

TRANSIT UPDATES *Have anything to report? Call 213 388 2364*

Beginning September 8, schedule adjustments will be made to the Metro Red Line evening services on select days, to allow completion of construction activities which are needed to support the extension of the Red Line to Hollywood and N. Hollywood. This involves Metro Red Line service running only every 30 minutes after 9 p.m. on Sept. 8, 10, 14 and 16, and after 7:20 p.m. on Sept 12 and 13.

Don't forget: Metrolink will increase all fares in October by 4 percent! (see chart below)

Metrolink and Foothill Transit service to the Los Angeles County Fair! See article on page 10!

Due to customer demand, a free shuttle service in Downtown LA will replace the portion of Line #16 that was discontinued in June. (The original Line #16 will be restored in December).

West Valley Smart Shuttle changes effective late August include: cancellation of all night (after 7 pm) and Saturday service, as well as a few additional semi-fixed routes. Fares were also adjusted, with the highest fare (for a dial-a-ride type trip) set to \$4 one-way.

West Valley Smart Shuttle is also the operator of a new, free Cal State Northridge Shuttle. There are three routes: Route A (campus core): 1.9 miles, clockwise direction around campus on Plummer, Lindley, Nordhoff and Darby [2 buses will run this route]

Route B (northern campus): 1.9 miles, clockwise on Lassen, Zelzah, Plummer and Lindley. Both routes operate M-Th, 7 a.m.-11 p.m. and F 7 a.m.-5:30 p.m.

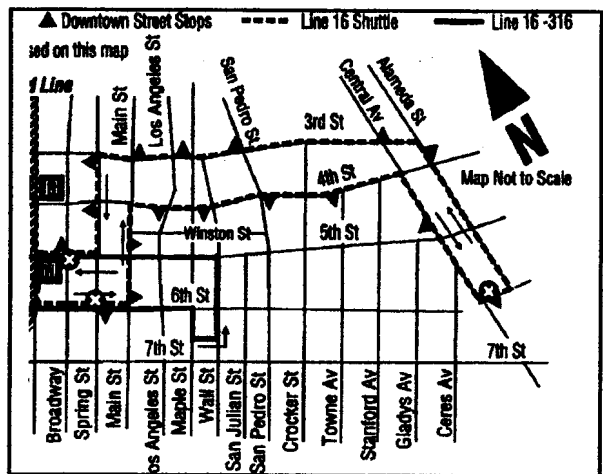
Metrolink connector - meets all trains at Northridge station (8775 Wilbur Ave.) from 7:15 a.m. to 9:30 a.m. and 3:15 p.m. to 5:40 p.m.

On August 31 SCAT route 12 (Ventura Harbor) was cut back to a peak hour only service due to low ridership during mid-day.

The Orange Blossom trolley in Riverside has also had very low ridership. Much finger-pointing has occurred as to whose fault this is and whether the service should be continued (see articles on the Press-Enterprise website for more details: <http://www.press-enterprise.com>, search "trolley").

Fare Comparison Chart

No. of Zones	Current 10 Trip	October 10 Trip	Current Monthly	October Monthly
1	\$25.00	\$26.00	\$80.00	\$83.25
2	35.00	36.50	112.00	116.50
3	45.00	46.75	144.00	149.75
4	55.00	57.25	176.00	183.00
5	65.00	67.50	208.00	216.00
6	76.00	78.00	240.00	249.75
7	85.00	88.25	272.00	283.00



BULLETIN BOARD

At our Sept. 12 member meeting Edward Simburger will give a presentation about his new book "Railroad - Freeway", a guide to Metrolink, Metrorail and Amtrak services in Southern California, beginning at 2 p.m. We may even be able to enjoy a video Mr. Simburger has about using Metrolink for recreational travel [hopefully we can arrange a TV to be available]. There will be a q&a period at the conclusion of the presentation. And copies of the book will be available for purchase!

