



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**40**

**OPERATIONS COMMITTEE  
NOVEMBER 16, 2006**

**SUBJECT: UPDATE ON METRO CONNECTIONS**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file the following update on Metro Connections.

**ISSUE**

This report provides an update regarding the status of the Metro Connections Bus Service Restructuring Project.

**BACKGROUND**

Over the past two years, staff has worked on a comprehensive bus service restructuring project known as Metro Connections. As regional transportation options have expanded (Metro Rail, commuter rail, and the number of bus providers), Metro Connections' goal has been to enhance the integration of each of these transportation modes with the regional bus system to improve service quality, increase transit ridership and improve service efficiency.

Two of the major goals of Metro Connections are to attract more persons to use public transportation and to improve the efficiency of the transit system to make the best use of available resources. These goals are being accomplished through the development of a bus and rail route network that is simple to understand, provides timely connections between major travel origins and destinations, and reflects the current and future travel needs of our customers. Two objectives identified for Metro Connections are to increase bus system speed by 1 mph and to increase bus seat capacity utilization from 36% to 40%.

Metro Connections has been developed in several phases. Phase 1 included a Needs Assessment, which was completed in January 2004. During this phase, stakeholder outreach was conducted to determine key issues of concern to transit users and non-users, such as improving service reliability, enhancing the interface between bus and rail, and improving travel speed. Phase 2 involved a Development of Alternative Strategies, which was completed in May 2005. In this phase, major regional travel patterns and areas that could be considered for key transit hubs were identified.

Phase 3, which is presently underway, contains the development of a detailed service plan. The key activities in this phase include the development of a revised bus route network, an outline of service operating parameters and the determination of resource requirements for the revised network.

### Route Network Master Plan

During the first half of 2006, staff worked on the development of proposals for the design of the Metro bus system. This design included activities such as identifying travel corridors requiring bus service, determining beginning and ending points for bus routes, eliminating unnecessary turning movements, and assessing the types of bus service to be operated on each corridor. A consultant was hired to assist the Service Sectors in developing bus routing proposals and to facilitate the integration of each sector's proposals into a comprehensive system plan. Workshops were conducted with Sector Governance Councils in April and May 2006 to review preliminary proposals. These proposals have been compiled to form a regional network of Local, Rapid, Express, and Shuttle services (Attachment A). A redesign of Downtown Los Angeles bus service will also be included as part of the Network Master Plan.

These proposals provide a framework for the development of Metro Connection (discussed in greater detail below). It should be noted that these proposals will undergo further public review and comment through the Sector Governance Councils prior to plan implementation.

### Additional Metro Connections Plan Elements

While the Network Master Plan is being completed, Metro Operations staff is developing a Resource Plan for Metro Connections to define the means by which bus service will operate in the most efficient manner within the revised network. The Resource Plan will incorporate the following:

- Establishing the level of service to be operated by each type of service during various periods of the day
- Reallocating seating capacity to areas with greater passenger demand
- Determining capital and facility requirements
- Estimating resource requirements (buses, operators, service hours)

Upon completion of the Resource Plan, staff will also develop both an Implementation Plan by which service will be phased in between June 2007 and June 2009, and an Operations Plan which will outline the preparation of bus operators and field supervisors for the projected service changes. Additionally, Operations staff is presently coordinating with the Communications Department on the development of a Marketing Plan for Metro Connections that will educate the public on the goals of the project, provide a process for further public input, and inform customers of planned service changes.

### Metro Connections Pilot Program

A series of proposed service changes has been recommended by the Service Sectors to test the effectiveness of key Metro Connections components on a pilot basis, beginning in December 2006 (Attachment B). These components include:

- Bus Speed Improvements
- Improved Clarity in Bus Routings
- Improved Productivity and Efficiency

These service changes will be monitored to determine their effectiveness for wider scale implementation.

