

Wilshire BRT



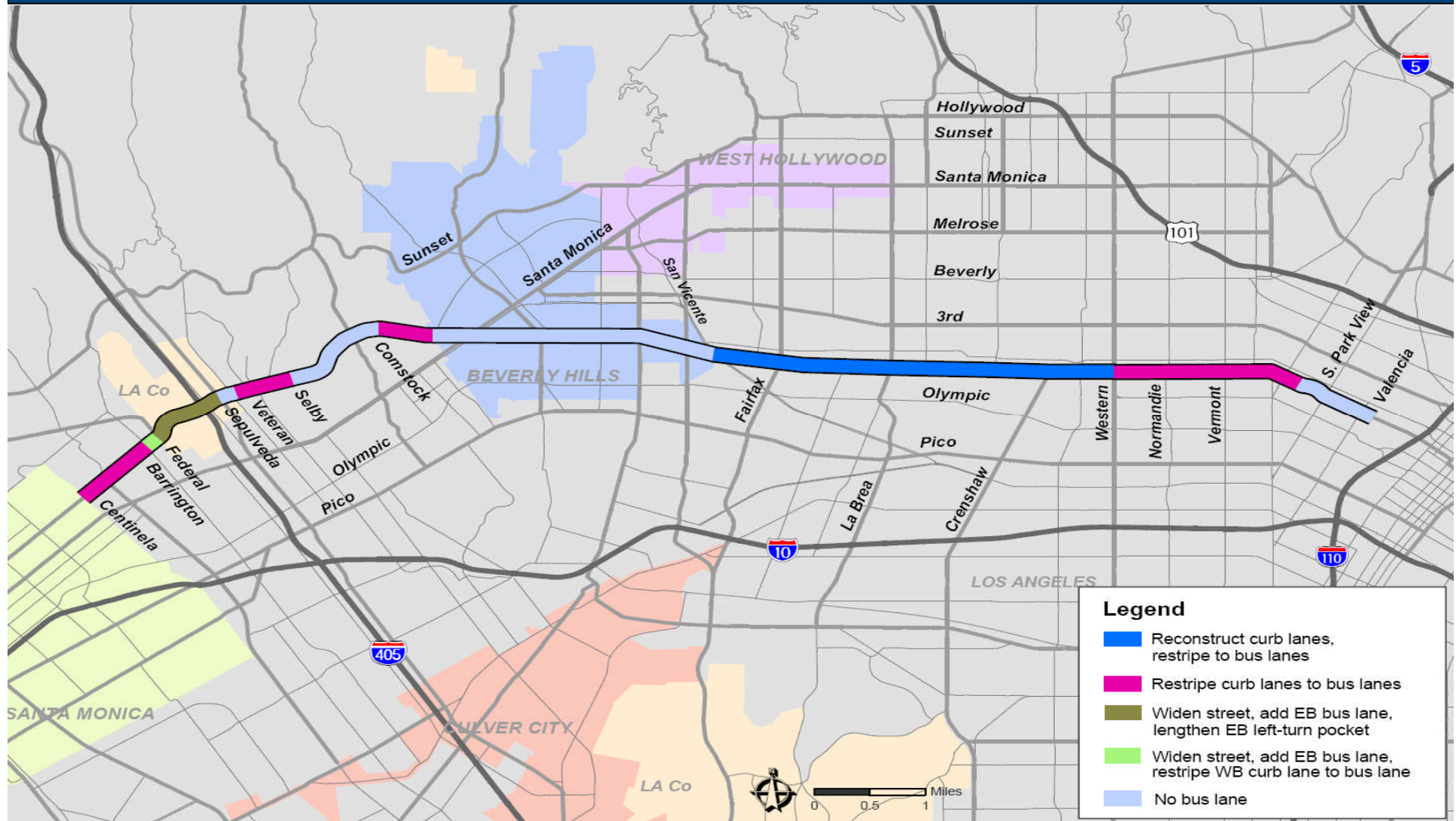
Project Goals and Objectives

- Encourage shift from automobile use to public transit
- Improve bus passenger travel times
- Improve bus service reliability
- Improve traffic flow along Wilshire Boulevard
- Repave curb lanes along damaged portions of Wilshire Boulevard
- Minimize impacts to existing on-street parking
- Improve person-throughput with bus lanes compared to mixed-flow curb lanes

How Project Works

- Bus lanes operate in weekday peak periods
 - 7:00 am to 9:00 am and 4:00 pm to 7:00 pm
 - Right-turning autos and bikes allowed
 - Buses restricted to curb lanes except to pass when necessary
 - Buses would operate in mixed flow traffic in remaining segments
- Traffic Improvements included along project corridor
 - Traffic signal improvements (enhanced TPS, left-turn arrows), turn lanes
 - TPS communication system upgrade to better synchronize signals
 - Selective street widening & curb lane reconstruction/repaving

Wilshire BRT Corridor



Project Benefits

Bus rider benefits:

- Improves end-to-end bus travel times
- 30% improvement in schedule reliability
- 10% mode shift to transit
- 15-20% ridership increase

Benefits for all:

- Repaving curb lane reduces vehicle damage
- Capacity increases at selected locations
- Separates buses and autos
- Traffic improvements

Project Schedule

- March 2012 – Executed construction agreement with LADOT
- Late June 2012 – Execute construction agreement with L.A. County
- Project proposed to open in segments with the first segment between S. Park View Street and Western Avenue scheduled to open in mid 2013
- Estimated project completion late 2014

Next Steps

- L.A. County to complete final design and begin construction RFP mid 2012
- L.A. City to complete final design and begin construction RFP early 2013
- Construction outreach to begin just prior to actual construction