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Facilities Maintenance Manager Pete Serdienis and Stops & Zones Leader Ronny Terrazas at installation site of 101st I-Stop® Illuminated Transit Stop.

Photos by Gayle Anderson

Solar-powered I-Stops Illuminate Bus Stops Formerly Left in the Dark

- Metro's Stops & Zones begin installing an additional 145 solar-powered lighting systems at dimly lit sites throughout Los Angeles County. Besides increasing security and customer comfort levels, I-Stops mean far fewer passenger pass-ups.

By GAYLE ANDERSON

Like the flick of a switch that suddenly illuminates a dark hallway, Metro's new solar-powered I-Stop light fixtures and signals are shedding light on shadowy bus stops where undetected passengers are sometimes left in the dark.

With 100 I-Stop® Illuminated Transit Stops installed in the initial phase of a successful pilot program, an additional 145 units will be installed in FY08.

Metro Stops & Zones staff installed the first 100 I-Stops throughout Los Angeles County at locations where there is inadequate street lighting, said Pete Serdienis, Facilities Maintenance Manager.

Along with customer security and increased comfort levels, the new I-Stops are stopping passenger pass-ups in their tracks.

Metro's new solar-powered I-Stop light fixtures and signals, such as the newly-installed I-Stop on Temple St, are shedding light on shadowy bus stops.

Recommendations for location of I-Stops installations continue to be solicited from operators, customer service agents, employees and the general public. "We're looking at potential sites where there's a visibility issue in order to increase lighting and reduce passenger pass-ups. Stops with pass-up complaints reported by Customer Service get the highest consideration," he said.

The I-Stop Illuminated Transit Stop is a high-intensity LED light fixture mounted on top of a ten-foot-tall bus stop pole. In addition to the LED light, which can illuminate up to a six-foot diameter area, the I-Stop Illuminated Transit Stop features a white flashing beacon at the top to notify bus operators of waiting passengers. At night, these solar powered fixtures emanate a downward illumination, which is helpful at locations without adequate street lighting.

The area lights provide extra security for transit patrons, while the flashing beacons help ensure that bus operators stop for waiting passengers. The solar-powered LED (light emitting diodes) lights are rated for 100,000 hours and need only two hours of sun exposure to provide light.

Approximately 700 more units, to be funded by a transit enhancement

The I-Stop Illuminated Transit Stop features a white flashing beacon at the top to notify bus operators of waiting passengers.

grant from the Bus Operator's Subcommittee (BOS), are planned for installation in FY09.

Let there be light:

Solar-powered I-Stops light up when the sun goes down.

It looks easy, but the resemblance stops here. A complicated internal wire and frame system takes about an hour to assemble off site. On site, the pole system that houses the solar-powered unit must be positioned to accommodate a variety of bus stop pole information displays, from which different route signage systems are attached at the top of the pole. Additionally, all push button panels must be positioned to be compliant with accessibility standards.

At right, Stops & Zones crew Ronny Terrazas and Roger Diaz, on ladder, install new I-Stop solar-powered bus stop system at Temple Street intersection in Little Tokyo.

Below, Roger Diaz tests push-button panel that activates a high-intensity LED light fixture that casts a light six feet in diameter upon darkened bus stops. A second button activates a bright, white flashing light at the top of the pole that can be seen by approaching bus operators.

At bottom right, Diaz secures the I-Stop with a tamper-resistant bolt that makes it difficult for thieves to dislodge the fixture.