



NEWS

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MTA TO STUDY USE OF SPECIAL HIGH CAPACITY BUSES ON CONGESTED LOS ANGELES CORRIDORS

In an effort to come up with a less costly, but effective way to speed travel for its passengers, the MTA will conduct a study to determine if buses that actually bend in the middle and operate on exclusive busways can help reduce congestion in crowded transportation corridors.

The special buses, operating in pairs, can carry two times as many passengers as a standard bus and will function on dedicated roadways or traffic lanes designed to fit in with the neighborhood in which they operate. The buses would operate in a fashion similar to light rail train service and would provide frequent, fast and safe travel for thousands of MTA passengers.

The buses would stop at specially built bus stations along the busways, and would be given preference at street lights and intersections. The buses also would have more doors than a standard bus, which would speed loading and unloading of passengers. The added doors, operation along an exclusive right of way, limited stops and preference at signals would result in faster-than-standard bus service. The buses also would run on clean fuel sources like compressed natural gas.

More...

Special bus system

"Everyone knows that money is tight, and the need is great, for innovative transportation solutions," said Los Angeles Mayor and MTA Chair Richard Riordan. "The use of this special bus technology like that now in service in Curitiba, Brazil, might provide us a way to carry more people along crowded transportation corridors, reduce the number of people driving their cars alone, and cut the cost of new transit delivery systems for the taxpayer."

"If the research studies demonstrate its worthiness, such a special bus system could be operational at the turn of the century in Los Angeles at a fraction of the cost of a rail system," he added.

Four corridors have been identified by the MTA for possible use of such a system. The corridors, some of which include land formerly used for rail service in the region, include:

- Exposition Boulevard rail right of way between downtown Los Angeles and Santa Monica.
- San Pedro to Pomona via the Harbor Transit Way and the El Monte Busway along the I-10 freeway. Buses on the Harbor Transitway could exit the freeway at Adams Boulevard and travel into the downtown business district via Figueroa and Cesar Chavez to the MTA's Gateway Plaza and Union Station, and then travel east along the 10 Freeway and the El Monte busway to Santa Anita.
- San Fernando Valley east/west transportation corridor linking the Burbank Transit Center and North Hollywood Red Line station with Metrolink's Chatsworth station.
- Downtown Los Angeles to LAX via Crenshaw and either Prairie or Florence avenues. A possible connection with the future Metro Red Line Pico/San Vicente rail station also will be studied.

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Special Bus System

The MTA soon will distribute requests for proposals from firms seeking to do the study. The MTA Board is expected to select a firm in January. The feasibility findings then will be reviewed by the MTA Board of Directors in the Spring of 1998.

(PHOTOS AVAILABLE UPON REQUEST)

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