

Wilshire BRT Project

Board of Directors Meeting (#15)

December 9, 2010



How Project Works

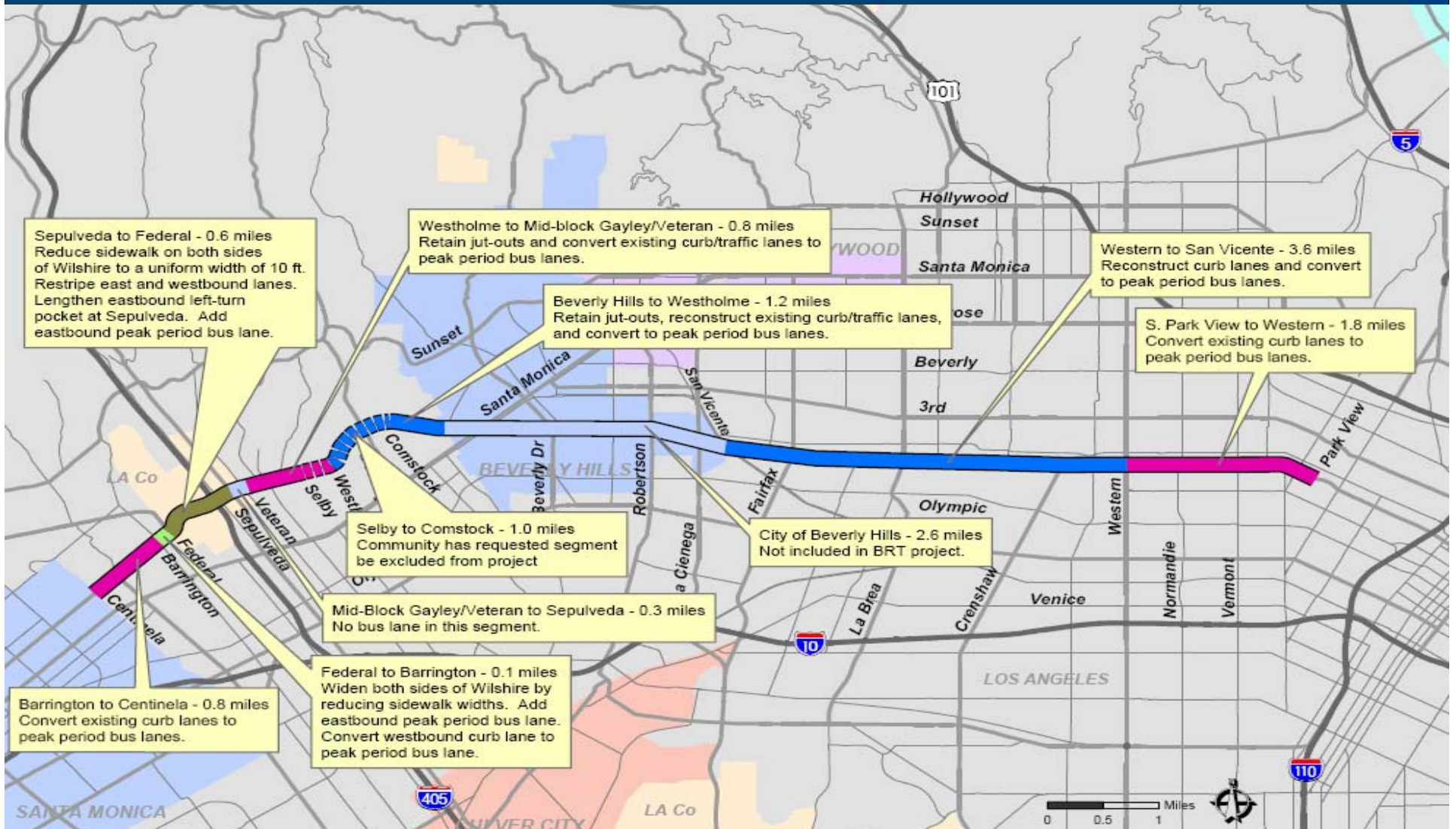
- Wilshire Boulevard from MacArthur Park to Santa Monica City Line
 - Project length 8.7 miles within City & County of L.A.
 - Not in the City of Beverly Hills
- Bus lanes operate in weekday peak periods
 - 7:00 am to 9:00 am and 4:00 pm to 7:00 pm
 - Right-turning autos and bikes allowed
 - Buses restricted to curb lanes except to pass when necessary
- Improvements to corridor
 - Traffic signal improvements (enhanced TPS, left-turn arrows)
 - Turn lanes
 - Selective street widening



