



Metro

Metropolitan Transportation Authority

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MARCH 18, 2004

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

FROM: JOHN E. CATOE, JR.
DEPUTY CHIEF EXECUTIVE OFFICER

SUBJECT: BUS STOP UPDATE

ISSUE

At the February 19, 2004 Operations Committee, staff was requested to provide a status report on bus stop locations and whether there was a proliferation of multiple stops on different corners, confusing passengers.

DISCUSSION

Bus stop locations are the primary access components for those who utilize public transportation and, for many of the non-riding populace, are the measure they use to form their opinion of public bus transportation. Bus stops impact traffic, adjoining and surrounding properties, and sometimes the entire community. Their presence influences property values, commerce, and contributes to the quality of people's lives.

Bus stop locations are carefully chosen to provide safe, convenient, street access to public transit. Many factors must be considered when determining the location of bus stops. The safety of passengers and bus operations is always paramount in choosing a bus stop's location. Other factors such as American Disability Act compliance, the stops' effects on traffic and pedestrian sidewalk flow as well as adjacent properties, all determine where a bus stop should be located.

The 30,003 MTA and Municipal Operator bus stops listed in Attachment A reflect the seventeen (17) individual agency's total stops and are used either solely by them or jointly by other transit agencies. It is a standard general practice for these transit agencies to share existing bus stops along common routes.

This is done to minimize the loss of on street parking caused by the red curb bus zones and to provide passengers with convenient transfer points between agencies. The exceptions to this practice are at intersections where agencies routes diverge, the number of buses and their high frequency levels limits efficient use of a single corner of an intersection, i.e., Broadway in downtown LA, and at intersections served by Metro Rapid Lines 720 and 750 along Wilshire and Ventura Boulevards, respectively.

With the implementation of the Metro Rapid Expansion Program, stops designated specifically for Metro Rapid buses have been established to both increase bus speeds and provide real-time “next bus” passenger information at Metro Rapid stations. Separating Metro Rapid stops from adjacent local stops eliminates one of the significant causes of passenger delay by eliminating bus congestion that commonly occurs when two or more buses compete to use the same stop. It also allows for “next bus” passenger information to be displayed at Metro Rapid stations. To assist passengers in transferring between Metro Rapid and local buses, and to assure that Metro Rapid buses receive bus signal priority at all intersections, both Metro Rapid and local stops are generally located on the “far side” of intersections. Metro Rapid stops are located an average of 0.75 miles apart.

NEXT STEPS

Staff will continue the present course of reviewing existing stop locations that are located on different corners to determine if they can safely be combined to increase the convenience of waiting passengers.

ATTACHMENT

A. MTA and Municipal Operator Bus Stop Data

Prepared by: Peter Serdienis, Facilities Maintenance Manager

LA COUNTY INCLUDED MUNICIPAL OPERATORS BUS STOP DATA

<u>Municipal Operator</u>	<u>Number of Bus Stops</u>
Antelope Valley Transit Authority	1,166
Arcadia Transit *	225
Claremont Dial-A-Ride *	83
Commerce Bus Lines *	360
Culver City Bus	370
Foothill Transit *	3,500
Gardena Municipal Bus Lines *	400
LACMTA Metro	17,892
La Mirada Transit (dial-a-ride, no set stops)	0
LADOT *	1,746
Montebello Bus Lines *	777
Norwalk Transit Systems	504
Redondo Beach Dial-A-Ride *	55
Santa Clarita Transit	865
Santa Monica Big Blue Bus *	1,050
Torrance Transit	1,010
Total Number of Bus Stops	30,003

Information Source: APTA's 1/1/03 survey results or (*) updated/provided by Transit Agency