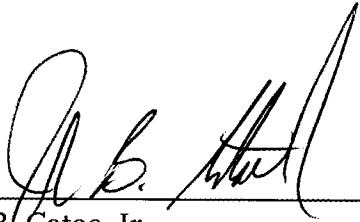
### NEXT STEPS

Staff will return to the Board in March 2007 to provide updates on the Metro Connections Resource and Implementation Plans. On-going updates will also be provided to the Board throughout the development of each plan.

### ATTACHMENTS

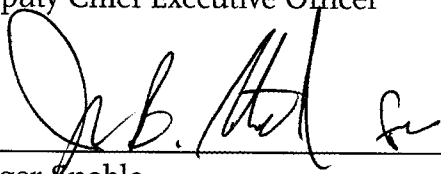
- A. Metro Connections Network Master Plan Proposals
- B. December 2006 Metro Connections Pilot Program

Prepared by: Roderick T. Goldman, Deputy Executive Officer, Service Development



---

John B. Catoe, Jr.  
Deputy Chief Executive Officer



---

Roger Snoble  
Chief Executive Officer

ATTACHMENT A

Metro Connections Network Master Plan Proposals

Proposed Route	Source Routes	Current Operating Sector	Route Description
18	18	G	Montebello Metrolink Station to Wilshire/Western station via Whittier Blvd & W. 6th.
26	26	G	Line 51 will be combined with Line 52 and operate from Vermont Station to the Artesia Transit Center. Line 352 will operate limited-stop service along this alignment. The Compton segment of Line 51 will be combined with the 45 segment south of Harbor Station and operated as a new diagonal line
45	45/46	G	Harbor Freeway Green Line Station via S. Broadway through downtown LA to Monterey Loop (Huntington & Collis)
46	46	G	Shuttle from Broadway Mall to Southwest Museum or Highland Park Station
53	53	G	5 <sup>th</sup> /Beaudry (Central City West) to Cal State Dominguez Hills via Central Avenue with Avalon Station deviation
53	753	G	Metro Rapid service is planned for Central Avenue corridor (June 2008). Consider revising implementation as demand for Metro Rapid service appears to be insufficient.
55	55	G	Central City West (5 <sup>th</sup> /Beaudry) to Rosa Parks Station (Imperial/Wilmington) via Adams and Compton Blvd.
60	60	G	Artesia Blue Line Station to Sunset / Figueroa via Long Beach Boulevard and 7th Street
62	62	G	Downtown Los Angeles to Los Cerritos Mall via 5th/6th, E. Olympic, Telegraph, Norwalk, San Antonio, and Pioneer. Service south of Cerritos Mall is provided by LBT 173 and the COW.
65	65	G	Proposed for Cancellation (Eastern segment to be replaced by Line 254, which will be extended to Cal State LA over Line 65 route; western segment to be replaced by Montebello Line 50)
102	102	G	Extend to West L.A. Transit Center or La Cienega Expo Line Station and end at USC via Rodeo & Coliseum
105	105	G	West Hollywood (Division 7) to Huntington Park Hub via Vernon Avenue & Pacific (still with Santa Rosalia deviation)
127	127/45/46/51	G	New shuttle to operate between Harbor Green Line Station & Compton Station over discontinued segments of Lines 45 and 51