Other Info

- Some cars would move to other lanes or parallel arterials
- Outreach and monitoring important to implementation success
 - Pre-project public awareness campaign
 - 6-month monitoring program
- Curb lanes currently carries only 15% of trips
 - Poor road conditions
 - Right turning autos
 - Slow buses

Recommendation: Alternative A



Travel Impacts

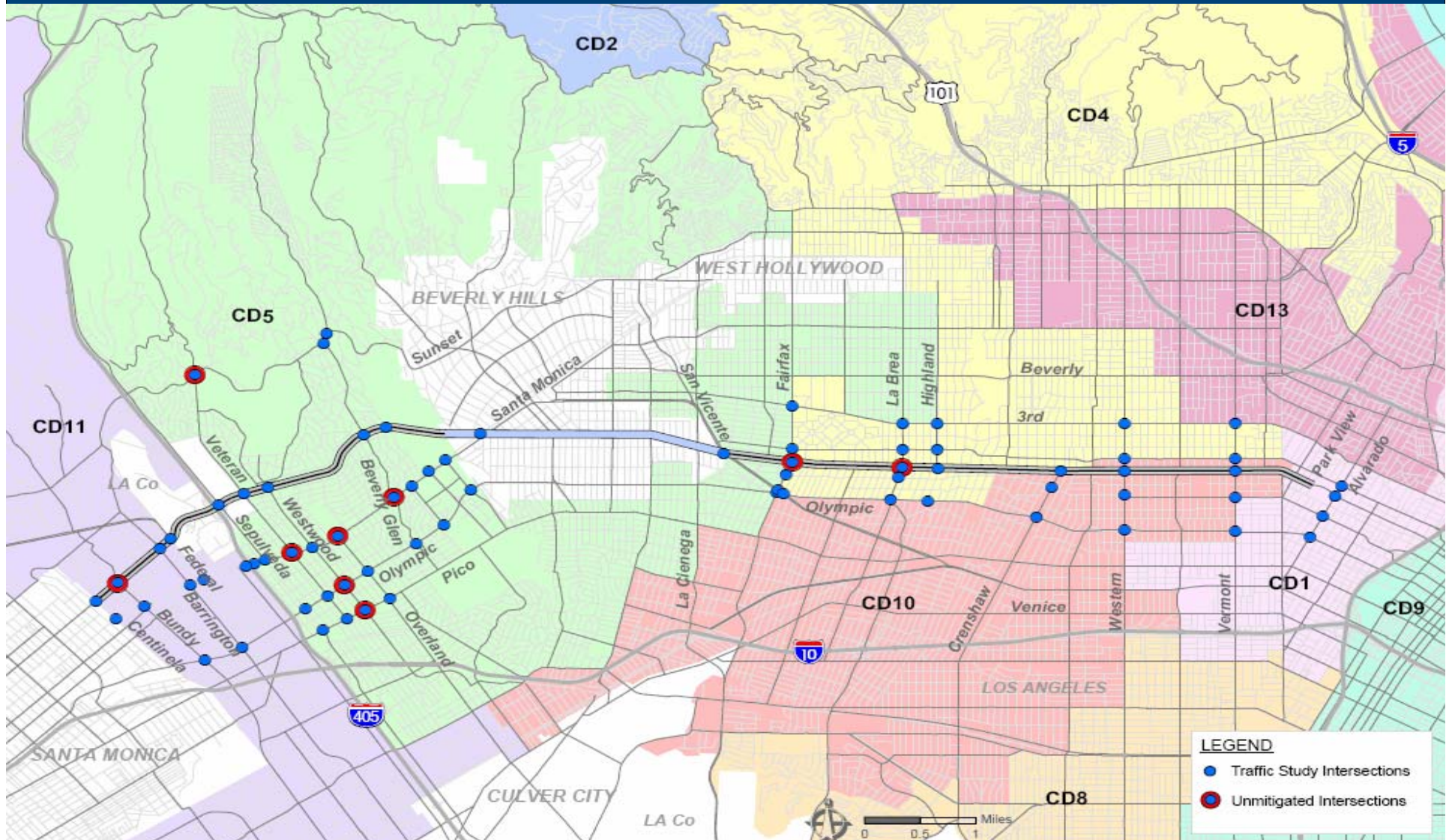
Autos

- Average of 20,000 autos carrying 24,000 people in both peak periods today
- Anticipate 10% (2,400) of auto drivers shifting to transit
- Average peak end-to-end auto travel time today is 48 minutes
- Expected to increase to 54 (+6 minutes) with project
- Opening day may increase to 59 minutes (+11 minutes)

Buses

- Approximately 29,000 Metro riders within project area during peak periods
- Anticipate this to increase to 33,000 - 35,000 Metro riders with project
- Average peak end-to-end bus travel time today is 55 minutes
- Expected to improve by average 12 minutes with project (43 minutes)

Traffic Study Intersections



Traffic Study Methodology

- Used SCAG's regional travel demand model to represent the capacity reduction on Wilshire Boulevard
 - Model identified likely paths of diverted auto traffic
 - 74 intersections on Wilshire Boulevard and parallel routes identified for detailed analysis of potential impacts
 - Of the 74 intersections, nineteen intersections impacted
 - Ten of the nineteen fully mitigated
 - The other nine intersections not mitigated (5 partially mitigated)
- Coordinated closely with LADOT to determine impacts and feasible mitigation measures
- An intersection considered impacted if delay increases by:
 - 2.5 seconds at LOS E or F
 - 4 seconds at LOS D
 - 6 seconds at LOS C
- Most additional delays at the 9 impacted intersections 1 to 5 seconds over threshold

Project Benefits

- End-to-end bus travel times improved by an average of 12 minutes per trip
- Bus schedule reliability improved by 30% (based on 1-mile demonstration)
- Curb lane reconstruction/repaving reduces damage for all vehicles
- Separates buses from mixed-flow traffic
- Traffic improvements benefit all
- Increases person-throughput

Traffic Improvements

- Signal Improvements
