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Tito Corona,
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VIA EMAIL: broadway@metro.net

RE: Broadway Bus Priority Lanes Project

To Whom It May Concern:

At a regular public meeting on July 14, 2026, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to provide the following comments below:

The [Broadway Bus Priority Lanes Project](#), together with the complementary Reconnecting Communities & Neighborhoods Bus Stop Improvements Project (RCN), presents a significant opportunity to advance Metro's broader mobility objectives while improving access, connectivity, and transit reliability into, through, and within Downtown Los Angeles (DTLA). As DTLA prepares for the LA28 Olympic Games and continued population, employment, and visitor growth, strategic transit investments will be essential to supporting long-term regional mobility, economic development, and the continued revitalization of the urban core. However, Broadway is not simply a transportation corridor. It is one of Los Angeles' most historically significant commercial streets, with unique physical, economic, cultural, and civic characteristics that warrant careful consideration as Metro advances design and implementation.

Broadway serves as a major civic and cultural corridor for the greater Los Angeles region. Beyond its transportation function, it is a primary gathering place for community celebrations, cultural festivals, artistic expression, public assembly, and First Amendment activity. From parades and demonstrations to performances and grassroots gatherings, Broadway remains one of the few public spaces in Los Angeles capable of accommodating a wide range of civic

and cultural uses. It is a place where Angelenos come together to celebrate, create, organize, make their voices heard, and participate in the shared cultural life of the city. As Metro advances these investments, it is essential that Broadway be recognized not only as a mobility corridor, but also as a civic space that supports community life, cultural expression, economic activity, and public engagement.

This civic role is inseparable from Broadway's historic significance. The Historic Broadway Theater District, listed on the [National Register of Historic Places](#), contains one of the largest concentrations of historic theaters and commercial buildings in the nation and is a defining element of DTLA's identity. Over decades, public agencies, community organizations, property owners, and local stakeholders have invested substantial resources in restoring Broadway as a vibrant commercial and pedestrian-oriented destination through initiatives such as the Broadway Dress Rehearsal Project, pedestrian and streetscape enhancements, curb extensions, outdoor dining activation, and wayfinding improvements designed to rebalance the corridor toward a more pedestrian-friendly public realm while strengthening economic vitality.

As Metro advances this effort, **DLANC urges Metro to honor the intent and cumulative impact of these prior investments.** Transit improvements should not be evaluated solely through the lens of mobility and travel-time savings. **Successful transportation projects must also reinforce economic vitality, support small businesses, preserve cultural assets, and enhance the public realm.** Broadway's long-term success depends on maintaining a careful balance between transportation efficiency and the operational realities of the businesses, cultural institutions, hospitality operators, event producers, and property owners that define the corridor's character and economic sustainability. As such, DLANC advises Metro to consider the following recommendations as the design team studies the feasibility and technical implementation during this initial phase:

Economic Vitality and Curbside Access:

DLANC urges Metro to ensure that any project design proposal, intervention, or treatment balances the needs of fast and efficient mobility and Broadway's economic and commercial fabric. Businesses, cultural venues, hospitality operators, and historic theaters remain highly sensitive to disruptions affecting curbside access, deliveries, passenger loading, valet operations, and visitor circulation. Given Broadway's constrained alley network and heavy reliance on curbside operations, **passenger/valet, ADA accessible, and commercial loading zones are essential to daily business activity and overall corridor viability.** Transit improvements should strengthen, not constrain, corridor activity, and Metro should prioritize preserving these operational needs wherever feasible while pursuing context-sensitive design solutions that achieve mobility goals.

Public Realm Investments and Complete Streets:

DLANC encourages Metro to evaluate and avoid unnecessary removal of existing Complete Streets and public realm investments that have been implemented over the past decade. Pedestrian bulb-outs, outdoor dining areas, activated sidewalk space, and public gathering areas have become central to Broadway's identity and economic revitalization. These improvements represent significant public and private investment and have directly contributed to increased pedestrian activity, commercial visibility, and corridor activation.

DLANC appreciates Metro's continued engagement with the DTLA community and its efforts to incorporate stakeholder feedback regarding the preservation of existing pedestrian amenities, including on-street dining and al fresco uses along the western curblin of Broadway. **DLANC encourages Metro to uphold these commitments, if the agency advances both the Broadway Bus Priority Lanes Project and the RCN project**, and to continue working closely with the Neighborhood Council, Council District Office, and community stakeholders to preserve and maximize these public realm assets wherever feasible.

