



April 20, 2000

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
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TO: BOARD OF DIRECTORS

**FROM: JAMES L. de la LOZA, EXECUTIVE OFFICER
REGIONAL TRANSPORTATION PLANNING &
DEVELOPMENT**

SUBJECT: BUS RIDER AMENITIES AT METRO RAIL STATIONS

ISSUE

Receive and file status report for improving bus rider amenities adjacent to Metro Red Line Segment 2 and Segment 3 stations and explaining MTA's current funding criteria for bus shelter/amenities.

BACKGROUND

On October 28, 1999, the MTA Board received and filed staff report addressing the installation of shelters and bus rider amenities at Segment 2 and Segment 3 Red Line Stations and requested staff to report back to the Board on the status of bus shelters at the Red Line Segment 2 Stations as well as other bus stop amenities.

On October 28, 1999 the MTA Board concurred with a staff report on the following recommended next steps: 1) Coordinate with the City of Los Angeles to identify the most appropriate bus stop locations adjacent to Metro Red Line Segment 2 stations for the installation of bus rider amenities; 2) Update existing bus-rail interface plans at other rail stations system wide and ensure, where feasible, there is consistency of amenities and improvements; and 3) Develop criteria to maximize the benefit of bus rider amenities and incorporate this criteria into MTA's funding guidelines for the Call for Projects and Proposition A & C Local Return Program.

The following describes the status of the steps taken:

- 1. Coordination with the City of Los Angeles to identify appropriate bus stop locations for installing bus rider amenities adjacent to Segment 2 Stations.**

During the construction of the Metro Red Line Segment 2, 17 bus shelters were removed. MTA has paid the City to re-install the bus shelters. MTA staff has made recommendations for their relocation based on the new site configurations and bus rider needs at the Metro Red Line Segment 2 stations. The MTA submitted the list to the City of Los Angeles, Department of Public Works Street Use Inspection

Division for implementation. Currently, these bus shelters are being relocated by Outdoor Systems.

Attachment A summarizes the 17 stations and Attachment B graphically identifies the present locations of the relocated bus shelters at the various Red Line Segment 2 stations. In addition, MTA will fund the installation of Rapid Bus Stops at four MTA Red Line Stations: Wilshire/Western, Wilshire/Vermont, Wilshire/Normandie and Universal City. These enhanced Rapid Bus stops are scheduled for installation in June 2000.

To facilitate coordination and communication between the different agencies that have jurisdiction over the improvement of bus rider amenities, MTA staff sponsored a successful Bus Stop Forum on March 9, 2000. The forum provided the opportunity for more than 10 organizations to jointly identify the areas where coordination and cooperation needs to take place.

It is important to note that the installation and maintenance of bus rider amenities (shelters, benches, waste receptacles) fall within the purview of local jurisdictions because such elements are located on public rights-of-way not owned by the MTA. The MTA is responsible for installing and maintaining the posts and signs at all officially designated MTA bus stops.

2. Update Bus-Rail Interface Plans to Ensure Consistency of Amenities and Improvements

In order to facilitate and maximize optimal bus-rail interface, the MTA has developed and implemented Bus-Rail Interface Plans for all rail lines presently in operation. These plans include substantive community input and legally mandated public hearings. Staff prepared a Bus-Rail Interface Plan for the Metro Red Line Segment 3, which the MTA Board approved on March 23, 2000.

3. Develop and Incorporate Criteria for Bus Rider Amenities into MTA's funding guidelines for the Call For Projects and Proposition A & C Local Return Program

MTA has developed and continues to refine funding criteria for bus rider amenities through the following programs: the Countywide Bus Stop Improvement Program, Proposition A and C Local Return, and the Call for Projects.

The MTA has direct discretion regarding the funding of bus rider amenities in the Call for Projects and the Countywide Bus Stop Improvement Program. The criteria for funding these improvements through these programs include level of transit service on adjacent streets, total peak and off-peak hour boardings for each intersection, level of transit dependency within the immediate area of the improvement, and total wait time.