Preparation for our Forum is kicking into high gear. Invitations have been sent to 31 key officials and opinion leaders. Our hope is to foster dialogue about the future of our transportation system. We anticipate significant media coverage and can use all the volunteer help we can get to coordinate. Just call our voice mail if you can lend a hand! The Forum will be held at our regular meeting location [Angelus Plaza, 255 S. Hill Street in downtown Los Angeles] beginning at 10 a.m. on Saturday October 3.

The Red Line tour is being delayed until we can secure a ride on vehicles in the extension. We decided just touring the unopened stations wouldn't be of interest. Hopefully the tunnel tour will occur by early 1999.

For several years we have requested MTA add its Customer Relations phone number to the cover of its schedules. Founder Pat Moser recently succeeded in securing agreement with a key MTA staff person that this change made sense. And beginning with timetables issued in mid-August the MTA now includes its Customer Relations phone number. Way to go, Pat!

Tom Horne of MTA Customer Relations in an August 11 letter responded to concerns SO.CA.TA has about the location of the first southbound line 204 stop. This is located a long block south of Hollywood Blvd and very inconvenient for transferring bus riders. Mr. Horne stated operational needs preclude moving the stop and expressed regret at the "short walk" that is required of patrons coming south from Hollywood Blvd.

There are events occurring this month that we are still trying to gather information about that SO.CA.TA may participate in. These include a community event in MacArthur Park, a transit panel discussion in downtown Los Angeles and a forum for concerns relating to the Glendale Blvd. corridor. If you an interest in any of these contact President Gabbard via e-mail (dgabbard@hotmail.com) or phone (213-388-2364) and he'll provide details as they become available.

The Southern California Association of Governments is undertaking monthly meetings to co-ordinate the anticipated Dec. 1999 update to the just adopted Regional Transportation Plan. SO.CA.TA has been invited to participate in the deliberations of this Technical Advisory Committee. This will call for a monthly commitment during the daytime (possibly the 2nd Wednesday of the month) for probably an hour or two. It is a great chance to interact with staff from agencies throughout the region. Let us know if you can be our delegate. (to page 7)

I'm still kicking myself that I lacked the political savvy to realize I could submit a opposition statement to Zev's initiative. Not to really oppose it but to ask questions. Would have been a great opportunity to publicize SO.CA.TA. But no one submitted a statement, and everyone expects the initiative to sail through to victory. And where will that leave us?

The BRU is garnering loads of media coverage with their no seat no fare campaign. If nowhere else they have been getting a free ride in the local press. And they were even mentioned in the August 31 issue of Time (albeit in an opinion piece not a news story). My few questions:

- how odd the BRU will encourage people not to pay even if a bus' standing load complies with the consent decree
- will the BRU pay the fines (fare evasion carries up to \$250 fine under Penal Code 640(a)) of those it encouraged to break the law?

One BRU member or leader is quoted on the the la.transportation user group as explaining their opposition to the Blue Line despite it being overwhelming used by diverse communities: "It was *built* for the white people and it just happens to be used by minorities". With logic like that, what's the use of trying to make sense of the BRU?

A final question: am I the only person befuddled that Eric mann publicly stated at the August 27 MTA Board meeting (this is a fairly accurate quote) "We have never been a group solely supporting buses. We believe in a multi-modal

approach". Words fail me.

The Daily News quoted me in its August 16 article on Julian Burke's first year as CEO. In retrospect I wish that I added to my remarks acknowledging his candor and sincere efforts to comply with the consent decree that it is disappointing the many mis-steps that have occurred (closure of Sunday information service, reduction of owl service, proposal to close the MTA Library, regional stops).

Speaking of the Library, I was interested to see Lionel Rolf in his new book *Fat Man on the Left* state that UCLA when given a significant historical collection just left it on the shelf, unprocessed. When asked what the hold up was, the Librarian snapped the donor should give money to process the gift. And these are the kind of people the MTA Library collection should be entrusted to?

The standardized graphics/signage report announced to great fanfare at a board meeting a few years ago is winding down in a rush with little sign the recommendations will be implemented. Looks like another report destined for a dusty shelf. Meanwhile poor signage continues to be a problem for MTA! problem for MTA!