Historic Preservation and Context-Sensitive Design:

Broadway's historic character is one of its most defining assets and the foundation for its ongoing revitalization. The Historic Broadway Theater District contains one of the nation's most significant collections of historic theaters, commercial buildings, architectural details, and cultural landmarks. **DLANC advises Metro to consult with the Los Angeles Department of City Planning's Office of Historic Resources** throughout the pre-design, design, and implementation phases of both projects to **ensure that all improvements are contextually appropriate and sensitively integrated into the historic streetscape**.

Transit infrastructure, including bus shelters, lighting, trees, signage, and street furniture, **should be designed and located to complement Broadway's historic environment and avoid visual or physical conflicts with theater marquees, façades, terrazzo elements, and other character-defining features**. DLANC further encourages Metro to apply the Secretary of the Interior's Standards for the Treatment of Historic Properties as a guiding framework for design decisions within the corridor, ensuring that mobility investments enhance rather than diminish historic integrity.

Corridor Operations and Adjacent Street Impacts:

Metro should evaluate project impacts comprehensively, including potential effects on adjacent Downtown corridors such as Spring Street, Hill Street, and other parallel streets that serve essential mobility, access, and loading functions. **Any design alternatives should minimize spillover impacts** and be developed in close coordination with the Neighborhood Council,

Council District Office, Business Improvement Districts, and Community-Based Organizations (CBOs), given the distinct operational conditions and constraints of each corridor.

DLANC cautions against consideration of relocating or shifting bus priority lanes to Spring Street or Hill Street as part of the current project scope, as these corridors already accommodate significant transportation, commercial, residential, and curbside demands that would require separate evaluation and a distinct community engagement process.

DLANC also requests that Metro coordinate closely with the Los Angeles Department of Transportation (LADOT) to preserve existing left-turn opportunities along Broadway, particularly between Washington Boulevard and 11th Street. Prior Complete Streets modifications removed or reduced turning movements at several intersections, contributing to circulation challenges, congestion, and limited access options along a critical 11-block segment. **Maintaining strategic turning opportunities north of 2nd Street and south of 12th Street is essential to support safe traffic operations, business access, rideshare circulation, and efficient multimodal movement throughout the corridor.**

Cultural Programming and Activation

Broadway continues to function as one of DTLA's premier destinations for cultural programming, festivals, parades, demonstrations, community gatherings, and film production activity. These uses are central to the corridor's identity and economic vitality. Metro should ensure that project design preserves flexibility for temporary street closures, event operations, filming, transit rerouting, and curbside management strategies.

DLANC recommends that Metro also consult and conduct outreach to FilmLA, the City's Film Liaison Office, and other industry stakeholders, as targeted engagement on mitigation measures related to filming operations will be critical to ensuring Broadway remains a fully functional civic and cultural corridor capable of supporting these diverse uses.

Engagement and Implementation

The success of the Broadway Bus Priority Lanes Project and the RCN project will depend on sustained, meaningful engagement with stakeholders who live, work, invest, and operate along the corridor. Greater clarity from Metro on the rationale behind its speed and reliability study, including the return on investment associated with a 15% speed increase from full-time lanes versus peak-hour lanes or no bus lanes, would help the public and stakeholders better understand the project's objectives and proposed mitigation measures. Additionally, **DLANC requests Metro to maintain robust coordination with Business Improvement Districts, property owners, small businesses, cultural institutions, residents, hospitality operators, and stakeholders throughout all phases of design and implementation.** Early and ongoing

collaboration will be essential to identifying practical, context-sensitive solutions that advance mobility goals while preserving Broadway's economic vitality, historic character, and civic role.

DLANC appreciates Metro's continued investment in DTLA and looks forward to ongoing collaboration to ensure these projects enhance transit service while strengthening Broadway as one of Los Angeles' most important historic, cultural, and civic corridors. By approaching these investments through a balanced framework that integrates mobility, economic vitality, historic preservation, and public realm stewardship, Metro has the opportunity to demonstrate how transit infrastructure can advance not only transportation outcomes, but also the long-term success and identity of the communities it serves.

Sincerely,



Jens Midthun
President,
DLANC



Heera Kapoor
Chair,
DLANC Livability Committee

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Cc: Council District 14 (via email)
Office of the Mayor (via email)
Los Angeles Department of Transportation (via email)
Los Angeles Bureau of Engineering (via email)
Downtown Center Business Improvement District (via email)
Fashion District Business Improvement District (via email)
Historic Core Business Improvement District (via email)