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**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2005**

**EXECUTIVE MANAGEMENT & AUDIT COMMITTEE
NOVEMBER 17, 2005**

**SUBJECT: WILSHIRE BOULEVARD BUS RAPID TRANSIT (BRT) PROJECT;
PEAK PERIOD BUS LANES**

**ACTION: REVIEW SCOPE OF WORK, BUDGET AND IMPLEMENTATION
TIMELINES FOR WILSHIRE BRT PROJECT AND APPROVE SPECIFIC
EARLY IMPLEMENTATION ACTIVITIES**

RECOMMENDATION

Receive and file:

- A) Wilshire BRT Project Scope, Budget and Implementation Timeframes (Attachment A);
- B) Wilshire BRT Project Early Implementation Strategy (Attachment B).

In order to accelerate the early implementation elements of the project, authorize the Chief Executive Officer to:

- C) Negotiate and Execute Change Order #6 to Contract PMO22, CWO-03 with URS Corporation, Inc. to support the development of engineering design and engineering scopes of services for early implementation items in an amount Not To Exceed \$200,000 increasing the CWO-03 total amount from \$232,616 to \$432,616.

ISSUE

On September 29, 2005 the Metro Board passed a motion (Item #8) directing staff to return in 60 days with 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.

These elements essentially describe the Wilshire Bus Rapid Transit Project that was environmentally cleared by the Board in August 2002, but later deferred in April 2004. Attachment A provides a tabular summary of the scope elements of this project, including current year budget estimates and implementation timeframes for each of the project elements.

An Early Implementation Strategy (Attachment B) is also presented for review by the Board and identifies certain elements of the project that are ready to move forward now in the absence of significant new sources of project funding. This strategy identifies existing project improvements and funding sources that are currently committed for use on Wilshire Boulevard and recommends building on these improvements to implement components of the Wilshire BRT Project earlier.

Approval is requested to utilize the Project Management Assistance (PMA) contract to provide consultant assistance to move forward with the described early implementation strategy. The PMA contract has been used to support the one-mile peak period bus lane segment in West Los Angeles and the proposed eastward extension of the bus lane into the V.A. hospital property. Continued assistance is required to conduct traffic analysis, to help prepare engineering drawings, and develop agreements with the affected jurisdictions.

FINANCIAL IMPACT

Metro's FY2005-06 budget includes sufficient funds in Cost Center #4350 Westside Area Team under Project Number 405514 Wilshire Bus Lane project, Account Number 50316 Professional & Technical Services, Task Number 1.01 to pay for the recommended contract action. Funds for the implementation of the full Wilshire BRT Project are expected to be available starting in approximately FY11.

ALTERNATIVES CONSIDERED

The Board could choose to defer action on the work order to support the early action items. This is not recommended, as it would delay the coordination with other projects resulting in a loss of opportunity to accelerate elements of the full project.

DISCUSSION

The original budget for the Wilshire BRT Project, as reported in the 2002 Final EIR, was \$232.2 million. Subsequently, certain project elements were approved by the Board under separate actions including the purchase of higher capacity BRT vehicles and upgrades to bus maintenance facilities to accommodate the larger buses.

Attachment A provides the scope and budget for the remaining elements of the Wilshire BRT Project that have not been implemented through other means. Staff has completed Preliminary Engineering for the remaining project elements and updated the cost estimates to 2005 dollars. Subsequent to last month's Board Report on this same topic, staff requested

update the cost estimate. The total estimated cost to implement all remaining project elements (including stations and park-and-ride facilities) is \$97.3 million. These costs might be less if the affected local jurisdictions contract out for the work. Also, these costs could be reduced if less mitigation to parallel streets is required. Elements included in the revised project scope include the following:

- Curb Lane Reconstruction- The repair of Wilshire Boulevard between Western Avenue and San Vicente Boulevard (3.6 miles) will be necessary in order to operate BRT vehicles in a curb running bus lane. This improvement is exclusively located in the City of Los Angeles. Curb lanes in other parts of the Wilshire Corridor are in adequate repair to operate as bus lanes.
- BRT Stations- Metro Rapid Stations would be upgraded at 15 locations (30 separate shelters) between Western Avenue and Santa Monica in all jurisdictions. The addition of fare collection validators is included in the scope to allow boarding and alighting from all three doors of the new, 60-foot long BRT articulated buses, greatly reducing the dwell times at stations. Shelters would be lengthened to 60-feet, necessitating the relocation of some streetlights and other street furniture.
- Parking Facilities- Park and Ride facilities have been planned at Crenshaw and La Brea Stations in the City of Los Angeles for up to 240 vehicles. These facilities would be landscaped and lighted.
- Peak Period Bus Lanes- The FEIR envisioned that peak period bus lanes might be implemented in phases. Demonstration segment #1 was implemented in West Los Angeles in March 2004. Demonstration segment #2 was planned for the Wilshire Center/Park Mile/Miracle Mile/Carthay Circle communities and would be implemented in coordination with the proposed curb lane reconstruction. Additional peak period bus lanes were planned for the remainder of the corridor with the exception of the City of Santa Monica and the residential segment of the Westwood segment of the corridor. Funding was included for traffic signal improvements to parallel arterial roadways to accommodate any traffic diversion from the bus lanes on Wilshire.