The regional stop debacle hit the pages of the *Westside Weekly* August 14. "Change of Pace" by Tamara Hunt quotes me pointing out that the change only resulted in inconvenience for passengers without an improvement in travel speed or cost savings to MTA. Mark Panitz asked whether MTA checked first with Santa

Monica regarding their taking MTA passes. James Reichert, Interim Executive Officer for Operations, indicated at the August 26 MTA Citizen Advisory Council meeting that MTA staff are aware of the problems with implementation and are working to find a solution. For some reason they hope to convince Santa Monica and other munis to begin accepting MTA passes. In my opinion if they didn't do so heretofore there is little reason to believe at this time they will suddenly agree to do so.

Reichert at the Aug. 12 Operations Committee meeting presented a report on Operations Performance. The glaring problem is schedule adherence. During June more than half the buses ran ahead of schedule or more than 5 minutes late. No wonder we have bus bunching!

Mystery of the month: item 8 at the same Operations Committee meeting was a report on contracted service quality. Why does it give no statistics for the number of complaints ATE/Ryder and Charterways/Laidlaw have incurred except for stating there have been "problems"? What was the reason for the "rush" to award the contracts that resulted in "difficulties"? Why were "many of the buses provided [ones that] had not been well maintained and were in deteriorated condition"? Why did the contracts not include liquidated damage clauses? Who is responsible for MTA staff feeling they had no responsibility for the quality of service provided by the contractors? Many questions, no answers contained in the report. So the final question is: Why should we be reassured by the numerous corrective actions the report lists that supposedly will address the problems found by the evaluation of contractor performance made by Management Audit

Services on behalf of the CEO?

The divestiture study I discussed last month, in which the MTA board requested an evaluation of the feasibility of completely turning MTA operated bus service over to zones, sub-regional boards or the munis finally came before the MTA board at its Aug. 27 meeting. Given the vagueness of the study, understandably the board requested refinement of the analysis and a report back in a few months that clarifies various issues. In public comment on the report I pointed asked if they were serious about devolution. And truthfully I am not sure whether they are, or if it is merely a way to give the appearance of doing something while doing nothing. Time will tell. Interesting fact of the month: the MTA divestiture study cost \$50,000!

A July 10 report by LADOT ("Interim Transit Improvements For Metro Rail East Los Angeles and Mid-City Corridors, and Related Issues") is an attempt to come up with ideas to assuage east-side political angst over the Red Line extension mothballing. Why else are the only extensively detailed surface improvements two new Metro Priority Bus services with artics, signal prioritization, station stops for Whittier Blvd / Sixth Street and Cesar Chavez/Pico linking the east-side and mid-city? Wilshire rapid bus receives only pro-forma support despite the report itself stating the Wilshire Corridor years ago was designated by the Planning Commission as LA's primary transit corridor!

Speaking of artics, we had a strong contingent at the July 31 MTA CAC special meeting on high capacity buses. Chris Ledermuller presented his excellent report on artics. Dana Gabbard, Anthony Loui, Pat Moser and special meeting on high capacity buses.(to pg. 6)

(from pg. 5) Chris Ledermuller presented his excellent report on artics. Dana Gabbard, Anthony Loui, Pat Moser and Bryan Allen made public comments. The CAC members had insightful comments about what should be done to make artics viable, including the need to involve the various jurisdictions early in the process to ensure necessary street changes (concrete pads, wider lanes, longer stops) occur.

Armando Avalos made an interesting point on our member board when discussing a report on Channel 13 about MTA's new low floor buses. The reporter said they were the first low floors in L.A. Even if you just limit L.A. to the metropolitan area that ignores low floor buses already operated by Culver City, Santa Monica and LADOT (downtown DASH). Often with transit related stories the general media is inaccurate. Which is why we are watchdogs of the media and government.

