

**REVISED MOTION BY
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MTA Construction Committee

February 16, 2012

Rail & Bus Station Improvements & Enhancements

Improving and enhancing stations along the MTA system is essential to increasing ridership, maximizing customer use and supporting Transit Oriented Developments (TOD).

This means improving station safety, pedestrian and bicycle connectivity, signage & way-finding features, cleanliness, noise mitigations and economic development opportunities.

According to the Victoria Transport Policy Institute, for a typical transit trip, 10-30% of travel time is spent waiting.

It also cites that most North American transit systems have poor quality transit terminals, which creates a major deterrent to using transit.

This is especially the case at stations along the Blue Line in South Los Angeles and the City of Long Beach.

Moreover, a study from the Federal Transit Administration suggests that the most direct benefit of TOD and joint development is increased ridership in the overall transit system.

(Continued)

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the CEO to use the following framework to improve existing and future stations along the MTA rail system:

- A. Signage and Way-finding
 - 1. Prepare an assessment of pedestrian & bicycle connectivity and customer amenities (“connectivity elements”) for stations and surrounding areas on both the Blue Line and Green Line that shall include, but not be limited to:
 - a. Crosswalk and sidewalks
 - b. Bicycle racks, corrals & other bicycle facilities
 - c. Pedestrian & bicycle signals
 - d. Station canopies
 - e. Streetscape amenities (e.g. street trees, decorative sidewalk treatments, etc.)
 - 2. Recommend improvements to connectivity elements, especially signage, that will make it easier to use the transit system and improve the customer experience.
 - B. Station Park & Rides
 - 1. Evaluate the current security systems and recommend as appropriate the installation of additional video surveillance cameras at MTA owned (or used) property.
 - 2. Identify best practices for facility maintenance and recommend changes to MTA’s existing maintenance practices.
 - 3. Conduct a parking space utilization study and recommend strategies to increase utilization.
 - C. Noise Abatement
 - 1. Evaluate options for reducing station noise along the Green Line using advanced noise reduction techniques and/or strategies.
 - 2. Recommend noise reduction strategies for the Green Line.
 - D. Transit Oriented Development
 - 1. Expand the TOD grant program in the adopted FY 2012 Budget to fund additional planning work and design guidelines that promote sustainable transit oriented design principles along the following transit and rail lines:
 - a. Blue Line
 - b. Green Line Extension to Los Angeles International Airport
 - c. West Santa Ana Branch
- (Continued)

- d. Westside Subway Extension
 - e. Silver Line/Artesia Transit Center and other Transitway Stations
 - f. Los Angeles County Metrolink Stations
- E. Funding
- 1. Amend the FY 2012 Budget to allocate \$10 million to fund recommendations from ~~item 4~~ **item D** above from the “FY12 Adopted Budget: Transit Capital, Metro Capital – System Improvements, Rail Yards and Rail Cars; FY 12 Estimated Ending Fund Balance” (Fiscal Year 2012 Approved Budget, p.38, line 5).
- F. Report back by the April 2012 Board meeting on all the findings and recommendations as described above.

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