Although the above project elements have been deferred since 2004, the Board has approved certain limited project elements including a peak-period bus lane demonstration project in West Los Angeles for implementation in March 2004 and the planning of an eastward extension of the bus lane into the County of Los Angeles operated Veteran's Administration segment of Wilshire Boulevard near the I-405 Freeway. These improvements have been undertaken using annual budget appropriations and limited consultant support from an available on-call contract that was approved by the Board in 2001. In addition, Preliminary Engineering drawings have been completed for the above project elements.

Attachment B provides an early implementation scope and budget for proceeding with selected components of the project that have potential to provide benefit to the project corridor within the next 1-2 years. In the absence of additional sources of funding, the Early Implementation Plan represents recommendation by staff for steps that can be taken now to

improve bus running times in the Wilshire Corridor as additional sources of funding are sought.

During the preparation of this report, staff has met with representatives of the City of Los Angeles Department of Transportation, Bureau of Engineering and Bureau of Street Services as well as representatives from the County of Los Angeles Department of Public Works, Caltrans and the City of Beverly Hills.

NEXT STEPS

Upon approval by the Board, staff would execute an agreement with the PMA consultant to begin work on the agreements with the County of Los Angeles and Caltrans. Staff will also develop an agreement with the City of Los Angeles for curb lane improvements in the segment between Western and the Beverly Hills city line at San Vicente Boulevard. Staff will further work on technical studies for a peak period bus lane segment in the Beverly Hills to Fairfax segment of Wilshire Boulevard with the cities of Beverly Hills and Los Angeles. Staff will continue to seek agreement with the City of Santa Monica to implement bus signal priority on Wilshire Boulevard.

ATTACHMENTS

Attachment A- Wilshire BRT Project: Scope Items, Budget and Implementation Timeframes

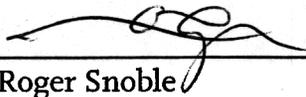
Attachment B- Wilshire BRT Project: Early Implementation Strategy

Attachment C- Project Map

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Westside Area Planning



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Acting Chief Planning Officer



Roger Snoble
Chief Executive Officer

Wilshire BRT Project
Scope Items, Budget & Implementation Timeframes

Implementing Responsible Jurisdiction & BRT Scope Item Assuming Funding Availability	Budget* (\$2005)	Implementation Timeframe Assuming local Jurisdiction Approval
<u>Metro</u> <ul style="list-style-type: none"> • Secure local jurisdiction approval • Conduct Community Outreach • Conduct traffic studies required to obtain local jurisdiction approval 	<p style="text-align: center;">-</p> <p style="text-align: center;">-</p> <p>Included in the costs below</p>	<p style="text-align: center;">On-going</p> <p style="text-align: center;">On-going</p> <p>Started for early implementation strategy segments</p>
<u>City of Los Angeles</u> <ul style="list-style-type: none"> • Curb Lane Street Reconstruction (3.6 miles) • Two park-and-ride lots • Stations • Traffic Signal upgrades (mostly on parallel streets for traffic mitigation) • Traffic Striping for exclusive lane • Street Lighting <p style="text-align: right;">Sub-Total</p>	<p style="text-align: right;">51,060,400</p> <p style="text-align: right;">3,560,600</p> <p style="text-align: right;">4,532,800</p> <p style="text-align: right;">15,737,200</p> <p style="text-align: right;">136,400</p> <p style="text-align: right;">261,500</p> <p style="text-align: right;">\$75,288,900</p>	<p>Original schedule for full BRT project assumes approximately 12 months for design and up to 24 months for construction of all elements simultaneously. Individual elements not requiring major construction such as lane restriping, signing and traffic signal upgrades could be designed and constructed more quickly.</p>
<u>City of Beverly Hills</u> <ul style="list-style-type: none"> • Stations • Traffic Signal upgrades (mostly on parallel streets for traffic mitigation) • Traffic Striping for exclusive lane • Street Lighting <p style="text-align: right;">Sub-Total</p>	<p style="text-align: right;">3,151,800</p> <p style="text-align: right;">6,190,400</p> <p style="text-align: right;">761,100</p> <p style="text-align: right;">43,600</p> <p style="text-align: right;">\$ 9,461,900</p>	<p style="text-align: center;">See above</p>
<u>County of Los Angeles</u> <ul style="list-style-type: none"> • Stations • Traffic Signal upgrades (mostly on parallel streets for traffic mitigation) • Traffic Striping for exclusive lane • Street Lighting <p style="text-align: right;">Sub-Total</p>	<p style="text-align: right;">1,531,900</p> <p style="text-align: right;">1,837,200</p> <p style="text-align: right;">21,100</p> <p style="text-align: right;">41,000</p> <p style="text-align: right;">\$3,431,200</p>	<p style="text-align: center;">See above</p>
<u>City of Santa Monica</u> <ul style="list-style-type: none"> • Stations • Traffic Signal upgrades for bus signal priority • Street Lighting <p style="text-align: right;">Sub-Total</p>	<p style="text-align: right;">2,174,200</p> <p style="text-align: right;">6,885,900</p> <p style="text-align: right;">51,300</p> <p style="text-align: right;">\$ 9,111,400</p>	<p style="text-align: center;">See above</p>
<p>Grand Total</p>	<p style="text-align: right;">\$97,293,400*</p>	

