Los Angeles Metro Rapid
Why BRT In Los Angeles

- Public dissatisfied with slow bus service
- Average bus speeds had declined by 10% since late-1980s
- LADOT found that 50% of the time a bus is in service it is stopped
- Metro and City of Los Angeles developed Metro Rapid Program
- Goal of Rapid to improve bus speeds by 20-25%
  - Did not go in with specific ridership projection
  - Ridership increased followed with improved service
Metro Rapid

• Began in June 2000 with two demonstration lines
  – Wilshire/Whittier
  – Ventura

• Two demo lines resulted in up to a 49% increase in corridor ridership

• Up to an average 29% improvement in bus travel times

• 1/3 of the ridership were new to transit, 1/3 from other parallel corridors, and another 1/3 from existing corridor riding more often
Metro Rapid Attributes

1. High Capacity Buses
2. Branded Buses and Stations
3. Bus Signal Priority
4. Frequent Service
5. Simple Route Alignment
6. Less Frequent Stops
7. Integrated with Local Bus Service
8. Level Boarding and Alighting
9. Exclusive Lanes
10. Off-vehicle Fare Payment
High Capacity Buses

- All buses CNG powered
- 60-foot low floor articulated buses with 3 doors and 57 seats
- Also use low floor 45-foot buses with 46 seats
Branded Stations
Metro Rapid

- Rapid began as new service in addition to local service on two demo corridors
- Allowed customers to choose and adjusted Local/Rapid service levels accordingly
- Later tried to implement Rapid cost neutral
- Consent Decree later allowed no more than 1/3 of local service on corridor to become Rapid
Bus Signal Priority

- Metro uses two bus signal priority systems that reduce bus delay and assist in maintaining bus spacing
- Majority of routes use loops and transponders
- A few routes with large segments outside the City of Los Angeles use an onboard computer that requests bus signal priority via wireless communications
Passenger Information

- Real-time next bus information at stations

  \[ \text{NEXT BUS IN 4 MIN} \]
Metro Rapid Bus Stops

• Local bus stop spacing averages every .2 miles
• Metro Rapid stop spacing averages every .7 miles
• Metro Light Rail average station spacing every 1.0 miles
• Metro Heavy Rail average station spacing every 1.2 miles
• Metro Rapid stops typically busiest bus stops on route
  – Minimum of 250 daily boardings at stop
Where We Are Today

• Regional network is nearly complete
  – 21 Metro Rapid Corridors operated by Metro
  – 3 additional Rapid corridors operated by two Municipal Operators
  – Approximately 400 Peak Buses
  – Nearly 400 miles through 33 cities
  – 1,500 intersections with Bus Signal Priority

• Passenger travel times improved by an average of 20% over local service

• Corridor Ridership has increased on those corridors with Metro Rapid service
  – 51% of all system bus boardings are in Rapid corridors
What’s Next

- Exclusive bus lanes
  - Board approved Wilshire BRT Project in May 2011

- Off-vehicle fare payment
  - Beginning Countywide Bus Lane Study that will also look at operational measures to improve bus speeds
Wilshire BRT Project Goals

- Improve bus passenger travel times (24%).
- Improve bus service reliability (32%).
- Improve traffic flow along Wilshire Boulevard.
- Repave the curb lanes along damaged portions of Wilshire Boulevard.
- Encourage shift from automobile use to public transit (increase in ridership of 15-20%).
- Improve air quality in Los Angeles County.
- Minimize impacts to existing on-street parking.
Typical Wilshire Operation Today
Future Wilshire Operation
Wilshire BRT Project

• Just completed environmental analysis in May 2011

• Wilshire Boulevard from MacArthur Park to Santa Monica City Line
  – Project length 12.7 miles within City & County of L.A.
  – Includes 7.7 miles of dedicated peak period bus lanes
  – Buses would operate with mixed flow traffic where no bus lanes

• Bus lanes operate in weekday peak periods
  – 7:00 am to 9:00 am and 4:00 pm to 7:00 pm
  – Right-turning autos and bikes allowed
  – Buses restricted to curb lanes except to pass when necessary
• Other Improvements to corridor
  – Traffic signal improvements (enhanced TPS, left-turn arrows)
  – Turn lanes
  – Selective street widening & street resurfacing/repaving
August 2011 – Board directed staff to study minimum of 5 BRT corridors including dedicated bus lanes

Began RFP process for consultant to help with study

Study will identify corridors that can accommodate dedicated peak period bus lanes & other bus speed improvements

Study will also look at street design improvements around bus stops/stations

Study will also include operational strategies such as all door boarding

— Dwell times on Metro Orange Line with pre-paid fares is half the time as Rapid

Study to be completed by October 2012
Questions