



**Metro**

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**TO: BOARD OF DIRECTORS**

**THROUGH: ROGER SNOBLE**   
**CHIEF EXECUTIVE OFFICER**

**FROM: JAMES L. DE LA LOZA, EXECUTIVE OFFICER**   
**COUNTYWIDE PLANNING & DEVELOPMENT**

**SUBJECT: WILSHIRE BUS RAPID TRANSIT PROJECT ✓**  
**DEMONSTRATION PROJECT NO. 1**  
**PEAK-PERIOD DEDICATED TRANSIT LANE**

**ISSUE**

This is to update the MTA Board members on the status of the Wilshire Bus Rapid Transit (BRT) Demonstration Project #1- Peak-Period Dedicated Transit Lane.

**DISCUSSION**

In August 2002, the MTA Board certified the Final Environmental Impact Report (FEIR) for the Wilshire BRT Project. One of the conditions of approval for the project was that MTA would work with affected local jurisdictions prior to the implementation of any type of dedicated transit lanes. In order to obtain this support, MTA staff has worked during the past year with the City of Los Angeles Department of Transportation (LADOT) to get approval for a short segment of bus-only lane on Wilshire Boulevard to demonstrate its feasibility.

On November 18, 2003 the Los Angeles City Council approved a motion (CF#03-2337) authorizing the implementation of an initial demonstration project located along a one-mile segment of Wilshire Boulevard between Centinela and Federal in West Los Angeles. This segment will be implemented as a demonstration project that may be applied to other segments of Wilshire Boulevard if it is determined to be successful.

The planned implementation of the Wilshire BRT Project's Demonstration Project No.1 (Peak-Period Dedicated Transit Lane) will commence in January 2004 with fabrication and installation of signing and striping. MTA staff and LADOT are targeting Monday, March 1, 2004 as the first

day of operation for the peak-period dedicated transit lanes (the lanes will be used by MTA Metro Rapid, MTA local service, and municipal operator service). Data gathering (baseline) will begin in February; with additional data gathering continuing a couple of months after the operation begins.

This segment along Wilshire Boulevard was chosen because:

- Implementation of a peak-period exclusive BRT lane operation requires no elimination of through travel lanes since peak-period parking is currently allowed.
- Parking utilization studies show sufficient side street parking capacity exists to handle loss of peak-period Wilshire Boulevard on-street parking.
- Significant peak-period congestion exists during the PM peak period which reduces service quality of MTA and Municipal operators.

The Demonstration Project No. 1 includes the following elements:

- Prohibition of peak-period parking along Wilshire Blvd in the test area.
- Installation of exclusive peak-period bus lane striping and signing.
- Exclusive curbside BRT lane operation during the AM Peak (7:00 to 9:00 AM) and the PM Peak (4:00 to 7:00 PM).
- Enforcement during the proposed hours of BRT operation.
- Prior to and during implementation, MTA will conduct a community outreach program primarily targeted to the affected businesses, residents, and transit patrons along the pilot project area.

### **NEXT STEPS**

Evaluation criteria are presently being established that will be used to measure the success of the project. The operation of the transit lane will be monitored for a period of six months. If successful, the project would be maintained as a permanent improvement following completion of the six-month demonstration period.