*Costs anticipated to be lower if contracted out by individual jurisdictions.

Wilshire BRT Project Early Implementation Strategy

A number of additional bus lane enhancement options are possible to improve bus service in the Wilshire Corridor by implementing elements of the project that are lower in cost or are fundable through non-project sources. The following is a description of the improvements that have been discussed with local jurisdictions, which are possible for implementation with present limitations on overall project funding.

City of Los Angeles- The City of Los Angeles has included \$10.0 million in its FY06 budget to reconstruct the curb lanes of Wilshire Boulevard between Western Avenue and either La Brea or Fairfax Avenues. Metro had previously prepared Preliminary Engineering drawings for this work as a part of the Wilshire BRT Project and Metro is now providing these drawings and technical studies to the City of Los Angeles Department of Transportation, Bureau of Engineering and Bureau of Street Services for their consideration as they prepare to implement this improvement.

- Estimate Cost: \$10.0 million
- Estimated Timeframe: Approximately one year to complete agreements and design and 12-18 months to complete construction
- Metro Scope: Metro to provide PE drawings to City Bureau of Engineering and Street Services. City plans to implement the curb lane upgrades as a mixed-flow improvement, however, this will also benefit Metro buses which are currently unable to effectively use the curb lane due to poor driving surfaces.

Metro staff have also met jointly with staff from LADOT and CD 5 to discuss the possibility of a bus lane on Wilshire Boulevard from Doheny/Robertson in Beverly Hills to Fairfax Avenue in the City of Los Angeles. CD 5 staff asked LADOT to provide information regarding the performance of Wilshire in that segment, use of the curb lane, and anticipated diversion of traffic to other streets if a bus lane were created.

County of Los Angeles

Metro Planning and the County of Los Angeles Department of Public Works Department have developed conceptual designs for an eastern extension of the eastbound bus lane from Federal to Bonsall Drive (Veteran's Administration Hospital). Although this segment would be less than ½ mile in length, it would be very important for bus service because it would close most the gap between the existing bus priority lanes in West Los Angeles and the I-405 (San Diego) Freeway. This would provide significant benefits in the AM & PM peak period when traffic backups from the I-405 Freeway are quite severe and often extend as further back than Federal.

- Estimated Cost: \$1.3 million
- Estimated Timeframe: Implementation in FY07
- Scope: Metro to approve Memorandum of Understanding with County of Los Angeles for design and implementation of bus lane extension and related

**Wilshire BRT Project
Early Implementation Strategy**

improvements to the Wilshire/Sepulveda intersection. County of Los Angeles will prepare final design and management of construction.

Caltrans

Metro and Caltrans have completed conceptual design drawings for I-405 ramp improvements at two Wilshire Boulevard northbound on-ramps. The design would relocate existing ramp meters to allow greater storage of cars for each ramp meter, therefore relieving congestion on Wilshire Boulevard at a critical "bottleneck" location.

- Estimated Cost: \$200,000
- Estimated Timeframe: Implementation in FY06
- Scope: Metro to approve Memorandum of Understanding with Caltrans for a Minor Project improvement. Metro to advance to final design and turn over to Caltrans for implantation as a "Minor Project."

