

Opening of Two Bus Stations Next Spring Will Complete Harbor Transitway Project

(November 15) When the last two bus stations on the Harbor Transitway open next spring, the 10-year project to build the region's first combination HOV lane and commuter busway will be complete.

The Harbor Transitway, which stretches from 37th Street in Los Angeles about 19 miles south to San Pedro, was built to reduce congestion on the I-110 and improve mobility between the harbor area and downtown LA during peak traffic, according to Caltrans.

By 2005, Caltrans expects some 65,000 bus riders to be using the Transitway on an average day. The Transitway features nine commuter stations and eight park and ride lots. The stations, except for the Artesia Transit Center, are located either at roadside or in a center island.

Caltrans, the MTA and LADOT are just concluding a study of ways to extend Transitway bus service through downtown to connect with the El Monte Busway on the San Bernardino Freeway. The alternatives include providing exclusive bus lanes or signal synchronization on certain arterial streets to facilitate the movement of buses through the city.

The project study report and recommendations will be presented to the MTA Board in early 2000 and, if approved, the three agencies will move toward implementing the connection between the two freeways, says Renee Berlin, director, MTA Regional Transportation Planning and Development.

Harbor Transitway stations are located at 37th Street, Slauson and Manchester, at the junction of I-110/105, and at Rosecrans, Artesia, Carson, Pacific Coast Highway and San Pedro.

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