SUBJECT: LOS ANGELES COUNTY BUS SPEED AND STREET DESIGN IMPROVEMENT PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this update on the Los Angeles County Bus Speed and Street Design Improvement Plan.

ISSUE

This report provides an update regarding the status of the Los Angeles County Bus Speed and Street Design Improvement Plan.

BACKGROUND

As a result of increasing traffic congestion on local arterials, Metro has seen a ten percent decline in bus speeds since 1985. This slowing of the bus system has had negative implications for both service ridership potential as well as operating costs. To address this problem, Metro has been working in partnership with the Los Angeles Department of Transportation (LADOT), the Los Angeles County Department of Public Works (LACDPW), and a number of other key stakeholders, on the Los Angeles County Bus Speed and Street Design Improvement Plan (CBSIP) to improve transit service throughout the region.

The primary objective of the Los Angeles County Bus Speed and Street Design Improvement Plan was to evaluate the most effective ways to implement bus speed improvements where buses experience delay. Potential bus speed improvements include a wide range of capital improvements, engineering improvements, and operational measures which enhance bus passenger travel times and bus schedule reliability. Specific improvements include road surface repaving, selective street widening, enhanced transit signal priority, optimized signal operations, and bus stop relocations. Street design improvements include such things as enhanced sidewalks, street trees, public art, or street furniture.
In summer 2009, staff began work on the Los Angeles County Bus Speed and Street Design Improvement Plan by establishing a special Technical Advisory Committee (CBSIP TAC) comprised of representatives from several municipal transit operators, LADOT, Bus Riders Union, Caltrans, staff from City and County elected offices, and other key stakeholders (see Attachment A). The first of four CBSIP TAC meetings was held in July 2009 to discuss the plan objectives and goals, and methodology.

Systemwide data was then collected to identify the slowest bus routes as well as the particular trouble areas for buses. The results were ranked in terms of travel delay and a list of the top 50 arterials that showed the greatest potential for opportunities to improve bus speeds, passenger travel times, and service reliability along these highly congested transit arterials, was developed. The initial list of 50 was further reduced to the top 20 arterials for further review and evaluation, as shown on Attachment B.

Field reviews were conducted along 18 of the 20 arterials (the Wilshire and Van Nuys arterials are currently being evaluated under existing studies) to identify practical, relatively low cost, and easy to implement improvements that would be effective in reducing bus delay. Based on the set of recommended improvements outlined for each arterial during the field reviews, a cost-benefit analysis was conducted to prioritize and rank them. The cost-benefit analysis was based on comparing the cost of implementing the proposed recommendations, to the potential operating savings, plus the potential revenue gain from increased ridership, over a 20-year period. This approach of comparing over a 20-year period helps capture the multi-year life of assets and the multi-year operating savings and additional revenue.

The cost-benefit analysis revealed a number of key issues. First, it shows that there are three relatively higher cost arterials (ranging from $1.2 to $9.4 million) that yield a high net 20-year benefit (ranging from $7.5 to $11.8 million). These include 3rd Street, Vermont and Santa Monica. It also shows that there are three lower cost arterials (ranging from $26,000 to $243,000) which yield a similar high net 20-year benefit (ranging from $4.5 to $11.3 million). These include 6th Street, Pico, and Whittier. Attachment C presents the 18 arterials ranked in terms of their cost-benefit over a 20-year period, and the proposed recommendations for each.

The final results were presented to the CBSIP TAC at the last meeting held in June 2010. The CBSIP TAC concurred with the arterial ranking, the methodology used for the cost/benefit analysis in evaluating the arterials, and the recommended improvements proposed for each. The CBSIP TAC also recommended that Metro staff consider moving forward in conducting a more detailed assessment of the Santa Monica, Vermont, and 3rd Street arterials. This detailed assessment would be more implementation focused to further refine the proposed bus speed improvements, costs, benefits, and urban design improvements, for these arterials.