City of Beverly Hills

Metro has awarded a Call for Projects grant to the City of Beverly Hills to install new traffic signal priority on several of the major arterial roadways in that city, including Wilshire Boulevard. The project is expected to be operational by Spring 2006 at which time bus signal priority will begin operating on Wilshire Boulevard. This is expected to provide significant benefits for a segment of the Wilshire Corridor that currently experiences one of the highest levels of traffic delay for both buses and other vehicles.

Recently, Metro has made presentations to the City of Beverly Hills Transportation and Parking Commission and held discussions with staff regarding possible peak period bus lanes that would extend from either Robertson or Doheny in Beverly Hills to approximately Fairfax Avenue in the City of Los Angeles. Further studies are necessary to evaluate the potential impacts of diverted mixed-flow traffic that would result from bus lanes, however, it is anticipated that the implementation of enhanced traffic signal priority in Beverly Hills and improved curb lanes in Los Angeles will provide opportunities to develop a bus lane segment in this area.

City of Santa Monica

The City of Santa Monica has previously created full-time dedicated transit lanes in the downtown Santa Monica area. In September 2005, the Santa Monica City Council approved the implementation of bus lanes on Lincoln Boulevard as a part of the Big Blue Bus "Rapid Blue" line. The City of Santa Monica has previously expressed questions about the necessity of bus lanes on Wilshire Boulevard within Santa Monica noting that congestion on that furthest west segment of Wilshire may not warrant a bus lane. The city will evaluate the bus lane operation on Lincoln. They will also consider the possibility of a bus lane on Santa Monica Boulevard which they have indicated is likely a higher priority for them than Wilshire. For the moment, Metro will focus efforts on the implementation of bus signal priority on Wilshire Boulevard in Santa Monica. Once implemented, Metro and Santa

**Wilshire BRT Project
Early Implementation Strategy**

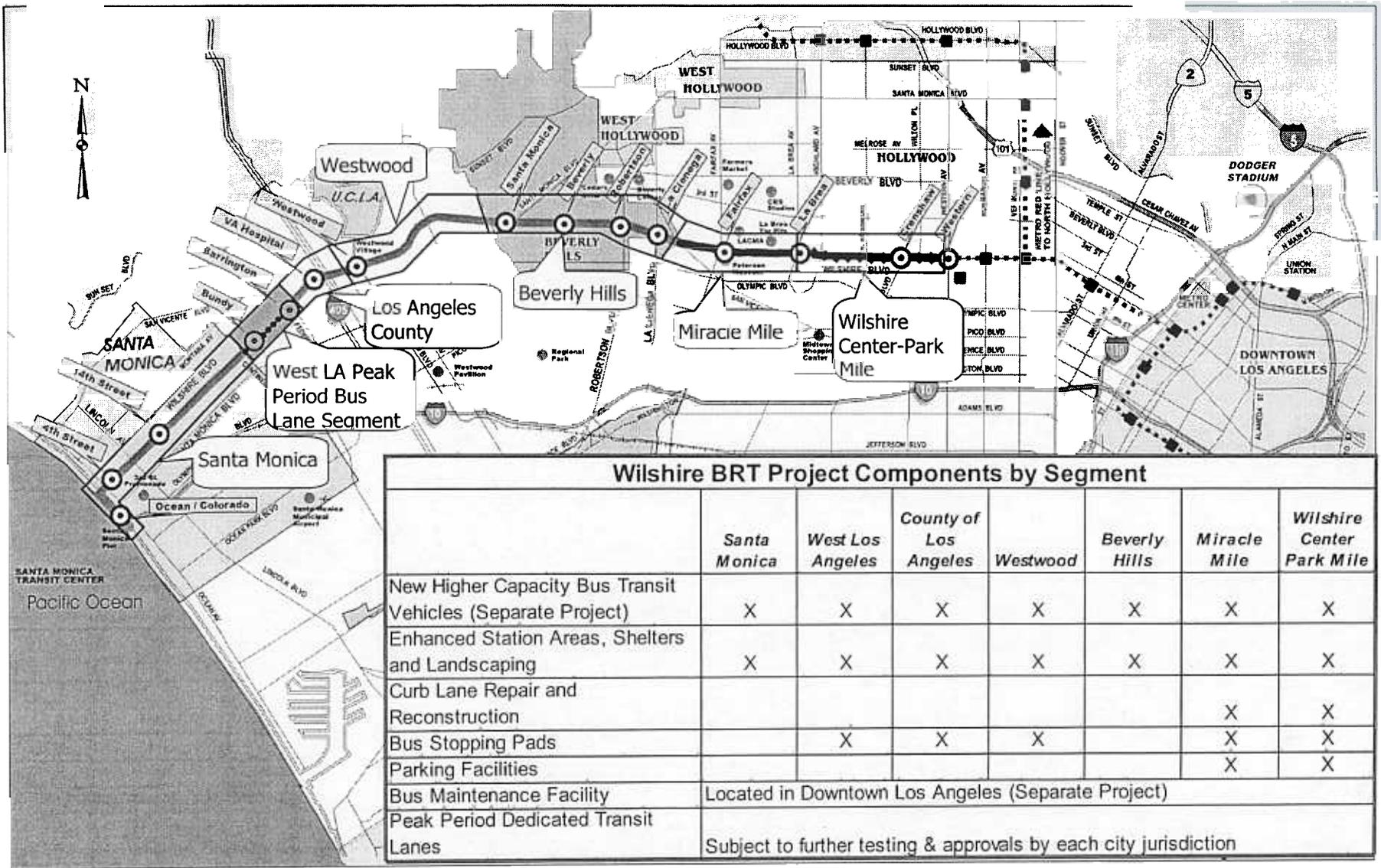
Monica can judge whether the speed improvements from signal priority on Wilshire have generated sufficient benefits and if additional improvements, such as a bus lane, are warranted.

