SUMMARY

The Los Angeles Metro Rapid Program, operated by the Los Angeles County Metropolitan Transportation Authority, began with a demonstration phase in June 2000. The demonstration phase consisted of two separate corridors: Wilshire Blvd, and Ventura Blvd. The Wilshire/Whittier Metro Rapid line is approximately 25 miles long and stretches from the City of Commerce to the City of Santa Monica. The Ventura Metro Rapid line is approximately 16 miles long and operates from Universal City to Warner Center. Based on the success of these two corridors, 26 additional corridors were constructed for a total of 28 lines consisting of over 400 miles of BRT. Three of the Metro Rapid Lines are operated by smaller municipal operators like Santa Monica Big Blue Bus and Culver CityBus. The buses and stations are specially branded, making it easy to identify Metro Rapid service. The Metro offers a day pass for $6.00 and a base fare for $1.50. Discounted rates are available as well.

BRT ELEMENTS

In order to provide a more reliable and efficient service, a Transit Signal Priority (TSP) was implemented along each of the Metro Rapid corridors. Loop detectors are installed in the roadways, which receive radio signals from the buses and give them priority at the intersections. The TSP system helps reduce the amount of red time and delay for buses at signalized intersections. Metro also implements a secondary TSP system on a handful of lines using a wireless technology. Metro uses specially branded NABI 40 and 45-foot CNG low floor buses, but on some of the higher passenger demand corridors, a 60-ft articulated bus is utilized to help provide a larger capacity. Enhanced stations pro-
vide passenger information, lighting, and “next bus” displays.

**BRT PERFORMANCE**

Level boarding (low floor buses), short peak hour headways, signal priority, and further distances between stops (approximately 0.7 mile) have helped reduce passenger travel times by up to 29%. Ridership on the Metro Rapid corridors has increased by up to 40%. One-third of the ridership increase was from those riders who were new to public transit.

**BRT BENEFITS**

The Metro Rapid Program was implemented to help reduce passenger commute times. The implementation of a number of key Metro Rapid attributes has helped accomplish this. The Metro Rapid lines also interface with other Metro Rapid lines as well as rail lines, to further expedite passenger travel throughout Los Angeles County.

**BRT COSTS**

The total capital cost of the Metro Rapid Program was $94.5 million, which includes design and construction of the TPS system and Metro Rapid shelters for all Metro Rapid corridors.