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June 8, 2012

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *by A.T.L.*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
EXECUTIVE DIRECTOR, COUNTYWIDE PLANNING

SUBJECT: LOS ANGELES COUNTY BUS RAPID TRANSIT AND STREET
DESIGN IMPROVEMENT STUDY

ISSUE

This report provides the Board with a status report on the Los Angeles County Bus Rapid Transit (BRT) and Street Design Improvement Study since it was last presented to the Planning and Programming Committee on March 21, 2012 meeting.

BACKGROUND

At the August 4, 2011 meeting, the Board directed the identification, analysis, and recommendation of a minimum of five corridors in the County that could accommodate an effective BRT system that includes dedicated bus lanes. Staff developed a strategy for identifying potential corridors building upon the recommendations of the Los Angeles County Bus Speed and Street Design Improvement Plan (CBSIP), which was presented to the Planning and Programming Committee in September 2010.

In October 2011, the Board approved the strategy for identifying these corridors and authorized us to retain a consultant for needed technical assistance and support in developing recommendations for a countywide BRT system. In March 2012, we returned to the Planning & Programming Committee with an oral update on the project status. At that time, we reported that in January 2012, we had begun the selection process for a consultant. We have since awarded the final contract to Parsons Brinckerhoff, Inc., in the amount of \$298,157, effective June 6, 2012. We are now ready to begin the study with an initial kick-off meeting with the special project advisory committee scheduled for June 19, 2012.

Study Overview

The purpose of this study is to identify, analyze and recommend a minimum of five corridors in the County that can accommodate an effective BRT system. This countywide BRT system shall include recommendations for dedicated peak period bus lanes along with other general bus speed improvements, even on those corridors where a full dedicated bus lane may not be feasible or warranted. Some of these general bus speed improvements could include such things as road surface repaving, selective street widening, enhanced transit signal priority, optimized signal operations, bus stop relocations/consolidations, and operational practices such as all-door boarding.

The Los Angeles County Bus Rapid Transit and Street Design Improvement Study will also identify feasible and cost-effective techniques to improve the quality of street life at bus stops along the identified transit corridors. Quality of life improvements could include such things as enhanced sidewalks, street trees, bike racks, improved lighting and street furniture.

This study will be conducted in collaboration with a special project advisory committee consisting of the Los Angeles Department of Transportation (LADOT), the Los Angeles County Department of Public Works (LACDPW), the Bus Riders Union (BRU), some select transit agencies, and a number of other key stakeholders. The study is projected to be completed by April 2013.

Staff has developed a preliminary list of potential BRT candidate corridors for consideration (Attachment A) and map (Attachment B) based on results from an earlier Countywide Bus Speed Improvement Study (CBSIP) and input from Board staff. However, the study shall not be limited to these corridors and will involve a broad systemwide approach in identifying and recommending corridors for a Countywide BRT system.

Study Goals and Objectives

Demands for viable alternatives to the automobile have increased as congestion continues to slow both auto and bus travel. Increased travel times for transit customers also results in increased operating costs for Metro. Bus lanes, whether arterial, at-grade, or grade-separated, are one of the most critical elements of a BRT system. The implementation of bus lanes along with a number of other general bus speed improvement strategies will significantly improve bus passenger travel times and schedule reliability, making transit more competitive with the auto and encouraging more people onto public transit. In addition, an attractive urban streetscape can not only encourage walking or cycling but, it can also encourage transit use as well.

