



**Metro**

Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE  
OPERATIONS COMMITTEE  
APRIL 21, 2005**

**SUBJECT: METRO RAPID PROGRAM UPDATE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file this status report on the Metro Rapid Program.

**ISSUE**

This report is an update on the Metro Rapid Program and summarizes the status of program components.

**DISCUSSION**

In September 2002, the Board adopted the Metro Rapid Five-Year Implementation Plan that identified the Metro Rapid expansion corridors for implementation through FY 2008. Eleven of the 28 Metro Rapid corridors are now operating, representing approximately 175 miles in the City of Los Angeles, Los Angeles County and 19 other cities. Three additional corridors are planned for implementation this June, with the balance of the corridors scheduled for implementation by FY 2008. Attachment A shows the Metro Rapid corridor implementation schedule, and Attachment B shows the Metro Rapid Network graphically.

**Corridor Implementation**

Two Metro Rapid corridors were implemented this past December: The Hawthorne Metro Rapid (Line 740), providing service between the South Bay Galleria and Patsaouras Transit Plaza along Hawthorne and Martin Luther King, Jr. Boulevards and Broadway; and the Hollywood/Pasadena Metro Rapid (Line 780), providing service between Hollywood & Vine and Pasadena City College, serving the communities of Hollywood, Los Feliz, Glendale, and Pasadena.

The corridors planned for implementation in June 2005 include the Beverly Metro Rapid, which will operate from the Beverly Hills Civic Center to downtown Los Angeles; the Fairfax Metro Rapid, which will operate on Fairfax Avenue between Hollywood & Vine and West Los Angeles Transit Center (WLATC); and the Lincoln Metro Rapid, which will operate from downtown Santa Monica to the Aviation Green Line station.

Santa Monica Big Blue Bus will operate the Lincoln Metro Rapid. In December 2005, Metro Rapid service will be implemented on Santa Monica Boulevard and Western Avenue.

### Metro Rapid Service Warrants

Metro Rapid Service Warrants were developed in August 2004 to ensure that the operating and service principles of the Metro Rapid Program are designed into each corridor and that these principles continue after each corridor is implemented. Staff is working to maintain these warrants in the existing and planned Metro Rapid corridors.

### Bus Signal Priority

Metro Rapid started as a demonstration program in June 2000 with the specific goal of reducing passenger travel times by 20%. To date, this goal has been exceeded on every corridor except two. Seven corridors have achieved travel time improvements of 23-33%. Van Nuys and Vernon, which currently operate with a 17% improvement, are expected to soon achieve the 20% travel time improvement goal. The remaining two corridors, Hawthorne and Hollywood/Pasadena, opened only recently in December 2004 and are currently being evaluated by staff. Overall, the program provides an average speed improvement of 25% over that of local bus service and, thus, 25% more passenger capacity for nearly the same operating cost.

Metro Rapid service currently operates in the City of Los Angeles, Los Angeles County, and 19 other cities. When complete, the Metro Rapid network will operate through 35 cities and the County of Los Angeles. Implementation of the Metro Rapid bus signal priority system (BSP) requires significant coordination between staff and city/county agencies in order to minimize delays to Metro Rapid service without causing negative impacts on general traffic. Funding agreements must be developed to ensure that the BSP system is implemented as planned and scheduled. Attachment C shows the status of BSP implementation.

All Metro Rapid service currently operated in the City of Los Angeles is equipped with BSP. BSP construction in the County of Los Angeles (Wilshire/Whittier Metro Rapid) and City of Beverly Hills (Wilshire, Beverly, Santa Monica, and Olympic Metro Rapids) will be complete by June 2005. Implementation of BSP in the Cities of Pasadena, Glendale, and West Hollywood is anticipated for completion by the Summer 2005. As BSP is implemented in those cities outside the City of Los Angeles, passenger travel times will improve even further.

### Station Construction

County of Los Angeles - On February 8, 2005, the County of Los Angeles approved an agreement with Metro to construct, install, and maintain 45 Metro Rapid stations within the unincorporated County areas. This action also allows the County to enter into agreements with local jurisdictions that would like to participate in the County's procurement process to build Metro Rapid stations. They will be constructed in 12 of the 28 Metro Rapid corridors including Wilshire-Whittier, Vermont, Florence, Crenshaw-Rossmore, Soto, Western, Lincoln, Central, Atlantic, Garvey-Chavez, Manchester, and Torrance-Long Beach. The

County will receive \$2,260,200 of Federal Congestion Mitigation and Air Quality Improvement Program grant funding from Metro.

