



**Metro**

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 14, 2005**

**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE  
SEPTEMBER 15, 2005**

**SUBJECT: PEAK-PERIOD BUS-ONLY LANE ON WILSHIRE BOULEVARD**

**ACTION: RECEIVE AND FILE PROJECT UPDATE AND REPORT ON COST,  
IMPLEMENTATION TIMEFRAME AND NEXT STEPS FOR PEAK-  
PERIOD BUS ONLY LANE ON WILSHIRE BOULEVARD**

### **RECOMMENDATION**

Receive and file this report on the cost, implementation timeframe and next steps for a priority transit lane on Wilshire Boulevard.

### **ISSUE**

At the July 21, 2005 Board meeting the Metro Chair requested a report on the cost, implementation timeframe and next steps for implementing a peak period bus-only lane on Wilshire Boulevard. This report discusses the implementation efforts made to date and the further actions/timeframe that would likely be required to implement a peak period bus only lane beyond the current one mile segment.

### **DISCUSSION**

In August 2002, the Metro Board certified the *Wilshire Bus Rapid Transit (BRT) Project Final Environmental Impact Report (FEIR)*. Originally, the Wilshire BRT project was composed of four major components including:

- Wilshire Corridor Improvements - segments of peak-period bus only lanes in the Cities of Los Angeles, Beverly Hills and in Los Angeles County, four miles of bus lane reconstruction, enhanced station areas and two new station parking facilities.
- Peak period bus only lane Demonstration Projects.

- Bus Operation and Maintenance Facility expansion, and
- Articulated Bus Acquisition.

Since the Board certified the FEIR, the bus facility expansion and the articulated bus acquisition have been split off from the Wilshire BRT project and are being implemented separately. Staff also completed Preliminary Engineering for the BRT project.

A major condition of the FEIR was that dedicated bus-only lanes could only be implemented where approved by the local jurisdiction. In order to address the concerns of local jurisdictions in hope of obtaining approval for the dedicated bus-only lanes, the Board authorized a program of demonstration projects. Demonstration Project #1 was developed and implemented in 2004.

#### Recent Efforts at Implementation – Peak Period Bus-only Lanes

- Metro and the City of Los Angeles opened a one-mile demonstration bus-only lane segment in March 2004. In September 2004, the Los Angeles City Council made the one-mile bus-only lane permanent but requested further traffic studies. The lane has now been operating for over 18 months. Studies are continuing.
- The bus signal priority system has been implemented in the City of Los Angeles and County of Los Angeles segments on Wilshire and is currently being installed in the City of Beverly Hills (expected to be operational by April 2006).
- In September 2004, the Board directed staff to study extending the one-mile bus-only lane segment to the east and west. Staff reported these efforts to the Board in a June 2005 Board Report. Staff has been coordinating with the City of Los Angeles, Los Angeles County and Caltrans to develop concepts for extending the lane for a short distance to the east past the Veterans Administration property.

#### Future Implementation Time Frame – Peak Period Bus-only Lanes

- As new segments of bus-only lanes are developed, the time frame for implementation would depend on the length of time required for obtaining approval of the local jurisdictions. The 2002 FEIR for the Wilshire BRT Project anticipated that Metro would have to perform additional traffic studies to determine specific mitigation measures (e.g., signal timing modifications) on streets parallel to Wilshire Boulevard. These studies could take from six to twelve months. Final design of the bus-only lane could be done simultaneously during this period.
- Once approval of the local jurisdiction is obtained, the implementation of bus-only lane segments that would require only signing, striping and marking

modifications would likely take five to nine months. The segment between Western Avenue and the Beverly Hills City Line at San Vicente would require curb lane reconstruction. This could take approximately two years depending on the procurement method and who performs the work. For the segment immediately east of the current one-mile bus only lane segment, Metro's current discussions with the County of Los Angeles are to add a lane in the eastbound direction only. This would require some street widening and curb reconstruction, as well as some mixed-flow improvements. Completing the engineering and construction of this segment could take approximately 12 to 18 months, although certain components could be implemented sooner.

#### Implementation Costs – Peak Period Bus-only

- Project costs were developed as part of the Preliminary Engineering for the Wilshire BRT Project. Implementation of the peak period bus only lane, including curb lane reconstruction, utility relocation, and traffic mitigations on parallel streets, is estimated at \$71 million. Costs for enhanced stations and station parking facilities would cost approximately \$16 million. Metro staff expects that some of these costs, such as the underground utility relocations, might be accomplished for significantly less if undertaken by local jurisdictions.

#### **NEXT STEPS**

Metro staff will continue with current efforts to extend the existing one-mile bus-only lane eastward toward the I-405 (San Diego Freeway), past the federal Veterans Administration property. Staff will continue discussion with jurisdictions to obtain approval for longer extensions of the bus only lane.

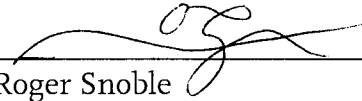
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