NEXT STEPS

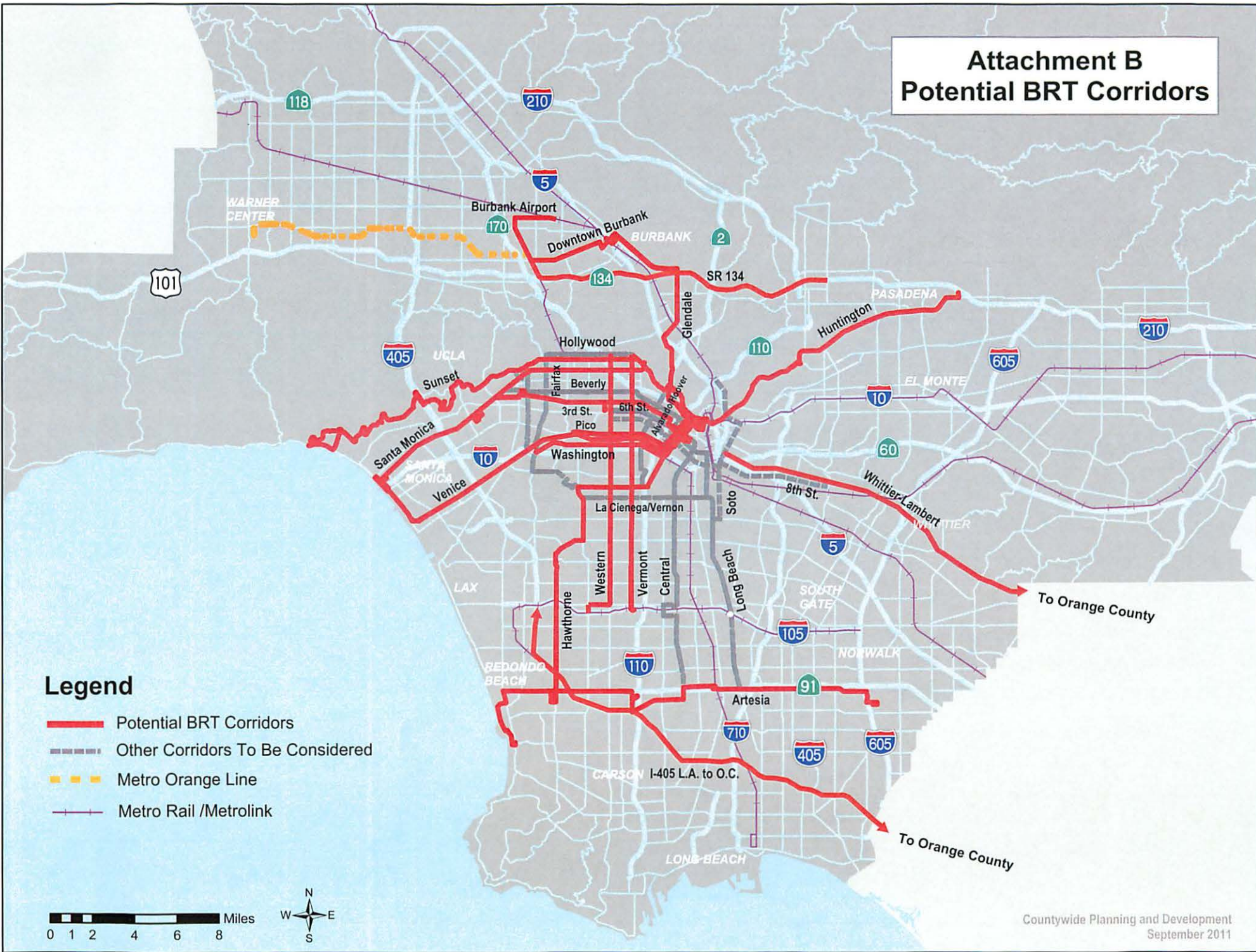
Staff will continue to work on the study and report back to the Board with project updates at key milestones.

Potential BRT/Bus Lane Corridors

Top 18 Corridors From CBSIP Study	Current Bus Service
Vermont (120th to Hollywood Blvd.)	204/754
Hollywood Blvd	217/180-181/780
3rd St.	16/316
Fairfax	217/780
Santa Monica	4/704
Western Ave	207/757
Long Beach Blvd	60/760
Alvarado/Hoover	200
Soto St	251/751
6th St. (Western to Bixel)	18
Pico (Rimpau to Figueroa)	30/730
Venice	33/733
Sunset	2/302
8th St.	66
Central Ave	53
La Cienega Blvd/Vernon Ave	105/705
Whittier (Garfield to Soto)	18/720
Beverly	14
Other Potential Transit Corridors	Current Bus Service
Glendale Blvd	92
Artesia Blvd	130
Hawthorne Boulevard	40/740
Huntington Dr	78-79
Washington Blvd	35
New Corridors (no existing bus service)	Current Bus Service
SR-134 Corridor	N/A
Burbank-Hollywood BRT	N/A
I-405 Orange County/LA	N/A
Whittier/Lambert Road (LA/Orange County)	N/A

Note: Corridors identified as promising BRT corridors are shaded above.
The remaining corridors will also be considered.

Attachment B Potential BRT Corridors



Legend

- Potential BRT Corridors
- - - Other Corridors To Be Considered
- - - Metro Orange Line
- - - Metro Rail /Metrolink

