

MOTION

Dedicated bus lanes are an enhancement to bus service and are intended to improve the transit experience and make transit an alternative to personal automobiles. They are seen as especially useful in corridors where traffic and transit use are already at high levels, operating at or near capacity, and where opportunities to provide significant new roadway and transit capacity are difficult to achieve in a timely manner.

A typical trip from the Metro Red Line Station at Wilshire/Western to Downtown Santa Monica takes almost 70 minutes during rush hour. Many bus riders who travel from homes on the Eastside to jobs on the Westside travel for up to 2 hours in each direction for a transit trip of less than 25 miles.

Bus lanes on major transit corridors such as Wilshire Boulevard have the potential to keep transit passengers moving during rush hour periods where they would otherwise grind to a halt. They have the potential to make transit a viable option in the City of Los Angeles by reducing the time spent commuting. A dedicated bus lane from Downtown Los Angeles to Downtown Santa Monica should be a goal of the Department of Transportation.

Currently, the dedicated bus lane on Wilshire Boulevard exists only in Council District 11, between Federal Avenue and Centinela Avenue. Jurisdictions outside of Council District 11 have proven either unwilling or unable to extend the bus lane into their jurisdictions. The residents and merchants in the current one-mile stretch of bus lane have borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project.

The City of Los Angeles still remains committed to the concept of the bus only lane for Wilshire Boulevard, however, the one-mile stretch in Council District 11 should be removed until an agreement for a full implementation can be reached.

I THEREFORE MOVE that the City Council suspend the Wilshire Boulevard bus-only lane project and direct the Department of Transportation to take the necessary steps to remove the curbside, peak period bus-only lanes on Wilshire Boulevard between Federal Avenue and Centinela Avenue, until the other jurisdictions have agreed to implement the project from Downtown Los Angeles to Downtown Santa Monica.

PRESENTED BY Bill Rosendahl  
BILL ROSENDAHL  
Councilmember, 11th District

SECONDED BY [Signature]

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OCT 11 2005

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