Under the Proposition A and C Local Return programs the MTA does not have direct discretion over the placement of bus rider improvements. Local Return guidelines, however, require local agencies to coordinate any changes made to bus stops with all affected transit operators. Local agencies are also required to notify bus shelter owners of any planned improvements near their bus shelters in the event that their shelters may be impacted by the proposed improvements.

NEXT STEPS

MTA staff will continue to work with the City of Los Angeles and other municipalities to improve bus rider amenities and will continue to re-evaluate and refine funding criteria for bus rider amenities.

Prepared by: James Rojas, Transportation Planning Manager
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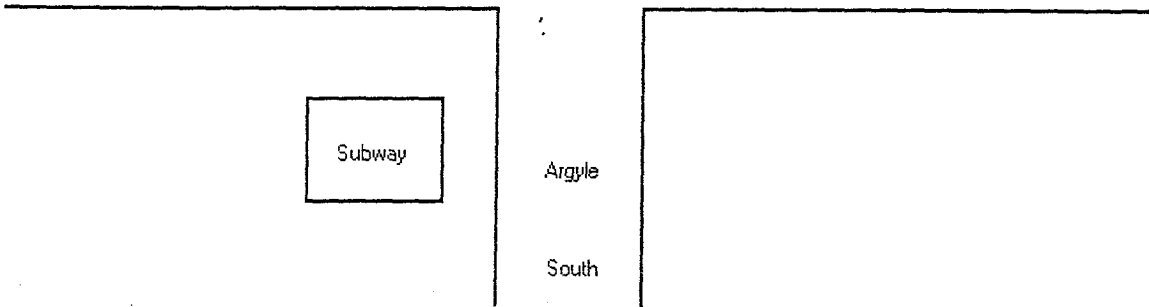
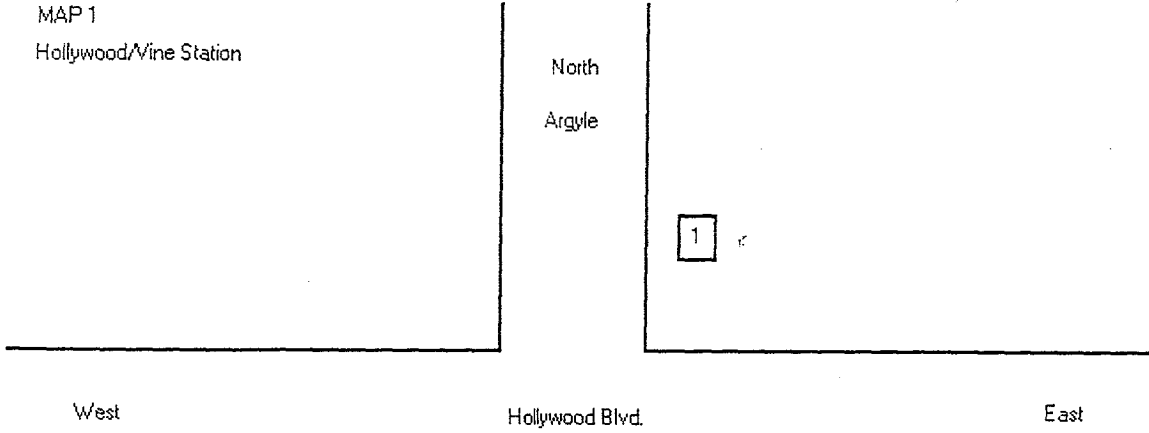
Bus Shelters Locations Ledger

