potential Treatment

Screening Working Notes

Subarea: Los Angeles County B



Area for breakout room facilitator to take notes during the breakout session while also exploring the online map

Screening Corridors – Definitely Consider Subarea: Orange County



Corridor/Area	Extent	Potential Treatment
SR-91 ExpressLane* / Orange	SR-55 to Riverside County (lane continues)	Express Lane
Bravo Service*/ Orange	Beach, Harbor, Westminster/17th	Limited stop Service
I-5 BRT*	Orange County Section	Freeway BRT
SR-55 BRT*	Orange County Section	Freeway BRT
I-405 ExpressLane*	Los Angeles County Line to SR-73	Express Lane
SR-55 ExpressLane*	SR 91 – I-405	Express Lane
Beach Blvd	La Mirada Blvd – PCH	TSP
Chapman Ave	Euclid St – Costa Mesa Fwy	Bus Lane
Harbor Blvd	E Chapman Ave – Newport Blvd	Bus Lane
Irvine Center DR	Costa Mesa Fwy – Lake Forest Drive	Bus Lane
SR-22	I-405 – Costa Mesa Freeway	Express Lane
I-5	LA CL – SD CL	Express Lane

Corridor/Area	Extent	Potential Treatment

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Possibly Consider

Subarea: Orange County



Corridor/Area	Extent	Potential Treatment
Alton Pky		
Broadway		
Broadway		
Culver Dr		
Euclid St		
Jamboree Rd		
Katella Ave		
Macarthur Blvd		
Magnolia St		
N Bristol St		
N Grand Ave		
Newport Blvd		

Corridor/Area	Extent	Potential Treatment
S Main St		
S State College Blvd		
The City Dr S		
Valley View St		
W Imperial Highway		
I-405		
SR-55		
SR-57		
SR-91		
SR-91		

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Working Notes

Subarea: Orange County



Area for breakout room facilitator to take notes during the breakout session while also exploring the online map

Screening Corridors – Definitely Consider

Subarea: San Bernardino County



Corridor/Area	Extent	Potential Treatment
SbX Green Line* / San Bernardino	Cal State University – Loma Linda University & MC	BRT
West Valley Connector (Holy Blvd)* / San Bernardino	Pomona Transit Center – Rancho Cucamonga	BRT
I-10 ExpressLane* / San Bernardino	LA County Line to Ford St	Express Lane
I-15 ExpressLane* / San Bernardino	SR-18 to Riverside County Line	Express Lane
Foothill Blvd SR-66 / San Bernardino	N Euclid ave – N Pepper Ave	Bus Lane
Sierra Ave / San Bernardino	Armstrong Rd – I-15	Bus Lane
N Euclid Ave/ San Bernardino	Ontario Ranch Rd – Foothill Freeway	Bus Lane
Central Ave / San Bernardino	SR 71- Foothill Blvd	Bus Lane
Edison Ave / San Bernardino	SR 71 – Archibald Ave	Bus Lane
Barton Rd / San Bernardino	S La Cardena Dr – S San Mateo St	Bus Lane

Corridor/Area	Extent	Potential Treatment
I-215 / San Bernardino	County	Express Lane

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Corridors – Possibly Consider Subarea: San Bernardino County

Corridor/Area	Extent	Potential Treatment
Chino Ave / San Bernardino		
E 4Th St / San Bernardino		
E Mission Blvd / San Bernardino		
N Waterman Ave / San Bernardino		
Orange St / San Bernardino		
S Waterman Ave / San Bernardino		
W Lugonia Ave / San Bernardino		
W Rialto Ave / San Bernardino		
I-210 / San Bernardino		
I-15 / San Bernardino		
SR-60 / San Bernardino		
I-10 / San Bernardino		
US-395 / San Bernardino		

Corridor/Area	Extent	Potential Treatment
Anderson St / San Bernardino		
Baseline Rd / San Bernardino		

Screening Working Notes

Subarea: San Bernardino County



Area for breakout room facilitator to take notes during the breakout session while also exploring the online map

Screening Corridors – Definitely Consider

Subarea: Ventura County



Corridor/Area	Extent	Potential Treatment
US 101 Express Bus Lanes* / Ventura	Ventura County	Express Lane
Oxnard Blvd TSP* / Ventura	City of Oxnard	TSP
GoVC Bus Pass* / Ventura	Systemwide	Other
Right Turn Only Lanes* / Ventura	Various Locations (See Map)	TSP
Erringer Rd / Ventura	118 – Royal Ave	TSP
Oxnard Blvd / Ventura	E Pleasant Valley Rd – US 101	Bus Lane
Rose Ave / Ventura	Lei/Sanford St – US 101	Bus Lane
Tierra Rejada Rd / Ventura	Moorpark Rd – N Madera Rd	TSP
E Vineyard Ave / Ventura	N Oxnard Blvd – Los Angeles Ave.	Bus Lane

Corridor/Area	Extent	Potential Treatment

Screening Corridors – Possibly Consider

Subarea: Ventura County



Corridor/Area	Extent	Potential Treatment
E 5 th St / Ventura		
E Gonzales Rd / Ventura		
E Main St / Ventura		
E Pleasant Valley Rd / Ventura		
Los Angeles Ave / Ventura		
S Victoria Ave / Ventura		
Saviers Rd / Ventura		
El Camino Real / Ventura		
SR – 118 / Ventura		

Corridor/Area	Extent	Potential Treatment

ART = Arterial

FWY = Freeway

* Identified by Stakeholders

Screening Working Notes

Subarea: Ventura County



Area for breakout room facilitator to take notes during the breakout session while also exploring the online map

