

Wilshire Peak Period Bus Lane

*Presentation to the
MTA Central/Westside
Governance Council
May 27, 2004*



Metro

Background - Wilshire BRT

- Demonstration Project is part of Wilshire BRT Project (WBRT)
- WBRT Public Hearings Held in 2001
- WBRT Environmental Approvals (FEIR) in 2002
- Some WBRT project elements have been deferred but others are proceeding



New Metro Rapid Vehicles

- Higher Capacity Vehicles in 2005-06
- Low floor, 3 door, clean air vehicles
- Faster boarding and exiting



Background – Demonstration Project

- Authorized by LA City Council in November 2003
- Parking restricted 7-9AM & 4-7PM on weekdays
 - Lane reserved for transit buses, emergency vehicles & right-turns
- Funded by MTA; Implemented in partnership with LADOT
- Lanes Installed and Traffic Priority Signals Operated by LADOT
- Outreach by MTA in advance of startup
- Project Started on March 8, 2004

Current Activities

- MTA and LADOT are collecting data
- MTA is analyzing data and preparing a report
- LADOT will report to City Council with an evaluation of the project's performance
- LA City Council will decide whether the bus lanes will be removed and Wilshire restored to its prior condition

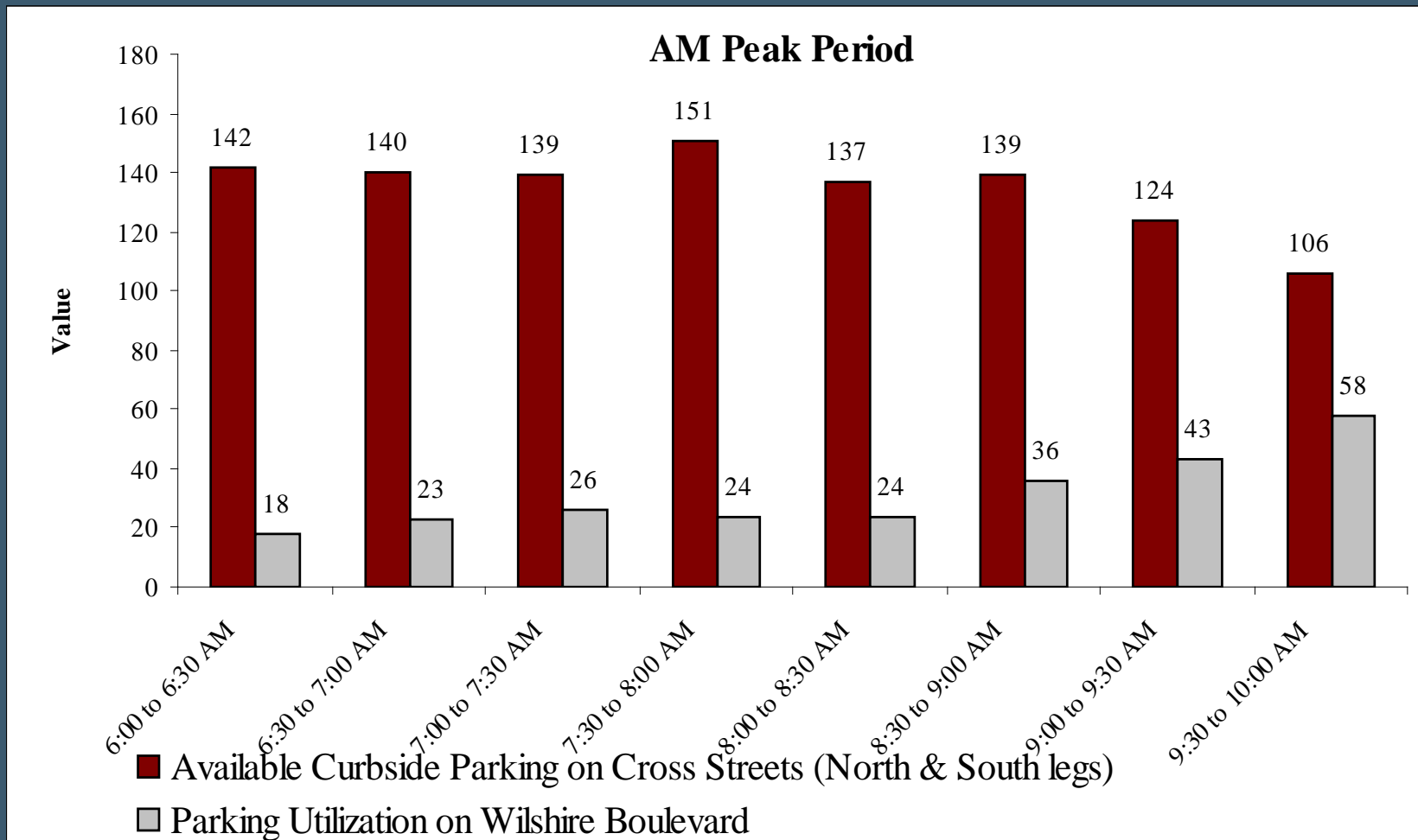
LADOT Criteria for Peak Period Parking

- City of LA may decide to:
 - Keep peak period bus lane
 - Keep parking restriction but use as mixed-flow lane
 - Restore peak period parking
- LADOT has criteria for evaluating when to implement peak hour parking restrictions