	Old Location			New Location		
	Location	Corner	Direction	Relocate	Corner	Direction
1	Hollywood/Argyle	Northeast	North Bound	same location		
2	Hollywood/Argyle	Northwest	South Bound	Vermont/Santa Monica	Southwest	East Bound
3	Hollywood/Edgemont	Southeast	East Bound	same location		
4	Vermont/Barnsdall	Northwest	South Bound	same location		
5	Vermont/Sunset	Northwest	West Bound	Vermont/Sunset	Northeast	North Bound
6	Vermont/Sunset	Southwest	East Bound	Vermont/Sunset	Southeast	East Bound
7	Vermont/Sunset	Southwest	South Bound	Vermont/Sunset	Northwest	South Bound
8	Vermont/Santa Monica	Northwest	South Bound	Vermont/Santa Monica	Southwest	South Bound
9	Vermont/Lockwood	Southwest	South Bound	Vermont/Santa Monica	Southeast	North Bound
10	Vermont/Lockwood	Southeast	North Bound	same location		
11	Wilshire/Vermont	Northeast	North Bound	same location		
12	Wilshire/Vermont *	Northeast	West Bound	Hollywood/Western	Southeast	East Bound
13	Wilshire/Normandie *	Southwest	East Bound	same location		
14	Wilshire/Normandie	Northeast	West Bound	same location		
15	Wilshire/Serrano	Southwest	East Bound	Wilshire/Western	Northwest	South Bound
16	Wilshire/Western *	Southwest	East Bound	Vermont/Beverly	Northwest	South Bound
17	Wilshire/Western *	Northeast	West Bound	Vermont/Beverly	Northwest	West Bound

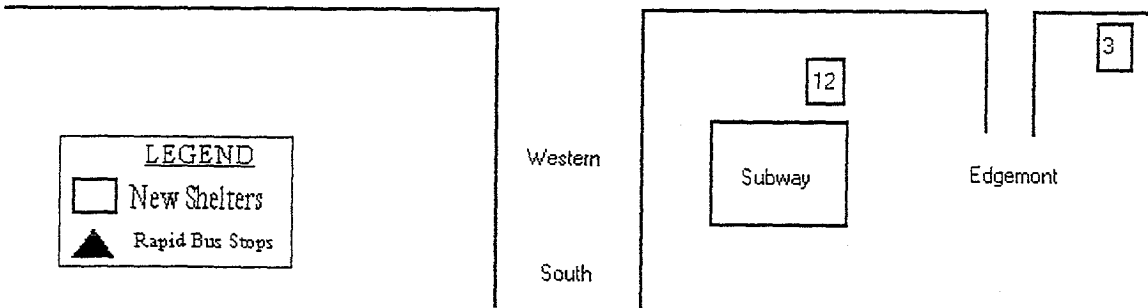
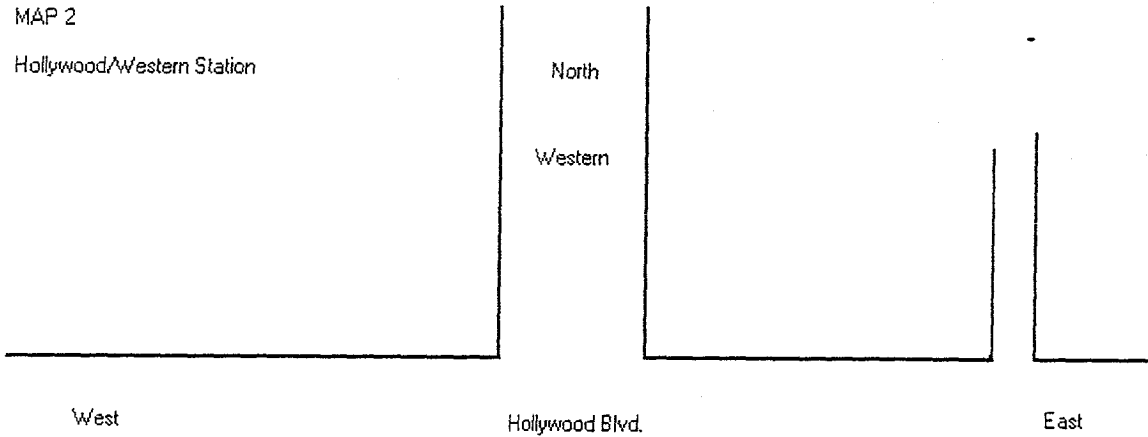
* Rapid Bus Stop

