Los Angeles County Metropolitan Transportation Authority (Metro)

Metro’s Countywide Signal Priority Program
T3 Webinar
January 22, 2008
In the late 90’s, Metro funded several transit signal priority demonstrations:

- City of Los Angeles
- City of Glendale
- City of Lancaster
- City of Santa Monica
- Metro
Metro’s Bus Signal Priority Pilot Project

- Initiated in January 1999

- Multijurisdictional effort aimed at
  - minimizing delay experienced by buses and
  - shortening round trip running times

- Develop a preferred signal priority solution for high-ridership corridors traversing multiple jurisdictions with different local traffic control equipment and software
Program Context

**Los Angeles County**

- 89 jurisdictions
- 43 public agencies providing fixed route bus service
- Metro alone operates 191 bus routes with over 1.3 million weekday boardings on average
Los Angeles County

- 1,433 square miles in Metro service area
  - City of Los Angeles = 466 sq. miles
  - 88 other jurisdictions = 967 sq. miles
- Over 10,000 traffic signals
Program Funding

- Local
  - Proposition C: \( \frac{1}{2} \)-cent sales tax used to maintain, improve and expand public transit as well as reduce congestion and increase mobility in LA County

- Federal
  - Congestion Mitigation and Air Quality (CMAQ) funds through FTA
Program Funding

- Bus Signal Priority Pilot Project: $4.3 million
- Metro Rapid Countywide Signal Priority Expansion
  - Phase 1: $7.5 million
  - Phase 2: $8.7 million (estimate)
Study Tour

- Locations
  - Portland Tri-Met
  - KITSAP Transit
  - King County Metro
Study Tour Objectives

- Evaluate different signal priority technology solutions implemented by various transit properties
- Study the institutional, political, legal, and financial issues
- Assess systems integration complexities
- Review adopted signal priority implementation guidelines
- Discuss “lessons learned”
King County Metro Transit Peer Review

- Multiple jurisdictions
- Several different traffic signal control hardware types
- Multiple firmware interfaces
- Decision to grant priority made at the local control level
- Headway intervals were similar to ours
- Local traffic engineering control
Countywide Signal Priority Pilot Project

- **Crenshaw Corridor**
  - 10.5 miles
  - Adams Blvd. to Redondo Beach Blvd.
  - 54 Signalized Intersections
  - 51 signal-priority-equipped

- **Jurisdictional Partners**
  - City of Los Angeles
  - City of Inglewood
  - County of Los Angeles
  - Unincorporated County areas, City of Gardena and City of Hawthorne
Countywide Signal Priority Evaluation Results

- Average Bus Travel Time
  - Up to 8.8% reduction - northbound PM peak
  - Up to 4.2% reduction - southbound AM peak

- Average Delay Due to Red Signals
  - Up to 22.5% reduction - northbound PM peak
  - Up to 12.5% reduction - southbound AM peak
Countywide Signal Priority Process

Bus-to-Intersection Communications

- Locate Vehicle
- Decision to request priority (DTRP)
- Decision to grant priority (DTGP)
- Implement priority

On-Bus System Functions
- Traffic Signal Controller Functions

Functions

- Traffic Signal Controller
- On-Bus System
- Decision to request priority (DTRP)
- Decision to grant priority (DTGP)
Countywide Signal Priority WLAN Equipment
Countywide Signal Priority On-Bus Equipment

- **Upper Left:** Bus priority unit installed on a 45’ 2004 composite NABI
- **Upper Right:** Bus priority unit installed on a 40’ 2001 NABI
- **Lower Left:** Tri-Band Antenna installation for WLAN and GPS
Countywide Signal Priority Technologies

- On-Bus Equipment
- Intersection Check-In Technologies
- Intersection Controller Equipment

Bus-to-Intersection Communications

Locate Vehicle ➔ Decision to request priority ➔ Decision to grant priority ➔ Implement priority

On-Bus System Functions ➔ Traffic Signal Controller Functions
Countywide Signal Priority Technologies

- On-Bus Equipment
- Intersection Check-In Technologies
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Bus-to-Intersection Communications

Locate Vehicle ➔ Decision to request priority ➔ Decision to grant priority ➔ Implement priority

On-Bus System Functions ➔ Traffic Signal Controller Functions
Countywide Signal Priority WLAN Equipment

- Upper Left: Wireless Access point/bridge pole-mounted hardware
- Lower Left: Full CSP WLAN cabinet mounted hardware at access point/bridge locations
- Lower Right: Additional network equipment to provide power over Ethernet for pole mounted equipment
Countywide Signal Priority WLAN Equipment

- Upper Left: Typical WLAN antenna installed on traffic signal control cabinets at client intersection locations
- Lower Left: Wireless device at client intersection providing serial connection to traffic signal controller
- Upper Right: Pole-mounted client device installed at intersections where cabinet line of site is limited
Countywide Signal Priority Traffic Signal Integration

- Upper Left: Type 170 controller running CSP-modified LACO or BI-Trans 233 firmware
- Upper Right: Type 2070 controller running CSP-modified LADOT firmware
- Lower Left: ASC-2 NEMA controller running CSP-modified Econolite firmware
Countywide Signal Priority Depot WLAN Equipment

- Upper Right: WiMAX antenna provides wireless broadband connection to allow off-site monitoring of CSP-equipped buses
- Left: WLAN equipment installed at Division 18 to monitor and provide wireless file updates to on-bus CSP units
Countywide Signal Priority Expansion Phase I

4 Metro Rapid Corridors Equipped with CSP

- Long Beach Blvd.
  11.3 Miles / 59 Intersections
  6 Jurisdictions

- Florence Blvd.
  7.6 Miles / 41 Intersections
  5 Jurisdictions

- Hawthorne Blvd.
  7.7 Miles / 39 Intersections
  5 Jurisdictions

- Soto St.
  6.6 Miles / 36 Intersections
  5 Jurisdictions
Countywide Signal Priority Expansion Phase II

Expansion
- **Atlantic Ave.**
  - 25 Miles
  - 128 Intersections
  - 14 Jurisdictions

- **Garvey-Chavez St.**
  - 10.7 Miles
  - 52 Intersections
  - 4 Jurisdictions

- **Manchester Blvd.**
  - 7.8 Miles
  - 45 Intersections
  - 3 Jurisdictions
Countywide Signal Priority Expansion

[Map of Los Angeles County with signal priority routes highlighted]
Multijurisdictional Project Implementation: Challenges and Lessons Learned

- **Project Oversight and Coordination**
  - Allocation of necessary staff resources
  - Project schedule to accommodate jurisdictional coordination issues

- **Consensus Building**
  - Schedule/time management
  - No “One size fits all” approach
  - Management, administrative, and technical staff must all be included in the decision making process
  - Work with your jurisdictional partners both collectively and individually to resolve implementation questions and concerns
Multijurisdictional Project Implementation: Challenges and Lessons Learned

- **Legal Agreements**
  - Respective legal counsels and technical staff must coordinate with one another to address legal concerns
  - Project scope, roles and responsibilities, on-going operations and maintenance, cooperation, communications, and liability are key elements
  - Legal impasse can become a showstopper

- **Corridor Synchronization**
  - Signal timing update
Multijurisdictional Project Implementation: Challenges and Lessons Learned

- Technology Migration
  - Work with participating jurisdictions to ensure system-upgrade compatibility
  - Develop an operations and maintenance plan that accommodates potential hardware and software upgrades
  - Continually evaluate the existing system and look for opportunities to improve performance
Contact Information

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