Next Steps

Corridor Screening and Evaluation

CORRIDOR IDENTIFICATION



All corridors where bus-only lanes are appropriate

CORRIDOR SCREENING



Corridors screened by feasibility and effectiveness

CORRIDOR EVALUATION



Corridors evaluated across qualitative and quantitative criteria

PRIORITIZATION



Corridors ranked based on defined criteria and local priorities

Screen and evaluate for:

- » Ridership, mode split and throughput
- » Travel time and reliability benefits
- » VMT and GHG
- » Equity and accessibility
- » Ease of implementation
- » Cost, funding, and ROI
- » Corridor compatibility

Step I. Identification & Screening

1. Develop goals (and relative importance) for priority treatments
2. Associate metrics and weights to each goal
3. GIS assessment of metrics for corridors throughout region
4. Alternative methods for goals or treatments that are less quantifiable
5. Develop a first list of corridors or areas that pass screening thresholds



Step II. Evaluation & Prioritization

1. Apply treatment types to screened corridors based on feasibility/suitability criteria
2. Code and run in SCAG model based on sensitivity test results
3. Calculate and weight model-derived metrics
4. Off-model calculations and adjustments as needed (minimize)
5. Review and prioritize based on goals and geographic considerations

Draft Phase 2 Metrics



Goal Area	Wt	Consideration	Metric(s)
System Performance	35	Transit Speed and Reliability Potential	Change in Transit Peak Travel Delay (14)*
		Minimizing Traffic and Safety Impacts	Change in Overall Peak V/C Ratio (14)*
		Regional Connectivity	Proximate HC Transit Connections (7)
Throughput and Riders	30	Population and Employment Density	Existing & Future Pop & Emp Density (8)
		Travel Markets / Trip Intensity	Existing & Future Trip Origins & Destinations (8)
		Transit Ridership	Change in Transit Ridership (14)*
Equity Access	15	Equity Community Proximity	Existing Race, Income, Vehicle Access, COC (5)
		Equity Community Transit Riders	Existing Minority Riders (5)
		Job, Education, and Institutional Access	Proximate Features (5)
Local Plans and Priorities	15	Alignment to Local Priorities	Relevant Policies with Jurisdictions (5)
		Identified in Plans and Studies	Identified Project by Stakeholders (5)
		Financial Feasibility	Treatment Cost/Benefit (5)
Built Environment	15	Transit Supportive Land Use and TOC	Multi-Family LU; Proximate TPA, HQTA, TOC (5)
		Technical Treatment Feasibility	Treatment/Facility Match; Number of Jurisdictions (5)
		Supportive First/Last Mile and AT Network	Proximate Bike/Ped Features (5)
Climate and Health	10	GHG and Emissions Impacts	GHG; Cal Enviroscreen (5)
		Benefits to Healthy Places	Proximate Low HPI, High Cal Enviroscreen (5)

* Derived from SCAG Model Runs of Candidate Corridors

Next Steps

By April 29

- Review and comment on the Best Practice Report here: [RTL Best Practices](#)
- Review and comment on the Corridor Screening Results here: [Link to be posted after TAC meeting](#)

TAC Meeting #4

- June 21, 2022 | 10:00–11:30am (*tentative*)
- Preliminary Agenda
 - Discuss evaluation results
 - Select recommended corridors and treatments
 - Discuss implementation planning
 - Discuss final report format and roll out

The RTL Technical Advisory Committee

The Technical Advisory Committee

What is the role of the TAC?

- Guide the direction of the project
- Review methods, insights, and major deliverables
- Provide input on key decision points in the project

What is the commitment of the TAC?

- The TAC will meet four times over the course of the project, about every 6–8 weeks

Who is serving on the TAC?

- Transportation planning directors and staff at CTCs, COGs, and other transit operators or municipalities
- Relevant participants from other governmental groups or CBOs identified by these stakeholders

The Technical Advisory Committee



County	Organization	Primary	Alternate
Imperial	ICTC	Virginia Mendoza	Marlene Flores
	ICTC	David Aguirre	Marlene Flores
Los Angeles	LA Metro	James Shahamiri	Mark Yamarone
	LA Metro	Paul Backstrom	Mark Yamarone
	AVCJPA	Nader Asmar	Talin Shahbazian
	GCCOG	Karen Heit	
	LADOT	Tim Fremaux	
	LADOT	Makenzi Rasey	
	NCTC	Art Sohikian	Michael Behen
	SBCCOG	Steve Lantz	
	SFVCOG	John Bwari	
	SGVCOG	Eric Shen	Alexander Fung
	WSCOG	Riley O'Brien	
	AVTA	Gina Romo	Martin Tompkins
	Big Blue Bus	Alfredo Torales	
	Culver City	Diana Chang	Jane Chan
	Foothill Transit	Joe Raquel	Josh Landis
Long Beach Transit	Shirley Hsiao	Christopher MacKechnie	

County	Organization	Primary	Alternate
Orange	OCTA	Kurt Brotcke	Charles Main
	OCCOG	Marnie O'Brien Primmer	
Riverside	RCTC	Eric DeHate	Jillian Guizado
	CVAG	Jonathan Hoy	
	WRCOG	Christopher Gary	Chris Tzeng
	RTA	Kristin Warsinski	Jennifer Nguyen
	Sunline Transit	Rohan Kuruppu	Jeff Guidry Victor Duran Brittney B. Sowell
San Bernardino	SBCTA	Nancy Strickert	Rebekah Soto Josh Lee
	Omnitrans	Jeremiah Bryant	Anna Jaiswal
	VVTA	Simon Herrera	Nancy Goff
Ventura	VCTC	Amanda Fagan	Martin Erickson
	VCOG	Hugh Riley	
	County of Ventura	Christopher Kurgan	
	GCTD	Matt Miller	Vanessa Rauschenberger
	Conejo Climate Coalition	Clint Fultz	