Attachment B: New Shelter Locations

MAP 1
Hollywood/Vine Station



MAP 2
Hollywood/Western Station



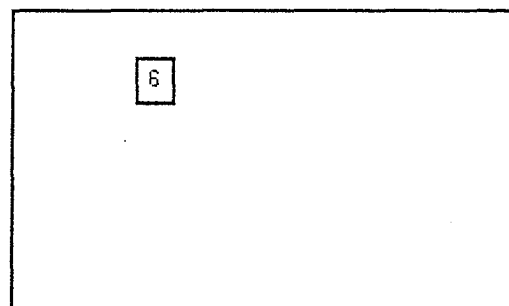
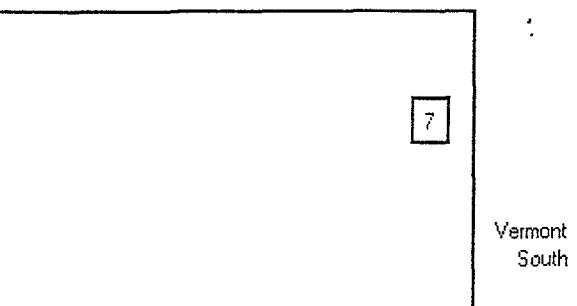
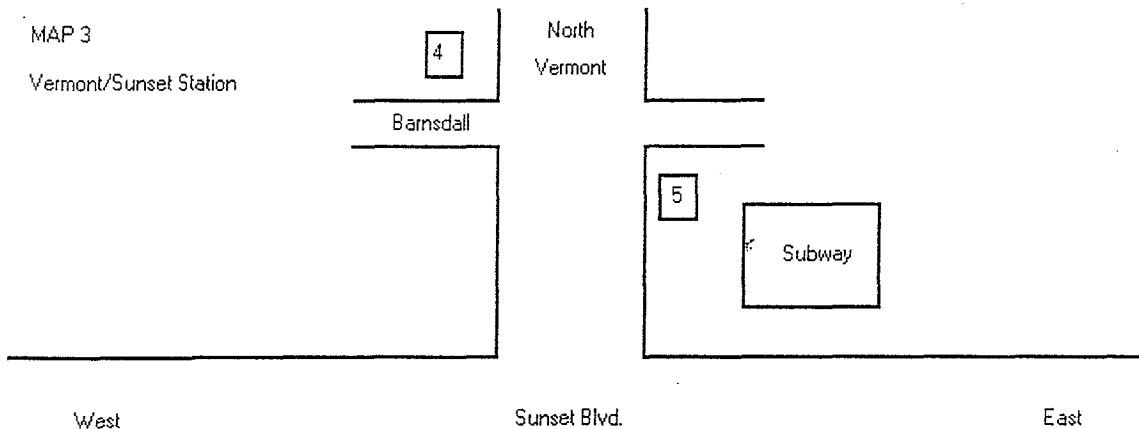
LEGEND