Proposed Route	Source Routes	Current Operating Sector	Route Description
128	128	G	Compton Station to Cerritos Towne Center via Alondra, Studebaker
102/200	102/200	G	Echo Park to South Gate to Florence Station or Huntington Park (Pacific / Florence) via Martin Luther King, Hooper, Florence, to Florence Station or Huntington Park (Pacific / Florence). Possible segment exchange with LADOT (see Line 26)
214	214	SB	Harbor Freeway Station to Artesia Transit Center Loop via S. Main & S. Broadway
219	105	WC	West Los Angeles Transit Center or La Cienega Expo Station to West Hollywood (Division 7) via La Cienega
232	232	SB	Long Beach - Anaheim St - PCH - Sepulveda - LAX Bus Center
254	254	G	103rd St Station -Huntington Park -Gage -Lorena -Gage -City Terrace -Cal State LA (modify route in northern end to take over segment of Line 65 from 1st St to Cal State LA and serve future Indiana Gold Line Station)
265	265	G	Montebello Town Center and Lakewood Mall via Paramount Boulevard with deviation to serve Downey Landing and Lakewood Green Line Station.
275	275	G	Los Cerritos Center to Whittier
460	460	G	Downtown Los Angeles (7th / Metro Center) to Disneyland via 5th/6th, Figueroa/Flower, Harbor Transitway, I-105 corridor
611	611	G	Maywood-Bell-Cudahy-South Gate-Huntington Park Loop (Consider a timed-transfer with Line 105 at the Vernon Yard or at the Vernon Blue Line Station) (no route change)
612	612	G	Willowbrook-Lynwood-South Gate-Huntington Park Shuttle (with minor re-route to Huntington Park Hub, when constructed)
705	705	G	Beverly Center to Huntington Park Hub via La Cienega, Rodeo, Martin Luther King, Crenshaw, Vernon
745	745	G	Harbor Fwy Station to Union Station via Broadway
760	760	G	Downtown Los Angeles to Artesia Blue Line Station via Long Beach Blvd.
52/352	51/52/352	G	Wilshire/Vermont to Artesia Transit Center via 7th, San Pedro, Avalon, Victoria

Proposed Route	Source Routes	Current Operating Sector	Route Description
577X	577X	G	Phase 1 implemented Dec. 2005-New super-express route serving El Monte Station, Norwalk Green Line Station, and Cal State Long Beach and VA Medical Center. Phase 2 proposed June 2007-Extend to Long Beach Transit Mall.
66/366	66/366	G	Wilshire / Western to Montebello / Commerce Metrolink Station via W. 8th & Olympic with slight modification near Wilshire/Western station via Western (not Wilton). Consider operation of Metro Rapid service in corridor
PTP-G1		G	Anaheim (either Anaheim Amtrak Station or Brea Mall) to Artesia Transit Center via 91 HOV lanes
PTP-G2		G	Point-to-Point Route -- Huntington Park to LAX
40	40	SB	Union Station to Galleria at South Bay via Cesar Chavez, Broadway, Martin Luther King, Crenshaw, Florence, Hawthorne (some short lines at Hawthorne Green Line Station)
111	111	SB	Inglewood Transit Center to Norwalk Green Line Station via Florence
117	117	SB	LAX City Bus Station to Lakewood Green Line Station via Century, 103rd, Tweedy, Imperial
119	119	SB	Eliminate Route (Hawthorne Green Line Station to 103rd Blue Line Station via 108th)
120	120	SB	Aviation Station to Imperial / Wilmington
121	121/111	G	Imperial / Wilmington to Whittwood Mall via Imperial, Studebaker, Florence, Telegraph, Leffingwell, Santa Gertrudes, Whittier
124	124	SB	El Segundo Boulevard Tier 3 (El Segundo to Imperial / Wilmington Station)
125	125	SB	Rosecrans Local between El Segundo and Norwalk Station
126	126	SB	Proposed for cancellation; possible operation by Beach Cities Transit - City of Redondo Beach.
130	130	SB	Redondo Beach Pier to Los Cerritos Center
202	202	SB	Consider elimination. Duplicates Blue Line and alignment of Route 127 between Compton and Rosa Parks Blue Line Station. Blue Line Stations are a mile or more apart -- a shuttle may be needed to serve local stops and feed the Blue Line. South segment between Wilmington and Del Amo Blue Line Station has very low ridership.

