


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net \(web\)](#)

Resources

[▶ Safety](#)
[▶ Pressroom \(web\)](#)
[▶ CEO Hotline](#)
[▶ Metro Projects](#)
[▶ Facts at a Glance \(web\)](#)
[▶ Archives](#)
[▶ Events Calendar](#)
[▶ Research Center/ Library](#)
[▶ Metro Cafe \(pdf\)](#)
[▶ Metro Classifieds](#)
[▶ Retirement Round-up](#)

Metro Info

[▶ Strategic Plan \(pdf\)](#)
[▶ Org Chart \(pdf\)](#)
[▶ Policies](#)
[▶ Training](#)
[▶ Help Desk](#)
[▶ Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Metro Will Ask City to Make Wilshire Bus-Only Lanes Permanent

By ED SCANNELL

(Sept. 1, 2004) Metro will ask the City of Los Angeles to make a one-mile dedicated buses-only lane on Wilshire Boulevard in West Los Angeles a permanent improvement.

A staff recommendation approved last week by the Board of Directors also calls for the evaluation of additional segments of Wilshire Boulevard and other Metro Rapid bus corridors that have potential for dedicated peak period transit lanes.

"This demonstration project has clearly shown the value of giving buses their own lane," said Board Chairman Frank Roberts. "Dedicated transit lanes will greatly benefit our customers, ensuring them safer, faster, more efficient and more reliable service. I am confident this improved service would attract new customers to the Metro Bus System."

Metro opened the peak-period buses-only lane in both directions of Wilshire Boulevard between Federal and Centinela Avenues on March 8, 2004. The demonstration project was implemented in cooperation with the City of Los Angeles Department of Transportation (LADOT) and Santa Monica Big Blue Bus.

Time savings

An evaluation by Metro staff determined that the exclusive lane produced average travel timesavings for Metro and Big Blue buses of up to six percent in the a.m. peak hours and up to 14 percent in the p.m. peak hours.

In addition, bus patrons experienced greater service consistency. Prior to implementation of the project, buses traversed the one-mile segment during peak hours in as little as four minutes or in as many as 12 minutes.

Since implementation of the project, the consistency of run times during the most congested periods has improved by up to 27 percent.

Local service buses make more stops compared to Metro Rapid buses. As a result, local buses are experiencing even greater benefit from the transit lane, due to less merging into and out of traffic lanes at bus stops.

Delay eliminated

One of the biggest delays and potential causes of accidents for buses occurs as buses wait to reenter traffic after making a passenger stop. In most cases the exclusive lane eliminated this delay, as well as the potential traffic safety hazard of buses re-entering the flow of traffic.

No impacts to automobile traffic were observed. In fact, automobiles

may benefit from not having to wait behind buses pulling away from stops or while other automobiles parallel park or pull out of parking spaces.

"Safety is Metro's first priority and the buses-only lane certainly improves the safety of our patrons and employees, as well as drivers of other vehicles on Wilshire Boulevard," said Deputy CEO John Catoe. "The buses-only lane is an excellent example of how safety and efficiency can go hand in hand."

The Los Angeles City Council now must decide either to cancel the demonstration project or extend the operation as a permanent improvement. LADOT has requested that Metro make a recommendation to the City of Los Angeles prior to consideration by the City Council.

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)