It was also recommended that Metro consider implementing the three lower cost arterials sooner as a pilot program, pending funding availability, and implementing the improvements on the remaining arterials in later phases.
**NEXT STEPS**

Staff will proceed with a Phase II of the Los Angeles County Bus Speed and Street Design Improvement Plan to further refine the proposed bus speed improvements, costs, benefits, and urban design improvements for the Santa Monica, Vermont, and 3rd Street arterials, as recommended by the CBSIP TAC. Staff will keep the Board apprised of the study and return to the Board with the final results. At that time, staff will also identify any potential funding sources should the Board choose to consider implementing any of the recommendations.

**ATTACHMENT**

A. CBSIP TAC Members  
B. Map of Top 20 Arterials  
C. Arterial Cost Benefit Analysis and Recommendations

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Los Angeles County Bus Speed and Street Design Improvement Plan
Technical Advisory Committee

- Los Angeles Department of Transportation (LADOT)
- Los Angeles County Department of Public Works (LACDPW)
- Caltrans
- Sub-Regional Councils of Governments
- City of Los Angeles-Chief Legislative Analyst Office
- Municipal Bus Operators:
  - Foothill Transit, Santa Monica Transit, Long Beach Transit
- Bus Riders Union (BRU)
- Metro Service Planning
- Metro Regional Transit Planning
- Transportation Management & Design Inc. (TMD), and Iteris Consultants
Top 20 Arterials

