

**Re Bus Stop at Washington and Goldfinch**

**From Denis Desmond, MTS**

It appears as though the sidewalk bulb was designed specifically for the bus stop. This is becoming a more common way to build bus stops because, while the bus does block traffic for a few seconds, there are several overriding advantages to the community and transit: it uses less parking space than a traditional bus stop because you don't have to leave room for the buses' transition in/out of the shoulder lane; it provides more passenger waiting capacity and clears the sidewalk for pedestrian movement; and it prevents the bus from having to fight its way back into traffic.

Experience from other cities is very positive and has shown that there is little, if any, negative impact on traffic operations. In fact, a TCRP study of cities with bus bays showed an improvement in traffic operations, because the bus pulling in and out of traffic (and sometimes partially blocking the lane) is more disruptive to traffic flow than the sidewalk bulb. In fact, all of the Mid-City Rapid stations along El Cajon Blvd. are being designed as bulbs. Here is the TCRP report if you are interested:

[http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp\\_rpt\\_65-a.pdf](http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_rpt_65-a.pdf)

And here is a short quote from the report findings:

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"The replacement of a bus bay with a bus bulb improved vehicle and bus speeds on the block. The block with the farside stop saw a statistically significant increase in vehicle travel speed both during the nonpeak period (speeds increased from 9.5 to 15.7 mph [15.3 to 25.3 km/h]) and during the peak period (speeds increased from 11.4 to 20.9 mph [18.4 to 33.6 km/h])."

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I don't believe that moving this specific bus stop farther west would be the safest or most appropriate action. It would effectively make this a mid-block bus stop, which City Traffic Engineering and MTS typically don't install because they encourage mid-block pedestrian crossing. Even moving it an entire block west to Hawk Street would be dangerous because pedestrian crossing is prohibited across Washington Street here. Unprotected pedestrian crossings are especially hazardous at this location, where high speed traffic comes around a blind curve at the top of Washington St. The current location places it much closer to the signalized intersection at Goldfinch Street.

Moving the stop as suggested would also require the taking of several metered parking spaces, which would be a loss of use and revenue to the community. While those assets don't directly benefit MTS, our past efforts for transit improvements in this area have been strongly resisted if they involved removing any street parking.

I would suggest that we implement the bus stop as designed and monitor the issue of congestion to see if any further action is needed.