

Wilshire Boulevard continues to be one of the prime east-west travel corridors between downtown Los Angeles and the Pacific Ocean. It is Metro's heaviest traveled bus corridor with over 60,000 daily boardings on Metro buses - more than 40,000 of those on Metro's first and most successful Rapid Line.

While the MTA is considering an extension of the Red Line, no decisions have been made or funding secured. It will be some time before a subway becomes a reality in this area. In the mean time, we must continue to find ways to improve mobility for more people, improve the transit experience for our current riders and attract new patrons.

With this in mind, we would propose that Metro develop plans to implement a new hybrid "Super-Rapid" service for the Wilshire Corridor. As we envision it, a "Super-Rapid" bus would meet Metro Rail patrons at either Wilshire/Vermont or Wilshire/Western during morning peak periods and carry them west to key centers with only 4-stops - Mid-Wilshire/Miracle Mile area, Beverly Hills, Westwood and Santa Monica. Such a Super Rapid might also contain an Eastward reverse-commute for the evening peak hours, as well.

**We Therefore Move** that the MTA Board direct staff to return to the Board in 60 days with preliminary plans for implementing a Wilshire "Super-Rapid" service as a pilot program. The plans should address:

- \* Proposals for how the service would operate,
- \* The locations of the 4 stops (based on the Metro Connections Program),
- \* How the service would integrate with current Wilshire Rapid and local service,
- \* Where the "Super-Rapid" bus would meet the Metro Rail; and
- \* Implementation and Operational Costs