Proposed Route	Source Routes	Current Operating Sector	Route Description
204	204	SB	Hollywood / Vermont to 120th / Vermont via Vermont
205	205	SB	Imperial / Wilmington Station to Artesia Transit Center via Wilmington to Artesia Blue Line station via Line 202 to Del Amo Station to Artesia Transit Center via Del Amo, Avalon, 190th
206	206	SB	Vermont / Sunset to Vermont Green Line Station via Normandie (extending short lines to Manchester)
207	207	SB	Hollywood / Western to LA SW College (Imperial / Eastern) via Western
209	209	SB	Wilshire / Western Station to Crenshaw Green Line Station via Van Ness
210	210	SB	Hollywood/Vine to Galleria at South Bay
211	211/215/212	SB	Downtown Inglewood to Galeria at South Bay via Loop using Prairie & Inglewood (with Green Line connections at Redondo Beach station and Hawthorne Station) (Tier 3 service)
212	212	SB	Hollywood / Vine to Inglewood Transit Center via La Brea
226	226	SB	Palos Verdes Peninsula to Palos Verdes Drive West - transfer to PVPTA
305	305	SB	Pico & Rimpau to Imperial Wilmington via Crenshaw, Vernon, Wester, Florence, Broadway, Manchester, Central, 103rd, Willowbrook (canceling service north of Pico / Rimpau)
439	439	SB	Downtown Los Angeles to LAX Bus Center via I-10, La Cienega, La Tijera, Sepulveda
442	442	SB	Cancel 442 due to duplication of Line 40 and Metro Rapid 740, Line 315 (Manchester limited), future Manchester Metro Rapid and the Harbor Transitway.
444	444	SB	Artesia Transit Center to Downtown LA via Harbor Transitway making all Transitway stops
445	445	SB	Retain service from San Pedro to Downtown Los Angeles, serving Harbor / Beacon P&R
550	550/205	SB	West Hollywood (Sunset/San Vicente) to San Pedro via San Vicente, Venice, Western, Exposition, Harbor Transitway, Artesia Transit Center, Vermont, PCH, Western, San Pedro Loop (13th, Pacific, 1st)



Proposed Route	Source Routes	Current Operating Sector	Route Description
607	607	SB	Inglewood-Windsor Hills Shuttle
608	608	SB	Crenshaw Connection Shuttle
611	111	SB	Eastern Segment of Line 111 from Norwalk Green Line Station to Whitwood Mall (This segment of Line 111 to be absorbed by Gateway Sector Line 121)
642	42	SB	LAX City Bus Center to Leimert Park / Baldwin Hills Crenshaw Mall (Crenshaw / Martin Luther King) (downtown segment integrated with Line 40)
710	710	SB	No changes proposed
711	711	SB	LAX City Bus Center to Norwalk Green Line Station via Arbor Vitae, Florence, Studebaker
715	715	SB	Manchester / Sepulveda to Inglewood Transit Center via Century to Norwalk Station via Manchester, Firestone
740	740	SB	Union Station to Galleria at South Bay via Cesar Chavez, Broadway, Martin Luther King, Crenshaw, Florence, Hawthorne (add a station at Manhattan Beach Boulevard)
754	754	SB	Hollywood / Vermont to 120th / Vermont
757	757	SB	Hollywood / Western to Crenshaw Green Line station via Western (add a stop at Western/Adams)
108A/110A	108/110	SB	Playa Vista via W. Jefferson to Fox Hills Mall to Marina Del Rey via Jefferson, Centinela, Mindanao, Admiralty, Via Marina (operated as a local shuttle)
108B	108	SB	Fox Hills Mall to Pico Rivera shopping center near Paramount / Washington (break of line in Huntington Park removed)
110B	110	SB	Fox Hills Mall to Paramount / Slauson via Centinela, Hyde Park, Southwest, Gage
115A	115	SB	Sepulveda / Manchester to Norwalk Station via Manchester, Firestone
115B	115	SB	Inglewood Transit Center to Playa Del Rey

