

MOTION TRANSPORTATION JUL 18 2006

Global warming-related emissions in California increased 85% between 1960 and 2001 and carbon dioxide (CO²) emissions from cars, truck and other vehicles were responsible for 61% of the increase. In fact, current CO² levels make Los Angeles metropolitan area one of the worst ozone areas in the nation. Countywide, CO² has also contributed to a dramatic rise in the number of asthma sufferers as well as asthma-related hospitalizations particularly in South and East Los Angeles.

The Los Angeles Metropolitan Transportation Authority (MTA) formed the Metro Rapid Program that uses limited stops and bus signal priority. Successfully reducing commute times by up to 29% and increasing rider ship by up to 40%. The three metro bus lines traveling along the Soto Street corridor improved their average speed by 30% and had a 6% weekday increase in rider ship. According to MTA, as much as one-third of the passengers are new riders who previously drove alone in their cars.

Efficient, affordable and dependable public transit is critically important to the low and moderate income residents who comprise the bulk of the City's transit-dependent population. Although there are reportedly more than 60 bus routes servicing the East Los Angeles area, many of the buses are at full capacity particularly during peak travel times. As such, the City, in collaboration with MTA, should be actively looking for ways to reduce traffic congestion and the resultant public health hazards.

I THEREFORE MOVE that the City Council direct the Department of Transportation to work with the Los Angeles County Metropolitan Transportation Authority to investigate the feasibility of implementing a bus-only lane on the existing Soto Street bus corridor from the Lincoln Heights community to the City of Huntington Park to encourage alternatives to driving in the single passenger auto and report back on the viability, necessary steps and the estimated project implementing costs of the proposed corridor.

PRESENTED BY: 
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SECONDED BY: 

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