City of Los Angeles - Metro Rapid stations have been constructed along the Ventura and Wilshire/Whittier corridor in the City of Los Angeles. The cooperative agreement between Metro and the City of Los Angeles to construct, install, and maintain all remaining stations is in final review and approval by the City Attorney's office. It is expected that the agreement will be at City Council for approval in May 2005. The City's agreement is unique in that the City has a 20-year contract with Viacom/Decaux for exclusive rights to construct, install, and maintain the City's street furniture program, including Metro Rapid stations. Approximately 70% of all Metro Rapid stations constructed countywide will be built in the City of Los Angeles.

### High Capacity Vehicles

All Metro Rapid corridors are planned and designed to accommodate either 45 or 60-foot buses. Staff is working to implement high-capacity vehicles on Metro Rapid corridors. The 100 45-foot composite buses are being delivered now and have been allocated to the Wilshire Metro Rapid corridor. The 200 60-foot articulated buses will be delivered by June 2006 and will also be allocated to Metro Rapid corridors in addition to the Orange line.

### Metro Rapid Program Before and After Analysis

Staff will complete a corridor-by-corridor before and after performance analysis of all Metro Rapid corridors by the first quarter of FY 2006. The purpose of the analysis is to identify opportunities to increase service efficiency and effectiveness such that service quality is improved, ridership is increased, and subsidy per passenger and passenger mile is reduced.

### NEXT STEPS

Staff will plan and implement new Metro Rapid corridors consistent with the Board-adopted implementation schedule. In addition, staff will report back to the Board on the findings of the Metro Rapid program analysis once completed.

### ATTACHMENTS

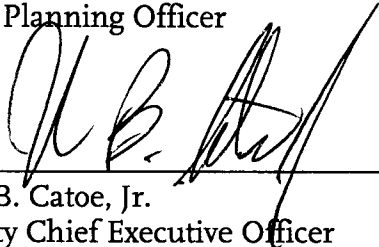
- A. Metro Rapid Implementation Plan
- B. Metro Rapid Network
- C. Metro Rapid Bus Signal Priority and Station Shelter Status

Prepared by: Steve Fox, Program Manager, Service Development  
Rex Gephart, Director, Regional Transit Planning



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James L. de la Loza  
Chief Planning Officer



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John B. Catoe, Jr.  
Deputy Chief Executive Officer



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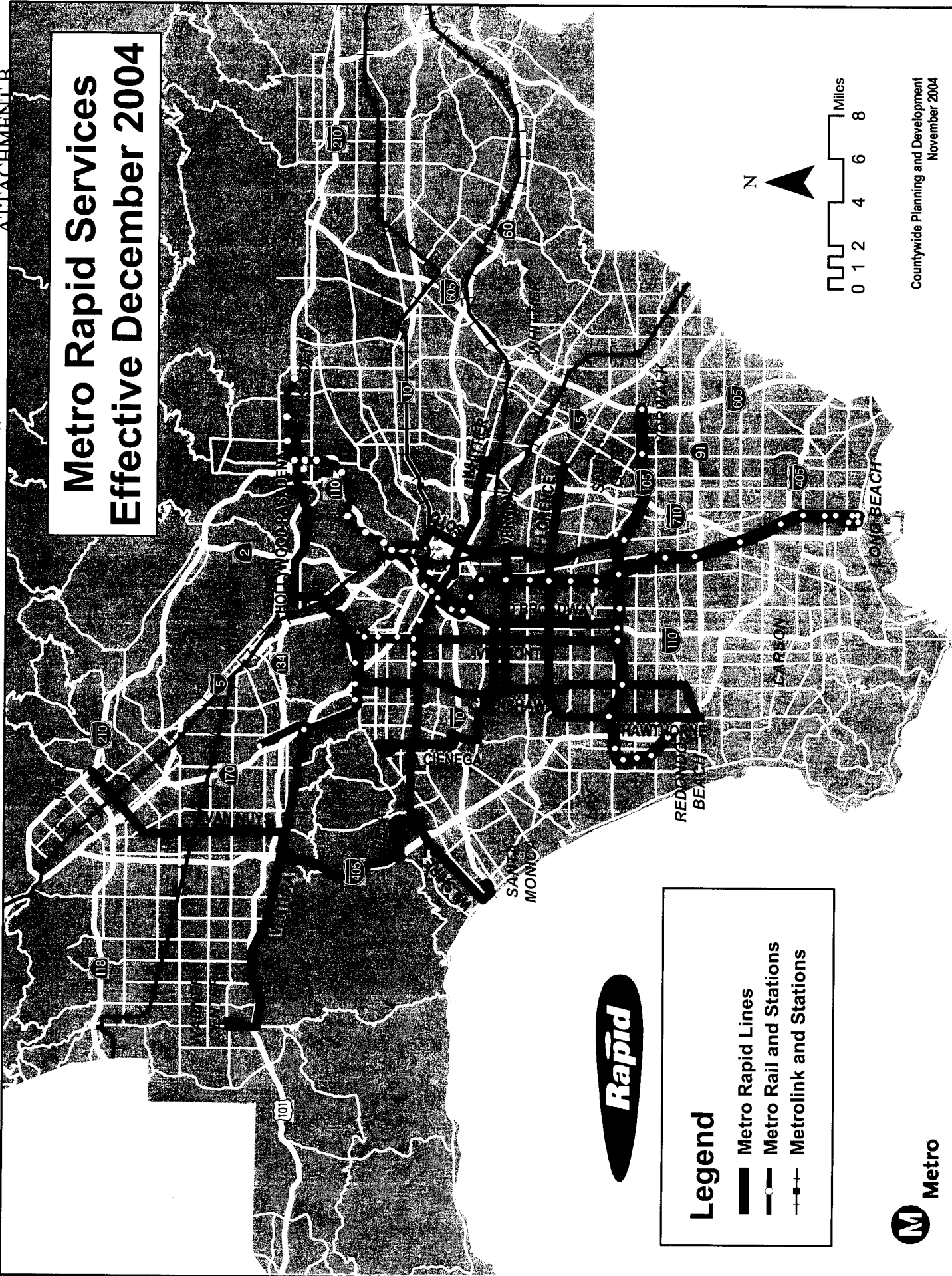
Roger Snoble  
Chief Executive Officer