- Recommended Higher Cost Arterial
- Recommended Lower Cost Arterial
- Arterials Under Separate Study
- Arterials Reviewed
<table>
<thead>
<tr>
<th>Arterial</th>
<th>Routes</th>
<th>Capital Cost (20-Year Life)</th>
<th>20-Year Benefit (Reduced Ops, Cost + New Passenger Revenue)</th>
<th>Net 20-Year Benefit</th>
<th>Recommended Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Monica*</td>
<td>4/704</td>
<td>$9,384,569</td>
<td>$21,162,811</td>
<td>$11,777,441</td>
<td>Enhance TSP, bus stop removal/consolidation/relocation from near to far at select locations, extend and widen right turn pockets or add extra right turn lanes at select intersections, repaving of select segments, extension of WB left-turn pocket at Sepulveda, and addition of left turn at Sanborn onto WB Santa Monica.</td>
</tr>
<tr>
<td>6th</td>
<td>18</td>
<td>$243,286</td>
<td>$11,618,158</td>
<td>$11,274,870</td>
<td>Bus stop removal/relocation from near to far at select locations, widen right lane for new right turn pocket/bus straight at one location, repaving along one segment, and ban left turns at Westmoreland both directions.</td>
</tr>
<tr>
<td>Vermont*</td>
<td>20/754</td>
<td>$2,123,582</td>
<td>$11,908,814</td>
<td>$9,785,233</td>
<td>Enhance TSP, co-ordinate signals between Olympic &amp; Wilshire, bus stop removal/relocation from near to far at select locations, widen right turn lane NB at Slauson/create bus straight ahead, remove parking to extend right turn pocket NB Vermont at Jefferson, and repaving of select segments.</td>
</tr>
<tr>
<td>6th</td>
<td>66/366</td>
<td>$648,000</td>
<td>$9,898,170</td>
<td>$8,360,080</td>
<td>Relocate bus stops from near to far at select locations, create new left turn pocket or ban left turns at select intersections, and repaving along one segment.</td>
</tr>
<tr>
<td>3rd*</td>
<td>16/516</td>
<td>$1,185,633</td>
<td>$8,703,233</td>
<td>$7,517,600</td>
<td>Enhance TSP, bus stop removal/relocation from near to far at select locations, widen or extend right turn pockets for bus straight ahead, extend left turn pocket or ban left turn movement at select intersections, and repaving of select segments.</td>
</tr>
<tr>
<td>Pico</td>
<td>30/730/BBB 7</td>
<td>$597,778</td>
<td>$6,722,720</td>
<td>$6,662,943</td>
<td>Enhance TSP, bus stop consolidation/relocation from near to far at select locations, and some street restriping/re-configuration.</td>
</tr>
<tr>
<td>Venice</td>
<td>33/333</td>
<td>$2,790,773</td>
<td>$7,909,636</td>
<td>$5,118,663</td>
<td>Enhance TSP, bus stop removal/relocation from near to far at select locations, extend left turn pocket or ban left turn movements at select intersections.</td>
</tr>
<tr>
<td>Whitter</td>
<td>18/720</td>
<td>$26,260</td>
<td>$4,522,445</td>
<td>$4,466,185</td>
<td>Enhance TSP, bus stop consolidation/relocation from near to far at select locations, and some street restriping/re-configuration.</td>
</tr>
<tr>
<td>Sunset</td>
<td>2/302</td>
<td>$196,171</td>
<td>$4,211,965</td>
<td>$4,015,794</td>
<td>Bus stop consolidation/relocation from near to far at select locations, widen or extend right turn lane for bus straight ahead, extend left turn pocket at I-10, and repaving along one segment.</td>
</tr>
<tr>
<td>Alvarado/Hoover</td>
<td>200</td>
<td>$383,223</td>
<td>$4,146,315</td>
<td>$3,783,092</td>
<td>Enhance TSP, signal coordination/improved timing at select intersections, bus stop removal/relocation from near to far at select locations, repaving of select segments.</td>
</tr>
<tr>
<td>Long Beach</td>
<td>60/760</td>
<td>$1,039,682</td>
<td>$4,631,423</td>
<td>$3,591,741</td>
<td>Enhance TSP, signal coordination/relocation from near to far at select locations, establish right turn/bus straight ahead lane, and repaving along one segment.</td>
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<tr>
<td>Central</td>
<td>53/753</td>
<td>$432,312</td>
<td>$3,783,384</td>
<td>$3,351,072</td>
<td>Enhance TSP, bus stop removal/relocation from near to far at select locations, and repaving along one segment.</td>
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<tr>
<td>Fairfax</td>
<td>217/780</td>
<td>$55,260</td>
<td>$2,060,708</td>
<td>$2,025,444</td>
<td>Enhance TSP, bus stop relocation from near to far at select locations, parking restrictions/removal in select areas, and establish right turn/bus straight ahead lanes at select locations.</td>
</tr>
<tr>
<td>Western</td>
<td>207/757</td>
<td>$814,229</td>
<td>$2,529,300</td>
<td>$1,715,071</td>
<td>Enhance TSP, bus stop removal/relocation from near to far at select locations, extend a left turn pocket NB at Wilshire, widen right turn lane for right turn pocket/bus straight ahead, and repaving along one segment.</td>
</tr>
<tr>
<td>Hollywood</td>
<td>180/217/780</td>
<td>$115,909</td>
<td>$1,689,369</td>
<td>$1,573,460</td>
<td>Enhance TSP, bus stop removal/relocation from near to far at select locations, extension of red curb eastbound at Highland, and repaving along one segment.</td>
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<tr>
<td>Vernon La Cienega</td>
<td>105/705</td>
<td>$72,250</td>
<td>$970,981</td>
<td>$898,731</td>
<td>Enhance TSP, bus stop removal/relocation from near to far at select locations, and some parking removal in select areas.</td>
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<tr>
<td>Solo</td>
<td>251/751</td>
<td>$259,026</td>
<td>$1,106,680</td>
<td>$850,654</td>
<td>Enhance TSP, optimize traffic signal operations, consolidate local/rapid stops at select locations, extend parking restriction at one location, extend a left turn pocket, and repaving of select segments.</td>
</tr>
<tr>
<td>Beverly</td>
<td>14/714</td>
<td>$999,388</td>
<td>$1,432,274</td>
<td>$432,886</td>
<td>Enhance TSP, bus stop consolidation/removal/relocation from near to far at select location, red curb extension at La Cienega, some street restriping/reconfiguration, create right turn/bus straight ahead lanes, and repaving of select segments.</td>
</tr>
</tbody>
</table>

* - Indicates the three higher cost/high benefit lines recommended for further study. Eighth St. was not selected at this time due to its close proximity to Wilshire Blvd. and the Wilshire Bus Rapid Transit (BRT) Project.