

**Motion by Directors Bonin, Garcetti and Kuehl
Amending Item # 24 Countywide Bus Rapid Transit**

Planning & Programming Committee

April 15, 2015 - REVISED

Metro recently completed a Countywide BRT and Street Design Improvement study and is now embarking on the expansion of its BRT system to address regional mobility goals. BRT systems have proven highly advantageous to passengers, providing frequent, fast, reliable, high capacity service.

Metro has already implemented a range of BRT type improvements in the County from the Rapid system to Dedicated Bus Lane projects to the Orange Line. Travel time and service reliability could be improved through the proper application of off board fare payment and/or all door boarding.

The time needed to load all passengers through the front door and require on board fare payment can significantly slow bus operations, increasing dwell time at stops and potentially impacting schedule reliability.

Moving fare payment off the bus and/or using all doors for boarding offers the potential to reduce dwell time.

Off-board fare payment can present challenges in terms of technology, enforcement and the constrained right of way common in an urban environment. Nevertheless, if Metro is to pursue a world-class system of BRT, the advantages of off-board fare payment and/or all door boarding should not be ignored and should be studied concurrently with Metro BRT studies currently underway.

I THEREFORE MOVE that the Board direct the CEO to report back at the Planning and Programming meeting with a preliminary analysis of the opportunities and challenges of implementing an off-board fare payment program and/or all door boarding to support our Countywide BRT expansion, using industry best practices in technology, station design and enforcement as a guide.

I FURTHER MOVE that the Board direct the CEO to undertake an applied study using the Wilshire Boulevard BRT corridor or other appropriate corridors as an opportunity to fully assess the practical challenges and opportunities. The study should include, but not be limited to:

- A. The impact of off board fare payment and all door boarding policy on bus dwell time, passenger convenience, and fare evasion
- B. Guidelines and criteria for off board fare payment and all door boarding, including options for payment systems, requirements for right of way and utilities for each option, capital cost and ongoing support for each (i.e. maintenance, revenue collection, fare enforcement, etc.)
- C. Cost/benefit analysis of implementing a program
- D. Impacts to pedestrian accessibility and circulation
- E. Station design, technology enhancements and enforcement
- F. Recommendations on thresholds of ridership and/or boardings at specific stop locations that could benefit from off-board fare payment and/or all door boarding
- G. Consideration of bus stop locations with right-of-way characteristics that are highly constrained and those with more ample space.