USC Professor James Moore and Reason Foundation President Robert Poole had another op-ed piece in the August 31 Times touting their anti-rail philosophy. It includes the ridiculous suggestion that study should be made of converting the Green Line and Metrolink corridors to being busways. I guess they didn't realize freight railroads and Amtrak share Metrolink's trackage. And while they love busways, such projects can be the object of NIMBY opposition no less than rail (as is currently occurring in Santa Cruz). Happily I was able to raise some of these issues in my letter on the column that appeared in the Sept. 6 *Los Angeles Times*.

The latest Reason Foundation report is "Rethinking Transit 'Dollars and Sense': Unearthing the True Cost of Public Transit", a response to the widely publicized 1997 report by

the Campaign for Efficient Passenger Transportation titled "Dollars and Sense". It makes some interesting points but overall is less than persuasive. The obvious bias of the author undermines credibility. \$15 from Reason Public Policy Institute, 3415 S. Sepulveda Bl., Suite 400 Los Angeles CA 90034; (310) 391-2245; <http://www.reason.org> [you can also request their catalog which currently has some reports on sale for only \$5 instead of the usual \$15].

Interesting quote of the month: Richard DeRock, Executive Director of Access Services, Inc. [the county-wide paratransit provider for ADA compliance], in the minutes of the August 11 ASI Advisory Committee meeting, "...ASI's current growth rate is financial unsustainable ... MTA conducted a survey of ASI's current growth rates [and found] that by the year 2012 ASI would [take] every penny of the transit subsidies in the entire region".

Member Kymberleigh Richards at the July MTA Board meeting asked whether the agency had considered acquiring the retired RTS buses OCTA has to aid it in complying with the consent decree. When she repeated the question at the Aug. 27 meeting afterward Mr. Reichert assured her that they have contacted OCTA on this issue. It appears someone was listening!

In "Gridlock Grows" (*Daily News* Aug. 25) Hasan Ikhrata of SCAG confirms for the first time that the regional maglev SCAG is touting is driven by perceived inadequacies in Metrolink's performance. It is true high speed rail (HSR) could carry more people more quickly than Metrolink. But the cost of a HSR network would be enormous for minimal benefit (time saving for 100+ MPH HSR vs. Metrolink service on short regional lines would be small). Upgrading Metrolink, with grade

(from pg. 3) Members with recent letters to the editor published include Roger Christensen on NIMBYism and busways in the LA Times Valley edition August 2 and Kymberleigh Richards in the Sept. 1 Daily News with a lengthy response to an article on the BRU.

Deborah Murphy, urban designer/planner and pedestrian advocate has founded a group to work on behalf of those who walk in Los Angeles. L.A. Walks will be working to encourage better designed streets that enhance safety for pedestrians. You can contact her at (310) 470-4195 or lawalks@earthlink.net.

On October 9-11, the Motor Bus Society will have its west coast excursion in San Diego. The organization will visit San Diego and Oceanside transit properties, charter yards, and terminals to take pictures of buses and travel to such places like Downtown San Diego, Coronado, Chula Vista, National City and maybe the border. Its a two day excursion complete with the trip, films, pictures, and overnight hotel stay. For details, contact: Motor Bus Society, P.O. Box 251, Paramus, NJ 07653, or <http://www.motorbussociety.org>.

The Coast Rail Coordinating Council is working to increase passenger rail service along the Coast between the Bay Area and Los Angeles. Their address is: 1150 Oso Street #202, San Luis Obispo CA 93401.

Nelson/Nygaard Consultants recently prepared a Service Plan for Monterey-Salinas Transit (they also worked on the Plan for Santa Monica Municipal Bus Lines). The first chapter, "Service Design Strategy", has an illuminating discussion of different philosophies in designing bus service. <http://www.mts.org/coa/svcplan.htm>

As always, *The Transit Advocate* needs articles, letters, Transit Tips, photographs and research (newspaper clippings, etc.) from all members and interested non-members. All materials should be sent to 3010 Wilshire #362, Los Angeles, CA 90010. (or e-mailed to transit@lerami.lerctr.org).

separation and electrification, seems more cost-effective.

The Legislative Analyst's Office has a report on TEA21's impact on California ("What the Federal Act Means for California"): http://www.lao.ca.gov/082698_tea_21.html or call (916) 445-2375.