□ New Shelters

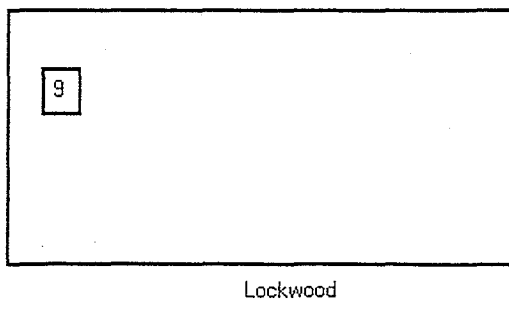
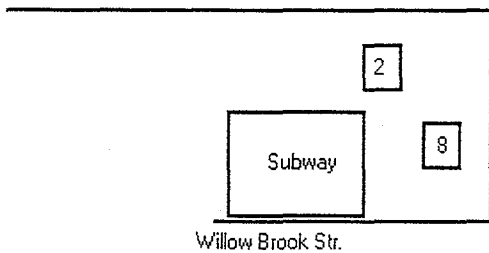
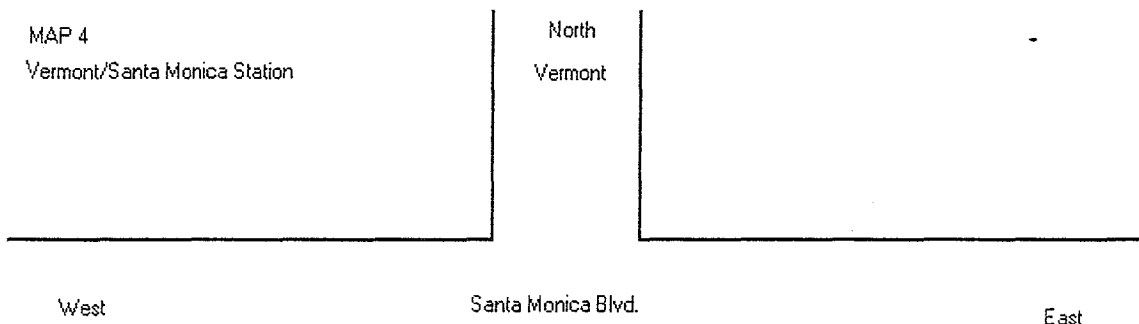
▲ Rapid Bus Stops

