



**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 15, 2004**

**SUBJECT: WILSHIRE BUS LANE EXPANSION**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file this response to the Board motion requesting information on expanding the Wilshire Bus Lane Project.

**ISSUE**

On August 26, 2004, the Board approved Item #9 directing the CEO to work with LADOT to obtain approvals to make the Wilshire Bus Lane Demonstration Project a permanent improvement. At that time, the Board amended the recommendation to have staff report back at the September Planning & Programming Committee meeting with a strategy for extending the lane.

**DISCUSSION**

In August 2002, the MTA Board certified the *Wilshire Bus Rapid Transit (BRT) Project Final Environmental Impact Report* (FEIR). As part of that approval the MTA Board stated that they would work with affected local jurisdictions prior to the implementation of any type of dedicated transit lanes. Based on this direction, MTA staff worked closely with LADOT to get approval for the initial segment of dedicated bus lane in West Los Angeles. Should additional work be undertaken to expand the bus lane to additional segments, contacts would be initiated for this effort with the cities of Santa Monica, Beverly Hills, Los Angeles and the County of Los Angeles Department of Public Works (segment through Veterans Administration Property).

Based on the analysis conducted to date, expansion of the existing Wilshire Bus Lane east to the San Diego Freeway (I-405) would be a likely next segment. This is particularly important in the eastbound direction during the 4:00pm to 7:00pm, when traffic queues often back up from the freeway. This segment might be able to be constructed with re-striping and re-signing the roadway, which would reduce implementation costs. Staff will initiate discussions with the County of Los Angeles Department of Public Works to see if the lane could be extended to this segment.

An extension of the bus lane west of Centinela Avenue would also be a logical next step to try and achieve a continuous lane. Staff will initiate discussions with the City of Santa Monica to see if the lane could be extended to this segment.

The basic action plan to extend the lanes eastward through the County of Los Angeles and westward through the City of Santa Monica will be as follows:

1. Initiate discussions with the County of Los Angeles and City of Santa Monica for the east and west segments.
2. Determine if the County of Los Angeles and City of Santa Monica require any MTA traffic and/or parking impact studies. Also discuss outreach efforts.
3. Conduct studies and outreach as necessary.
4. Enter into agreements with the County of Los Angeles and/or City of Santa Monica to implement bus lanes.

To extend the lane east of the I-405, implementation could be considered in segments as follows:

- Westwood- I-405 to Beverly Hills City limits.
- City of Beverly Hills.
- Miracle Mile-San Vicente Blvd to La Brea Avenue.
- Park Mile/Wilshire Center-La Brea Avenue to Western Avenue.

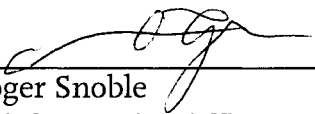
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