S.B. 1847 (Schiff), the Pasadena Blue Line Authority bill, is on Governor Wilson's desk. He will probably sign it into law (perhaps by the time you read this). Zone and MTA Board-

related bills couldn't muster support this session. Undoubtedly these are subjects that will be heard about again.

I am investigating why William Forsythe lost their contract in Indianapolis. This is the same firm that administers Foothill. Michael Dickerson of the MTA CAC at the end of their August 26 meeting stated that learning what had happened would be educational about the shortcomings of contracting out. I have made contact with a possible source and will share whatever I learn in these pages. ■

SAN PEDRO STUDY TOUR *J.K. Drummond/Dana Gabbard*

Saturday August 1st Southern California Transit Advocates sponsored a study tour of San Pedro. Our intention was to evaluate site conditions to better understand the feasibility of various recommendations contained in the draft South Bay transit restructuring. Our tour guide, member J.K. Drummond, providing insights on transit issues in San Pedro plus fascinating historical facts about the many areas traveled through.

A key issue is where to place a transit center. Besides inspecting the 3 present and one abandoned park-ride lots, we examined 10 possible sites for a transit center, all closer to the San Pedro business district than the consultant's draft recommendations. It was readily apparent that the recommendations were inconvenient and could actually undermine transit use. We visited one of the key transit nodes (a location to transfer between buses) to reach a location that had a token/pass sales outlet (a member of our party needed to buy tokens). One idea that was considered is whether a on-street transit center (such as found in downtown Long Beach and San Bernardino) at a node is preferable to an out of the way off-street location.

During our tour we experienced one bus that either was ahead of schedule or a no-show. We also had a bus that was a half hour late. While waiting for it J.K. Drummond and Armando Avalos tried to call MTA dispatch to find out whether the bus was coming soon. The dispatcher was totally unaware the bus was running late. When the bus finally arrived its driver arbitrarily decided to cut her run short and gave us a thrill ride off route down and up two of San Pedro's best "roller coaster" hills. This was a once-an-hour route 446 bus and any passengers waiting at its many, many stops were out of luck.

By our observation LADOT's contract busses were air conditioned and clean. MTA's contract busses were dirty. One had a whole seat missing.

Our attempt to publicize this event, and have members of the public join us, resulted in one participant who had formerly worked for the New York MTA Inspector General. For lunch we stopped at Weymouth Corners (a shopping district similar to Larchmont) and were drawn to a good smelling Italian deli. Across the street was the Assistance League where the robber/rapist bus hijacker crashed the vehicle after joyriding recently.

As we rode the out-of-town participants were impressed at San Pedro's complex topography that includes canyons, numerous hills (some quite steep) and a network of roads that have their own unique character. In such an area bus routing can be more complicated than a map may make it appear.

We rode every route running on Saturday except the LADOT-operated "San Pedro Trolley", which we saw, the 225 whose layover we inspected, and the 646 which runs in the "wee" hours only.

One puzzle was the park-ride-lot near downtown San Pedro that isn't noted anywhere except on the MAX schedules. Also puzzling is why many MAX stops are unmarked. Its success despite such anonymity is amazing. It is a further mystery that while MAX service includes some standing loads, the consultant calls it "underutilized".

Our thanks to J.K. Drummond for leading the tour and to the members who participated: Armando Avalos, Hank Fung, Dana Gabbard and Woody Rosner. We'll use what we learned to prepare a response to the consultant's recommendations. ■

ALTERNATIVE BUSES PT. 2 *Charles Hobbs*

In the early days of Los Angeles County public transportation, most service was operated by private entities of some sort. (Large scale government involvement would come much later, with the formation of the Los Angeles Metropolitan Transit Agency in 1958). All of the streetcars and city buses, and most of the suburban service, was privately operated.