# ATTACHMENT A

## METRO RAPID IMPLEMENTATION PLAN




CORRIDORS	TOTAL MILES OF METRO RAPID CORRIDORS														CUMULATIVE MILES		
	FY03		FY05		FY07		FY09		FY11		FY13		FY15				
	DEC 02	JUN 03	DEC 04	JUN 05	DEC 06	JUN 07	DEC 08	JUN 09	DEC 10	JUN 11	DEC 12	JUN 13	DEC 14	JUN 15			
DEMO	15.7																25.7
PHASE II A	10.7																42.4
	10.5																52.9
	11.9																64.8
	10.3																75.1
	21.4																96.5
PHASE II B																	115.3
																	125.3
																	141.8
																	160.5
																	175.6
																	187.7
																	198.7
																	206.5
PHASE II C																	219.6
																	239.8
																	255.1
																	265.9
																	279.5
PHASE II D																	290.1
																	300.0
																	317.3
																	342.4
																	354.5
																	369.2
																	382.7
																	396.3
																	409.1
																	424.7
<b>TOTAL MILES</b>	<b>42.4</b>	<b>22.4</b>	<b>31.7</b>	<b>18.8</b>	<b>26.5</b>	<b>33.8</b>	<b>30.9</b>	<b>33.3</b>	<b>39.7</b>	<b>20.5</b>	<b>42.4</b>	<b>40.3</b>	<b>42.0</b>	<b>42.4</b>	<b>42.7</b>		<b>424.7</b>
Total Miles in the City of Los Angeles	30.7	22.4	25.7	11.2	17.0	24.8	23.0	24.0	22.0	17.4	14.4	20.2	19.6	14.4	19.6		272.4

# Metro Rapid Services Effective December 2004



**Rapid**

**Legend**

-  Metro Rapid Lines
-  Metro Rail and Stations
-  Metrolink and Stations



**Metro**

Countywide Planning and Development  
November 2004

**ATTACHMENT C**

**Metro Rapid Bus Signal Priority (BSP) and  
Station Construction Status**

Metro Rapid Corridors	Corridor Length in Miles	Bus Signal Priority			Stations Complete
		Percent of Corridor in City of Los Angeles	Percent BSP Complete in City of Los Angeles	Percent BSP in Construction outside City of LA	
Wilshire - Whittier	22.5	70%	100%	20%	In Progress
Ventura	16.4	100%	100%	--	Yes
South Broadway	11.0	100%	100%	--	In Progress
Vermont	12.7	100%	100%	--	In Progress
Florence	12.3	45%	100%	In Progress	In Progress
Van Nuys	22.0	100%	100%	--	In Progress
Crenshaw - Rossmore	18.2	100%	100%	--	In Progress
Soto	13.0	45%	100%	In Progress	In Progress
Vernon - La Cienega	14.5	100%	100%	--	In Progress
Hawthorne	19.4	60%	100%	In Progress	In Progress
Hollywood - Pasadena	15.1	65%	100%	In Progress	In Progress
<b>Total</b>	<b>177.1</b>	<b>81%</b>	<b>100%</b>		

