

# Station and Stop Improvement/Amenities

Capital project type: varies, refer to AHSC guidelines Appendix B

For select AHSC projects identified on an individual basis, Metro can lead improvements to rail stations and bus stops (shelters, seating, information kiosks, etc.). Metro strongly advises that requests to include station/stop improvements in any application be coordinated with the local jurisdiction because they are often the land-owning entity, particularly for bus stops. Also note that intensive projects such as a rail station reconfiguration are only feasible where there is a pre-existing plan, conceptual design, and budget.

Amenities can be added to existing transit stops or locations near transit to improve user experience and thus incentivize use of sustainable public transportation. Many of these amenities can also be used when upgrading BRT stops to stations.



## Examples include:

- Wayfinding and signage at transit stations or providing directions to transit
- Shelters
- Benches
- Ticket vending machines
- Trash receptacles
- Lighting
- Telephones/intercoms to provide transit info and emergency services
- Elevators/escalators
- Bike storage
- Park-and-ride parking lots and kiss-and-ride drop-off/pick-up zones
- Wi-Fi access
- Pedestrian crossing/protected pathway improvements to transit stop and stations on busy streets
  - Example: pedestrian underpass Metro North Hollywood

*Resources:*

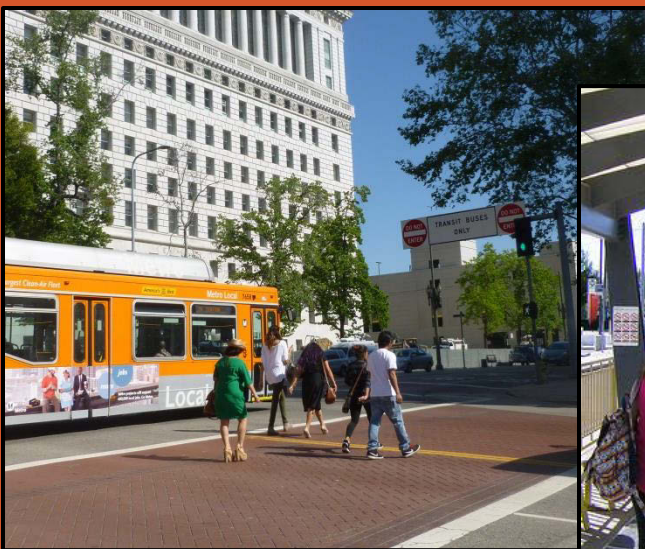
- *Metro Transit Service Policy (October 2015) available to view here (see pp. 42-46):*[http://media.metro.net/images/service\\_changes\\_transit\\_service\\_policy.pdf](http://media.metro.net/images/service_changes_transit_service_policy.pdf)
- *Coordinated Street Furniture Program for the City of L.A. pdf available to view here:* <http://bss.lacity.org/Engineering/pdfs/background.pdf>

Rail station improvements that may be considered include:

- Addition/replacement of sun/rain shelters
- Reconfigurations for safety or improved passenger flow
  - Example: a number of rail stations have knock-out panels designed for future portal construction to and from the surface or into other structures

Bus-rail interface improvements can improve efficient operations and passenger flow at stations. Examples of these improvements include:

- Integrated platforms and layover areas for rail and transit
  - Example of good integration: Aviation/LAX Station
  - Example of an improvement in progress: pedestrian underpass at Metro North Hollywood Station to increase access between different services
- Reconfigurations to improve passenger access, safety, and multi-modal connections



Bus route infrastructure improvements can facilitate bus movement. Examples of these improvements include:

- Traffic signal priority for buses
- Transit queue jumpers: this intersection improvement allows the bus to go first ahead of other traffic.
- Pre-paid boarding
- Bus Lanes: please note, this improvement in particular must be delivered by a city with jurisdiction over the right-of-way and must conform to Metro standards. Various kinds of bus lanes can be built based on different combinations of the following characteristics:
  - Running along median vs. running along curb
  - Grade separated vs. non-grade separated vs. partial grade separated
  - Bi-directional operation vs. both directions sharing a single lane
  - Full-time operation vs. peak-period operation
  - Full bus preemption vs. transit signal priority vs. no transit signal priority
  - All-door boarding vs. front-door boarding only
  - Pre-paid boarding vs. standard fare payment on the transit vehicle
  - Bus stops and amount of passenger amenities ranging from standard bus stops without any amenities to full-fledged stations such as those on the Orange Line



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