

The Evolution of Bus Stop Signs in Los Angeles County



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Timeline: Evolution of Los Angeles County Bus Signs



1950's



1960's- 1970's



1984



2004

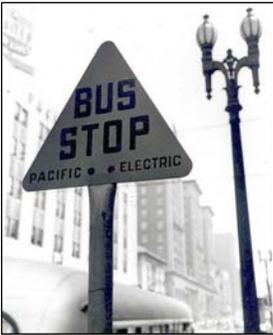


1950's -1960's

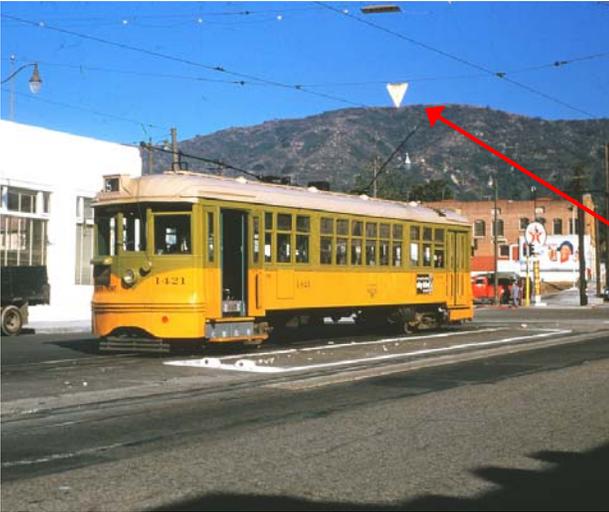
1980

1993

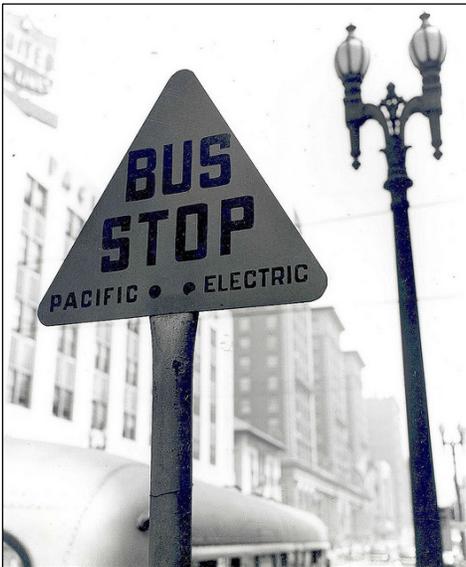
2020



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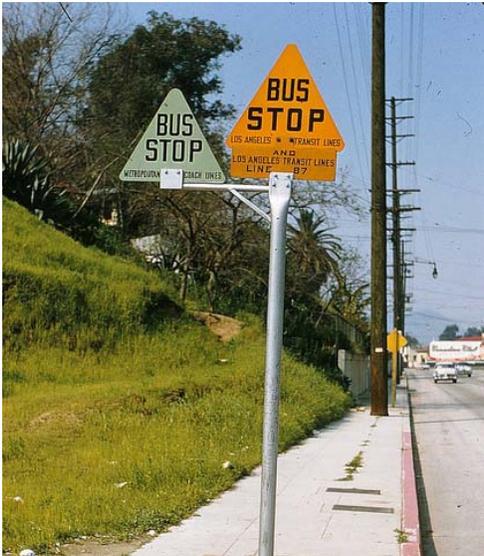
Streetcar stop signs were once hung down from the streetcar lines. These images above (taken in Eagle Rock) show an upside down triangle hanging from the line. These hanging signs denoted where passengers would wait for their stop. This type of signage was used until the streetcars were converted to bus lines in the 1950's.



Bus stops were now located on sidewalks. To hold up bus stop signs, poles were planted in the ground and the triangles hanging from street car lines were now flipped over and sat on its base.



The first image of a blue and green bus stop sign was taken from 1958-1964, when the Los Angeles Metropolitan Transit Authority managed public transportation. This image reflects a partnership forged between Santa Monica Municipal Bus Lines and the L.A. Transit Authority. The next two images show bus stop signs that existed from the RTD: 1964-1980.



The photos above show how informational signage was added under the existing bus stops. The first image shows an add on sign showing a particular line number (Line 87). The sign is attached between the pole and the bus stop sign.



RTD also began using sign cases that held interchangeable sign plates at particular stops. The new RTD logo (as seen on the top right picture) was introduced in 1980. At this time there was still a need for a more clear and formalized look.



This photograph to the left shows RTD's transition from the interchangeable bus info slides to a more formalized look.

In 1984 the familiar RTD triangle target sign was replaced by a new rectangular sign. The new signs also incorporated, for the first time, bus line numbers and destinations at each stop. The new signs denoted whether a bus line operated on a limited stop or express service, days of operation, and whether the service operates during rush hours only.

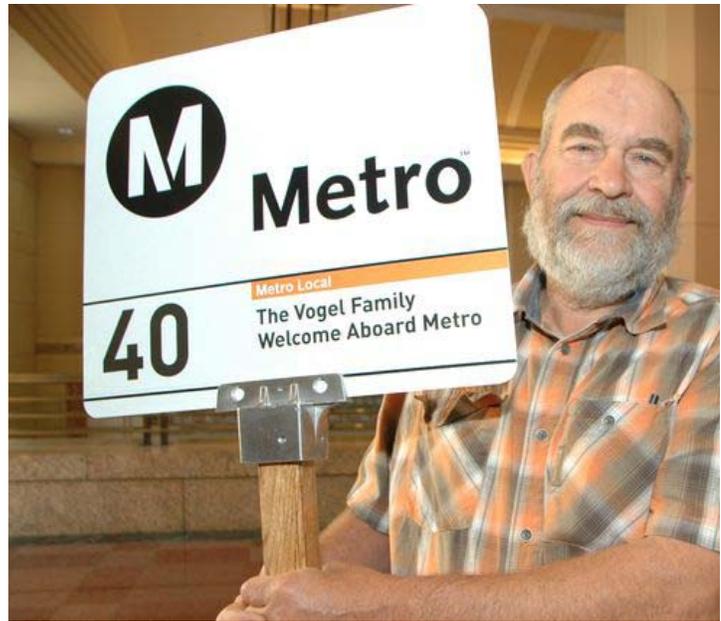
The new signs are also expected to reduce the need to refer to RTD maps and timetables and in calling for information. The new sign was made of aluminum with a white background.



Before these new signs were implemented, less than five percent of RTD's current signs provided that level of information. There were about 20,000 bus stop signs that were changed. Below are photographs of this celebratory transition.



In October 1993, the gold Metro "M" was installed on 500 downtown bus signs and eventually 18,500 bus-stop signs. The universally recognized "M" logo was installed as part of regular maintenance.



In 2004, the agency accelerated its efforts to reach the public and clarify its identity. The replacement of the current “M” logo with an original new logo that reflects the strength, clarity and precision MTA sought for its image. The major element of the new logo was a more prominent use of the word “metro,” which will be displayed with the redesigned “M”. All bus stops signs were soon replaced with this new logo.

Assorted Photos

