

Wilshire Bus Rapid Transit Project EIR/EA



Fact Sheet (Fall 2009)

Metro, the City of Los Angeles and Los Angeles County are considering the feasibility of implementing a Bus Rapid Transit (BRT) project on Wilshire Boulevard. A joint document, consisting of a Draft Environmental Impact Report/Environmental Assessment (EIR/EA), is being prepared for the Wilshire BRT Project to meet State and Federal environmental requirements. The study will examine the potential for dedicated curbside bus lanes during the morning and evening rush hours. The project area includes portions of Wilshire Boulevard from just west of Interstate 110 to the Santa Monica city line, excluding the City of Beverly Hills.

Why is an EIR/EA needed?

In November 2008, four community meetings were conducted by Metro and the Los Angeles Department of Transportation (LADOT) to present the proposed project to the public. During those meetings, the community was informed that an Initial Study/Environmental Assessment (IS/EA) was being prepared to meet State and Federal environmental requirements. Since that time, Metro and LADOT have conducted some initial technical analyses to assess the feasibility of implementing the proposed project. Upon further evaluation, and based on community input, it was determined that an Environmental Impact Report/Environmental Assessment (EIR/EA) is now the appropriate document for the proposed project, superseding the earlier IS/EA. The EIR/EA will evaluate the social, economic, and environmental issues associated with the proposed project, and will involve more detailed traffic studies.

Purpose and Need for the Project

The Wilshire corridor is the most heavily used bus corridor in the County of Los Angeles, with approximately 93,000 boardings taking place each weekday. In addition to being a crucial transit corridor, it also has some of the highest average daily traffic volumes in the City of Los Angeles. This same congestion also slows buses, increasing travel time for transit customers, and increasing operating costs for Metro.

The Wilshire BRT Project is intended to improve the passenger travel times, service reliability, and ridership of the existing BRT system along Wilshire Boulevard. Once implemented, passenger travel times are expected to improve by an average of 24 percent. Based on the travel time improvements and associated ridership increases experienced with the Metro Rapid Program to-date, transit ridership along the Wilshire corridor is anticipated to grow significantly as a result of the proposed project.



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Project Description

A majority of the project falls within the mid-western area of the City of Los Angeles, and includes 9.6 miles of peak period curbside bus lanes. A small portion of the project, between Sepulveda Boulevard and Federal Avenue (approximately 0.6 miles), near the Veterans Administration facilities, is within Los Angeles County jurisdiction.

A number of general improvements are required as part of the proposed project, including:

- restriping of traffic lanes, as necessary;
- conversion of existing curb lanes to peak period bus lanes in each direction;
- upgrade of the existing transit signal priority system;
- street widening and/or street reconstruction in select areas; and,
- installation of traffic/transit signage and pavement markings, as necessary.

Alternatives

In addition to the proposed project, the EIR/EA will also evaluate project alternatives.

Contact Us

Comments during the scoping period will be received up to 5:00 pm on October 23, 2009. Comments can be delivered in person at the scoping meetings or by phone, fax, U.S. mail, or email.

Internet: www.metro.net/wilshire

Phone: (213) 922.2500. Phone messages are retrieved at least once every business day.

Mail: LACMTA, One Gateway Plaza, Mail Stop 99-23-1, Los Angeles, CA 90012, Attention Ms. Martha Butler, Project Manager.

Email: WilshireBRT@metro.net

