

**MOTION BY DIRECTORS KATZ & FLEMING
PLANNING & PROGRAMMING COMMITTEE
September 14, 2005**

ITEM 8 - PEAK-PERIOD BUS-ONLY LANE ON WILSHIRE BLVD.

WHEREAS Wilshire Boulevard is the corridor with the highest levels of transit ridership countywide and was included in the Board-adopted 2003 Short Range Transportation Plan as eligible for a fixed transitway; and

WHEREAS the one-mile demonstration project from Federal to Centinela streets during peak hours in West Los Angeles has proven successful and the City of Los Angeles has made the priority lane a permanent transit improvement; and

WHEREAS MTA's analysis of average travel time savings for its buses before and after implementation of the bus lanes shows reduced running times of 2%-14% (6 seconds to 48 seconds), improved schedule reliability of 12%-32%, and improved safety for buses by reducing merge conflicts between buses and other vehicles; and

WHEREAS the MTA is working with the County of Los Angeles, Los Angeles Department of Transportation, City of Beverly Hills, City of Santa Monica and community stakeholders to determine the most effective way to expand the priority lane for the greatest benefit to county mobility; and

WHEREAS the development of standards to evaluate other corridors for Transit Priority Lane implementation is essential to the long-term planning for mobility in Los Angeles County.

NOW THEREFORE BE IT RESOLVED that the Board:

1. Direct the CEO to return to the Planning & Programming Committee within 60 days with the following information:
 - A. A formal scope of work for the Wilshire Bus-Only Lane, including but not limited to, community outreach, street resurfacing and reconstruction, road widening, curb modifications, street restriping and signage improvements, parallel road improvements, and potential development and location of off-street parking facilities; and
 - B. A formal budget and implementation schedule for the project, including scopes of responsibility for the MTA, Los Angeles Department of Transportation, and each impacted jurisdiction

2. Direct the CEO to partner with the City of Los Angeles, both functionally and financially, to:
 - A. Complete a Transit Priority Lane Study, and
 - B. Develop a set of criteria to determine when such lanes are appropriate, and
 - C. Identify additional corridor locations to provide optimum mobility improvements throughout the County.