Attachment B: New Shelter Locations

MAP 3
Vermont/Sunset Station



MAP 4
Vermont/Santa Monica Station

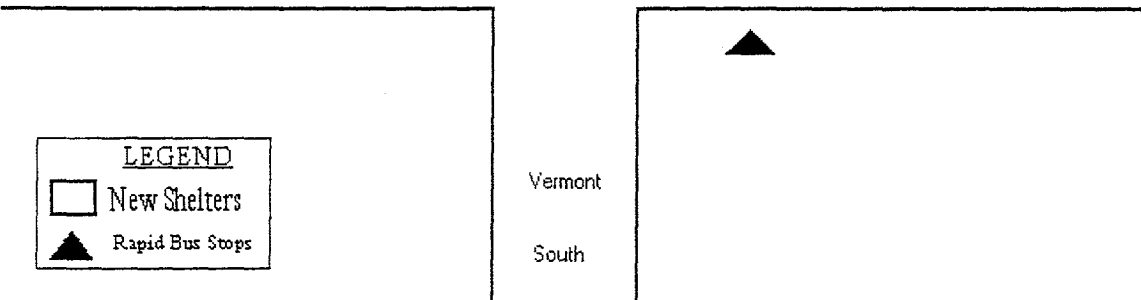
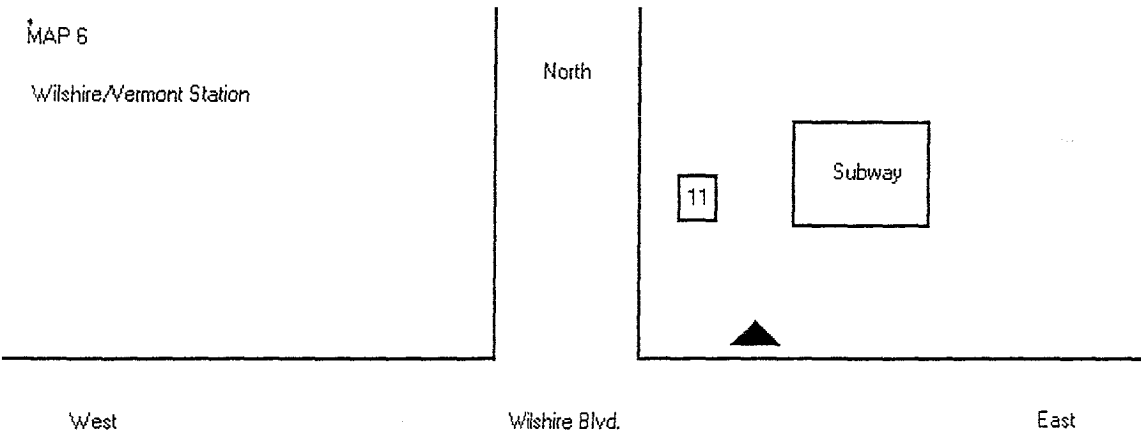
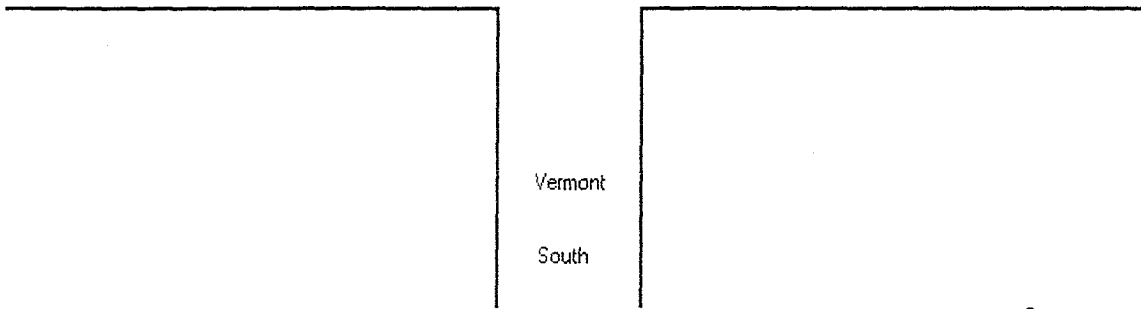
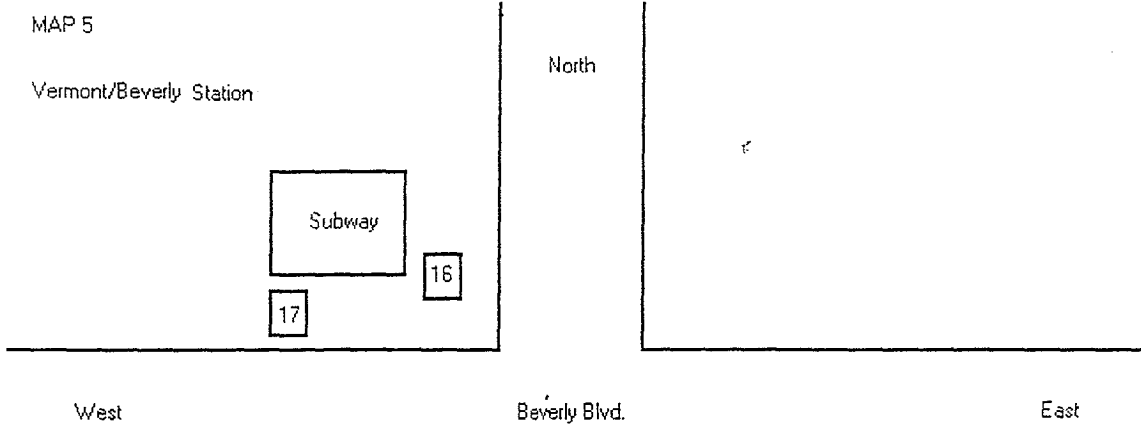


LEGEND



□ New Shelters

▲ Rapid Bus Stops

Attachment B: New Shelter Locations



LEGEND

-  New Shelters
-  Rapid Bus Stops

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