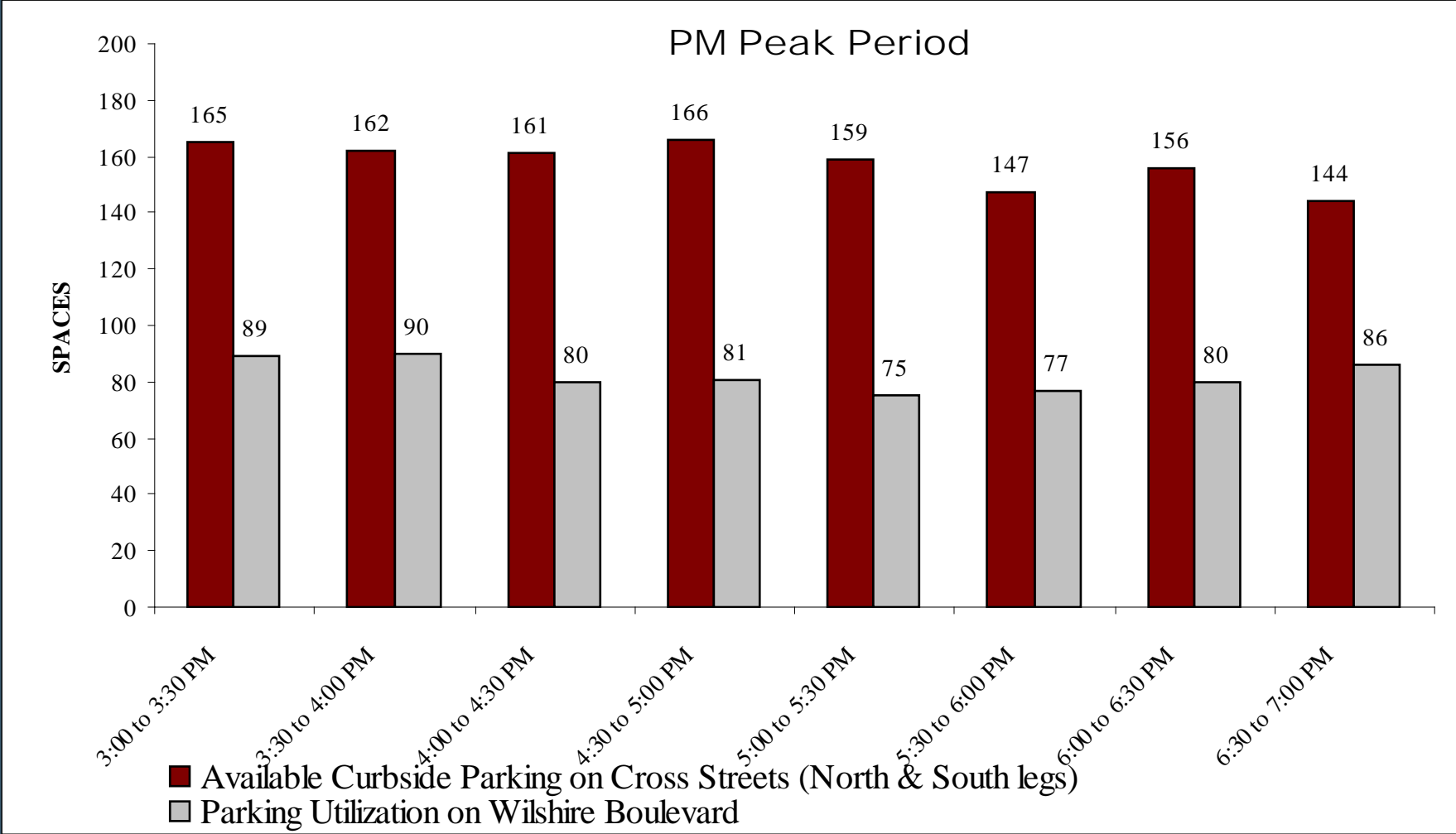
Typical Bus Operation Before Bus Lane



AM Parking Availability



PM Parking Availability



Typical Bus Operation with Bus Lane



Advantages of Bus Lane for Transit

- Initial reports of:
 - 6% to 12% time savings in the AM peak
 - 12% to 18% time savings in the PM peak
- Maintains consistent bus travel times independent of heavy congestion
- Improves safety by minimizing bus merging maneuvers
- Encourages greater use of public transit

Advantages to General Traffic

- Adds a Right Turn Lane that is separate from Through Traffic
- Removes impacts on mixed flow traffic due to buses and parking cars pulling into and out of travel lane
- Provides enhanced movement for emergency vehicles via bus lane
- Supports some businesses by improving access for employees and customers via transit to Westside Job Centers

Initial Reactions

- Support by Transit Riders and Operators
- Favorable Reviews by Media
- Opposition by Some Local Merchants and West LA Chamber

Bus Lane Outreach – Before Start-Up

- **January 21 – MTA staff visited all area businesses**
 - Provided written project information & contact information
- **Contacted West LA Chamber**
 - Offered to coordinate on assistance to businesses
- **2 Follow-up mailings to data base of over 700**
 - Provided customer brochures & signs for businesses
 - Informed of start-up delay due to rain
- **Placed windshield notices on cars**

Bus Lane Outreach - Continuing

- Conversations with businesses contacting hot-line and referred by Council office
- LA City adding side-street loading zones for deliveries
- Working with individual businesses on transitional assistance
- Preparing follow-up survey

Next Steps

- Analyze & Evaluate Data
- Prepare Study
- Bring Study Results to MTA Board
- LADOT will bring Evaluation to LA City Council
- LA City Council will decide whether the bus lanes will be removed and Wilshire restored to its previous condition
- Lessons learned will be evaluated for application to this or other Metro Rapid segments