

SPI

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: 6-8-11

Submitted in Trans Committee

Council File No: 11-0695

Item No.: Special 1

Deputy: [Signature]

Date: April 19, 2007

To: The Honorable City Council
C/o City Clerk, Room 395, City Hall
Attention: Honorable Wendy Greuel, Transportation Committee

From: Gloria J. Jeff, General Manager
Department of Transportation *Gloria J. Jeff*

Subject: **WILSHIRE BOULEVARD BUS LANES – COUNCIL FILE 03-2337-S1**

On April 11, 2007, the Department of Transportation (LADOT) presented a status report on the Wilshire Boulevard bus lanes project to the Transportation Committee. The report included a history of the Wilshire bus lanes project, a description of LADOT's research into Bus Rapid Transit technology and three project options to improve bus service on Wilshire Boulevard: 1) Option A: Peak Period End-to-End Bus Lanes, 2) Option B: All Day Mini Bus Lanes, and 3) Option C: Engineering Enhancements Only.

LADOT has completed its analysis of the benefits, impacts and costs of each of these three options.

RECOMMENDATIONS

That the City Council, subject to the approval of the Mayor:

1. DIRECT LADOT to implement Option A: Peak Period End-to-End Bus Lanes.
2. DIRECT LADOT to work with Metro on funding, implementation and public outreach for Option A.
3. AUTHORIZE LADOT, after establishment of a funding source, to issue a Request for Proposals for public outreach services in an amount not to exceed \$500,000.
4. DIRECT LADOT to report back to Council on funding and public outreach results and recommend an implementation strategy for Option A.
5. DIRECT LADOT to remove the peak period bus lanes between Barrington Avenue and Centinela Avenue and replace them with mixed flow lanes during the peak periods. Restore the peak period bus lanes in this segment in coordination with

locations, resulting in a loss of approximately \$15,000 in annual parking meter revenue to the City. (See Table A, attached.)

MITIGATION MEASURES

On-Street Parking:

LADOT will investigate options to mitigate the loss of 10-15 mid-day parking spaces removed in Option B.

Existing Peak Period Bus Lanes

The existing peak period bus lanes between Barrington Avenue and the Santa Monica City limit continue to create impacts on traffic congestion along Wilshire Boulevard. Eastbound traffic queues up heavily in both the AM and PM peak periods. This segment of Wilshire Boulevard is not especially problematic for bus speeds, so removal of the bus lanes may not have a significant impact on bus travel times, especially if current peak period parking restrictions are retained. The curb lanes could provide needed capacity for both buses and mixed flow traffic in both directions during peak periods.

Metro, as part of its Wilshire Bus Rapid Transit project, is proposing to widen eastbound Wilshire Boulevard in the Los Angeles County (Veterans Administration property) segment to provide a new eastbound dedicated bus lane approaching the 405 Freeway. As part of this project, Wilshire Boulevard between Federal Avenue and Barrington Avenue, adjacent to the County portion, would need to be widened to dovetail with the County widening and extend the eastbound bus lane into the City. The new bus lane, created from new street capacity, would provide a dedicated bus facility where it is needed most without impacting traffic operations along Wilshire Boulevard or fronting along sensitive land uses. LADOT has submitted an application in Metro's 2007 Call for Projects for funding the proposed widening of Wilshire Boulevard and has been coordinating with Metro on the project. Metro is funding the Los Angeles County Public Works Department \$250,000 to begin preliminary engineering for the County and City portions of the widening. This widening was assumed in the modeling for both Options A and B.

Public Outreach

LADOT has not conducted public outreach for the bus speed improvement options yet. Once Council and Mayoral direction has been given, LADOT will coordinate with Metro on outreach to businesses and residential communities along Wilshire Boulevard and report back to Council on the results before proceeding.

Schedule

The following schedules are effective *only* after 1) funding has been approved by