However, a handful of municipalities saw fit to operate their own bus service. These were:

- **Culver City Municipal Bus Lines.** The oldest continuously operated Los Angeles County 'muni's, CCMBL started service in March 1928 with a single route (#1) on Washington Blvd, connecting with the Washington Blvd. streetcar at Rimpau.
- **Santa Monica Municipal Bus Lines.** Started in April 1928 with a line on Pico Blvd. (now #7) between Santa Monica and the Pico-Rimpau streetcar terminal. Absorbed a number of smaller operators in Santa Monica and Venice.
- **Gardena Municipal Bus Lines:** Initiated service between Gardena and Downtown Los Angeles (Line #1) in 1949, as a replacement for a cancelled Pacific Electric interurban rail line.
- **Torrance Transit:** Service between Downtown Torrance and Los Angeles, via Gardena, commenced in 1940 as a replacement for a cancelled Pacific Electric interurban rail line.

It is interesting to note that Santa Monica and Culver City started their bus systems as *competition* to Pacific Electric (muni bus + streetcar was cheaper than P.E. interurban), while Torrance and Gardena started theirs as *replacements* for cancelled P.E. lines).

- **Montebello Municipal Bus Lines:** Their first route (#10-Whittier Blvd.) actually started in 1922, but was under private ownership between 1928 and 1931. It also connected with the LA streetcar system, at Whittier and Brannick.

- **City of Commerce Municipal Bus.** The City of Commerce has operated fare-free bus service since 1962.

- **Long Beach Transit:** The City of Long Beach bought this system from National City Lines (the owners of the Los Angeles Transit Lines) in 1963.

- **Norwalk Transit:** The newest of the "old" municipal lines started operations in 1974.

In the late 1960's and early 1970's, declining ridership and increasing operating costs put all of the remaining private transit operators out of business (their routes, drivers and buses being absorbed into the newly formed Rapid Transit District, or RTD). But most of the municipal operators continued to operate, often jealously guarding their operating territories from incursions by RTD or other operators. (RTD took over Pomona Municipal Bus in 1972, and Ontario-Upland Transit in 1994. RTD also seriously considered acquiring Torrance Transit and Culver City Municipal, but did not).

Today, many people think that these municipal operators provide better quality service than MTA buses. Their fares are undeniably lower (50-75 cents as opposed to MTA's \$1.35). And many of their drivers consider the working conditions better on the "muni's", than at MTA or the lower paying contract service operators.

In the next installment, I'll be discussing the second phase of alternative bus transit in Los Angeles County--the Proposition "A" shuttle. ■

LOS ANGELES COUNTY FAIR *Charles Hobbs/Hank Fung*

Avoid parking hassles, walking ten football fields to your car, and the \$3 to \$7 for parking. This year, try Metrolink or Foothill Transit to the LA County Fair!

On Metrolink, regular San Bernardino Line Saturday service will stop at the special platform at the County Fair, with shuttle buses operating between the platform and the fair gates. Passengers along the Santa Clarita/Antelope Valley Line can connect with the San Bernardino Line at Union Station.

On weekdays, ride the San Bernardino Line to Pomona Station, then transfer to Foothill Transit #479.

Special Saturday service will also run from the San Fernando Valley on September 12, 19 and 26. Trains will leave Chatsworth at 8 a.m and 12:30 p.m, serving Northridge, Van Nuys, Burbank (but not Burbank Airport) and Glendale, then running non-stop to the Fairgrounds. These trains will return from the Fair at 6 p.m (express to Glendale, Burbank, Van Nuys, Northridge and Chatsworth) and 10:15 p.m (all stops local to Union Station, then on to Glendale, Burbank, Van Nuys, Northridge and Chatsworth). Normal Metrolink fares apply (tickets can be purchased from ticket machines.)

For the first time in several years, Foothill Transit will also be operating expanded service to the Fair. Line #479 will be providing the bulk of the fair service again. It travels between Cal Poly and Montclair, mainly via Arrow Highway. Weekday service will operate under normal schedule until 3 p.m., then service every 30 minutes until 7:30, with 12-18 minute service until the Fair closes that night in both directions. On weekends, Line #479 will operate normal schedule until 10:00 a.m., then every half hour from 10 to noon, then every 15 minutes from

noon to Fair closing, in both directions. Line #479 connects to Omnitrans at Montclair Transcenter, and MTA and other Foothill lines at Cal Poly, Garey Ave., Towne Ave., and Claremont Depot. The route remains the same as usual.