**Wilshire BRT Project
Early Implementation Strategy**

Responsible Jurisdiction & Segment	Length (miles)	Implementation Scope	Budget Estimate	Implementation Timeframe
City of Los Angeles Western to Fairfax (C.D. # 4, 5, & 10)	3.0	<ul style="list-style-type: none"> Support City of Los Angeles Efforts to Reconstruct Curb Lane (possibly partial length) Develop Plans with LADOT for Peak Period Bus Lane Trial on Completion of Curb Lane Reconstruction Project 	\$10.0 Funded in City of LA FY06 Budget \$200,000	Implementation in FY07/08
City of Los Angeles Fairfax to San Vicente (C.D. #5)	0.6	<ul style="list-style-type: none"> Evaluate Peak Period Bus Lane from Doheny/Robertson to Fairfax as shared project with City of LA and Beverly Hills 	Included in \$200,000 above	FY06 (3 rd Quarter)
City of Beverly Hills San Vicente to Doheny	1.0	<ul style="list-style-type: none"> Implement Bus Signal Priority System Evaluate Peak Period Bus Lane from Doheny/Robertson to Fairfax as shared project 	Bus signal funded through Call for Projects	FY06 (3 rd Quarter)
City of Beverly Hills Doheny to Santa Monica Boulevard	1.3	<ul style="list-style-type: none"> Implement New Bus Signal Priority System 	Funded through Call for Projects	FY06 (3 rd Quarter)
City of Los Angeles LA Country Club Santa Monica Blvd to Comstock (C.D. #5)	0.7	<ul style="list-style-type: none"> Bus Speeds are good in this segment. No further bus speed improvements recommended at this time. 	-	
City of Los Angeles Westwood "Condo Canyon" Comstock to Selby (C.D. #5)	1.0	<ul style="list-style-type: none"> Work with City of Los Angeles on Parkway Reconstruction Project and evaluate opportunities for bus and station priority enhancements 	Funded through Call for Projects	
City of Los Angeles Westwood Village Selby to Veteran (C.D. #5)	0.6	<ul style="list-style-type: none"> Traffic congestion is extremely high in this segment. No opportunities for further bus speed improvements without major capital expenditure are seen at this time. 	-	
County of Los Angeles V.A. Property Federal - Veteran	0.9	<ul style="list-style-type: none"> Implement I-405 NB Ramp Meter Upgrades Implement EB Bus Lane (Federalto Bonsall) Implement Sepulveda EB Left Turn 	\$1.5	FY07

**Wilshire BRT Project
Early Implementation Strategy**

		Enhancements		
City of Los Angeles West L.A. Centinela – Federal (C.D. #11)	1.0	<ul style="list-style-type: none"> • Maintain existing bus lane. Continue to work with City of Los Angeles 	For all elements	
City of Santa Monica Ocean - Centinela	2.4	<ul style="list-style-type: none"> • Work with City to Implement Transit Priority Bus Priority Traffic Signal System on Wilshire Blvd. • Monitor Implementation of Lincoln Blvd Peak Period Bus Lanes and Evaluate Applicability to Wilshire 	-	



Attachment C
WILSHIRE BRT PROJECT
 Project Components by Segment