 - Install left-turn arrows at:
 - Barrington/Wilshire
 - Beverly Glen/Olympic
 - Highland/Wilshire
 - La Brea/Olympic
 - Highland/Olympic
 - Install Adaptive Traffic Control System at:
 - Fairfax/Olympic
 - Crenshaw/Olympic
- Street Reconstruction/Repaving
 - Between San Vicente Boulevard and Western Avenue
 - Between Westholme Avenue and City of Beverly Hills western border

Traffic Improvements, contd.

- Street Capacity Enhancements
 - Add right/left-turn lanes at:
 - Beverly Glen/Wilshire
 - Westwood/Santa Monica
 - Bundy/Olympic
 - Street Widening between Bonsall Avenue and Barrington Avenue
 - Extension of eastbound Wilshire Boulevard left-turn pocket at Sepulveda Boulevard

Community Outreach

- Established project website, e-mail, and hotline number
- Project notification mailed to addresses along Wilshire in project area
- Held 3 sets of public meetings
 - November 2008, project first presented to public at 4 community meetings as part of IS/EA
 - October 2009, 4 public scoping meetings held to provide input on Draft EIR/EA
 - June 2010, held four public hearings on Draft EIR/E
- Attended several local community meetings

Community Outreach, contd.

- Held 45-day public review of DEIR/EA
- DEIR/EA made available at several libraries, Metro website, and 46 agencies/organizations
- Public hearings and availability of DEIR/EA announced via newspaper display ads, press release, “The Source”, brochures on buses and trains, e-mail blast to project database, and published in L.A. Times

Next Steps

Should Board approve original recommendation (Actions A-H):

- Seek final project approval and concurrence with findings of FEIR/EA from City and County of Los Angeles
- Prepare contract agreements with City and County of Los Angeles for final design/construction of project
- Community Outreach – Construction and community awareness for project opening
- Implement six-month project monitoring upon opening

Should Board approve removing Comstock to Selby segment (Action I):

- Conduct additional traffic and impact analysis and integrate into FEIR/EA
- Anticipate return to the Board in April for approval and certification of the FEIR/EA

Recommendation: Alternative A