This year, Line #480/481 will operate special fair service as well. (This is the first direct bus service between Downtown LA and the Fair since 1995!) The 4:06 p.m., 4:24 p.m, 4:41p.m , and 5:08 p.m departures of the 481, and 5:03 p.m , 5:27p.m , and 5:41 p.m departures of the #480 from Los Angeles will be extended to Fairplex eastbound weekdays. Westbound weekdays, service will operate from Fairplex every 9-19 minutes until Fair closing. On weekends, enhanced #480 service will depart Wilshire and Union every half hour from 9:50 a.m. to 12:20 p.m., then every 13-15 minutes until 5:03 p.m., with the final trips leaving at 5:32 and 6:00 (Saturday only). Westbound, service will be offered every half hour at the top and bottom of the hour from 4 to 5 p.m., with service every quarter hour on the quarter from 5 p.m. to Fair closing. Standard #480 trips will operate as well, and connections can be made from standard #480 service to the Fair by transferring to frequent #479 service at Cal Poly Pomona.

Most Metrolink stations along the route offer parking; Foothill #480 passengers can park at El Monte Station, Fashion Plaza Wy. and West Covina Pkwy., and Via Verde/I-10. On the #479, park and ride lots are located at Cal Poly (weekends only), Fairplex Dr./I-10, Claremont Metrolink Depot, and Montclair Transcenter.

For more information:

1-800-371-LINK (Metrolink)

1-800-RIDE-INFO (Foothill) ■

ROUTE OF THE MONTH *Chris Ledermuller*

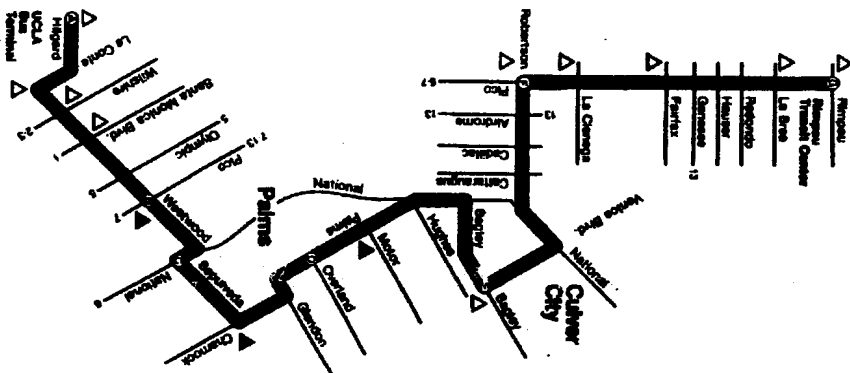
Route of the month: Santa Monica Municipal Bus Lines #12

Where does it go: Pico/Rimpau Transit Terminal, Midtown Shopping Center, Pico/Robertson shopping area, Westside Pavilion, Westwood Village, and UCLA.

How often does it run: 15 minutes during peak hours, 30 minutes mid-days and Saturdays. Service expansions coming soon.

How much does it cost: 50 cents.

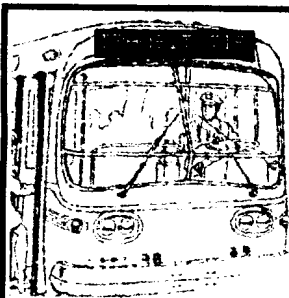
Whom to call: (310)-451-5444



TRANSIT TRIVIA *Chris Ledermuller*

Question: If paying with SMMBL tokens, how much (tokens+cash) do you have to pay to ride Line 10?

(The answer will be announced at the September meeting, and printed in the October newsletter).



Always allow people deboarding the bus to exit first before entering the bus.

Don't crowd the door. And make sure there is a clear path for those exiting to walk away from the door.

This is both common courtesy and common sense.