



TIMEFRAME:
2007 to 2009

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LA Metro Wilshire and Countywide Bus Speed Improvement Projects

LA Metro bus operating speeds declined by ten percent from 1980 through the late 1990's. In response, Metro partnered with the Los Angeles Department of Transportation (LADOT) and the Los Angeles County Department of Public Works (LACDPW) in two initiatives to reverse the trend: the Wilshire Boulevard Bus Speed Improvement Pilot Project followed by a Countywide Bus Speed and Street Design Improvement Study.

Wilshire BSIP Pilot. In order to identify a multi-phase plan for significantly reducing delay on the 55,000 daily passenger Wilshire Metro Rapid BRT, Metro invited TMD to analyze existing bus operations. The Wilshire pilot project involved detailed analysis of the existing delay, street traffic volumes, transit signal priority, congestion, parking, and street geometrics. The resulting recommended plan called for continuous peak hour bus-only lanes in the City and County of Los Angeles, modification of traffic signal cycle timing, enhanced bus signal priority, upgraded bus lane pavement and is expected to result in an increase of 15 percent in operating speeds over the existing fast Metro Rapid service. In approving the project for Very Small Starts funding, the FTA awarded the project its highest cost effectiveness rating.

Countywide Bus Speed and Street Design Improvement Study. Building on the successful Wilshire Pilot project, TMD led a county-wide bus speed improvement initiative with LA Metro, LADOT, LA County, and local jurisdictions. The study involved:

- Use of transit industry best practice for bus speed improvement: bus-only lanes, bypass and queue jump lanes, modification of traffic signal cycle timing, enhanced bus signal priority, upgraded lane pavement, and bus stop consolidation. These practices comprised the countywide bus speed improvement "toolbox."
- Use of ridership, transit volumes, and traffic LOS information to identify potential transit corridors. .
- Analysis of bus speed and dwell time to identify delay thresholds that justified potential bus speed improvements.
- Evaluation of potential bus speed improvement elements for a short-list of candidate corridors through the application of toolbox strategies.
- A cost/benefit analysis of impacts on transit passenger travel times, ridership revenue, farebox revenue, service operating costs, capital costs, traffic, business, and community impacts. The analysis used a matrix evaluation tool and a 20-year return-on-investment (ROI) assessment.
- The recommendation and approval of six corridors by the Metro Board: three for major investment (Very Small Starts candidates with project costs between \$10m-\$30m) and three for minor investment (ranging from \$1m-\$3m).



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