


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

Resources

[Safety](#)
[Pressroom \(web\)](#)
[Ask the CEO](#)
[CEO Forum](#)
[Employee Recognition](#)
[Employee Activities](#)
[Metro Projects](#)
[Facts at a Glance \(web\)](#)
[Archives](#)
[Events Calendar](#)
[Research Center/Library](#)
[Metro Classifieds](#)
[Bazaar](#)

Metro Info

[30/10 Initiative](#)
[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

LA City Council Approves Bus-Only Lanes for Wilshire Blvd.

- Also votes to temporarily close one-mile demo project opened in 2004

(May 8, 2007) Metro's plan for bus-only lanes on Wilshire Boulevard took a big step forward and a small step back, last week, with a vote by the Los Angeles City Council.

The Council approved a series of Transportation Committee recommendations, May 2, that included directing LADOT to create peak-period, bus-only lanes from Valencia Street near Good Samaritan Hospital in downtown LA to the Santa Monica city line at Centinela Avenue – a distance of about nine miles. Metro Rapid Line 720 follows route through the city.

At the same time, however, the Council also approved an LADOT recommendation to temporarily close the bus-only lanes that have been in operation on the one-mile stretch between Centinela and Barrington Avenue. The lanes were opened in March 2004 as a six-month demonstration project that the Council later voted to make permanent.

Metro's project managers have credited the lanes with improving bus travel times during morning peak by up to 6 percent and during afternoon peak periods by up to 14 percent. Service reliability improved by up to 16 percent during morning peak and between 12 and 27 percent during the afternoon peak period.

Despite the benefit to transit commuters, some merchants who own businesses along that stretch of Wilshire complained about the loss of on-street parking, due to curb-side parking restrictions, and inconvenience to their customers. The Council's action did not restore curb-side parking during peak periods.

When completed in perhaps five years, the bus-only lanes will once again include the one-mile Centinela to Barrington segment – a move supported by council members who voted to temporarily close the lanes. The project, which is included in the Long Range Transportation Plan, is estimated to cost \$16.5 million. Metro is expected to fund that sum.

'They support bus-only lanes'

"The good part is that the City Council has officially gone on record as saying they support bus-only lanes on Wilshire Boulevard," says Deputy Executive Officer David Mieger of the Westside Area Team.

Still at issue, however, are two other segments of the proposed bus-only lane. They are a 2.5-mile section in Beverly Hills and 2.4 miles at the western end of the line in Santa Monica.

"We've been talking with Beverly Hills officials over the past several years," says Mieger. "They don't want to be the only city doing it, but if LA agrees to the project, they will seriously consider participating."

In Santa Monica, transit officials have set Lincoln Boulevard, which crosses Wilshire, as their first priority for bus-only lanes, says Mieger. "Based on how well they perform on Lincoln, they'll consider other streets."

LADOT staffers were directed to report back to the Council in 45 days with a funding plan and a project implementation plan. They also are to identify a source for funding a public outreach effort for the project.

Commenting on the benefit bus commuters have seen with the one-mile demonstration project, Mieger says, "During the worst part of the congestion, buses are moving through rapidly, and that's the real benefit."