Proposed Route	Source Routes	Current Operating Sector	Route Description
444B local	444	SB	Palos Verdes to Artesia Transit Center via Hawthorne, Artesia
446 local	446	SB	Artesia Transit Center to San Pedro via Avalong Boulevard, Pacific
447 local	447	SB	Artesia Transit Center to San Pedro via Avalon Boulevard, 7th & 13th
450X	450X	SB	5th / Flower to Artesia Transit Center via Harbor Transitway
455X		SB	5th / Flower to Harbor/Beacon Park & Ride
625/626	625/626	SB	Green Line - World Way Shuttle incorporates western end of 115, west of Sepulveda / Manchester
PTP-SB1		SB	LAX - South Bay Galleria - Del Amo Fashion Center
PTP-SB2		SB	LAX to Long Beach Airport Park & Ride with stops at Artesia TC and maybe South Bay Galleria
96	96	SF	Downtown Los Angeles to downtown Burbank via Grand/Olive, 1st, Spring, Ord, Hill, Riverside, Griffith Park, Crystal Springs, Victory, Alameda, Glenoaks, Olive (removes portion to Burbank Media District and Universal City Station)
150	150	SF	Universal City to Warner Center via Ventura - No Change
154	154	SF	Burbank to Ventura / Reseda via Burbank & Oxnard - No Change
158	158	SF	Chatsworth Transportation Center to Ventura/Van Nuys (Ventura / Moorpark) via Devonshire, Arleta, Branford, Woodman, Ventura (Shortened on West and lengthened on south)
161	161	SF	Warner Center to Thousand Oaks - No Change
163	163	SF	West Hills Medical Center to Burbank Airport via Sherman (Discontinue service south of Burbank Airport, with that service to be taken over by Line 156)
164	164	SF	Victory - No Change

Proposed Route	Source Routes	Current Operating Sector	Route Description
165	165	SF	Vanowen – No Change
167	167	SF	Plummer / Coldwater Canyon – No Change
168	168	SF	Lassen / Paxton – No Change
169	169	SF	West Hills Medical Center to Sun Valley Metrolink Station (Move eastern terminus of line west from Sunland to Sun Valley Metrolink Station) via Satcoy, Hayvenhurst, Sherman, Woodley, Satcoy, Van Nuys, Chase, Woodman, Satcoy, Vineland
183	183	SF	Cancel due to low productivity
218	218	SF	Laurel Canyon through Hollywood Hills – No Change
230	230	SF	Laurel Canyon – No Change
233	233	SF	Van Nuys Local – No Change
234	234	SF	Sepulveda Local – No change
235	236 / 237 / 239	SF	Ventura/ Balboa to Ventura Lindley – Balboa Local to Rinaldi and Louise/Zeizah/Lindley/White Oak Local (Take over 239 service south of Northridge, combine with 236 Balboa service)
236	236	SF	Sylmar / San Fernando Station to Ventura / Balboa; gives higher frequency along Balboa between Rinaldi and Ventura with a coordinated schedule with 235 – No Change
239	239	SF	Northridge Fashion Center to Sylmar San Fernando Metrolink Station via CSUN and Chatsworth (Nordhoff, Reseda, Chatsworth, Balboa, San Fernando Mission, Sepulveda, Rinaldi, Laurel Canyon, Mission, Truman, Hubbard, Frank Modugno) (Shift western terminus from Ventura / Balboa to Northridge Fashion Center)
240	240	SF	Reseda Blvd between Devonshire and Ventura
363	363	SF	North Hollywood Station to Topanga Canyon/Nordhoff via Lankershim, Sherman, Topanga Canyon (Use Lankershim / Sherman instead of Victory / Van Nuys for Valley Village segment)
634	234	SF	Sylmar Metrolink Station to Mission College to replace 234 service

Proposed Route	Source Routes	Current Operating Sector	Route Description
645	645	SF	West Hills Medical Center to Warner Center – No Change
646		SF	Valley Circle West Loop (Roscoe, Fallbrook, Vanowen, Valley Circle)
734	734	SF	Sepulveda Rapid (Sylmar-San Fernando Metrolink to Ventura)
741	240	SF	Operate new Reseda Blvd Rapid along Ventura Blvd to Universal City during peak periods, to Reseda / Ventura off-peak
750	750	SF	No change to 750 pattern, branch with 741 during peak
761	761	SF	Van Nuys / Sepulveda Pass Rapid to Westwood – Streamline stops / alignment to avoid Hilgard Loop (possibly using Montana and Gayley)
766	94	SF	Rapid between Roxford and San Fernando Road along San Fernando Road to Lankershim then to North Hollywood Red Line Station (need to choose between this route and 794)
794	394	SF	Convert to Limited to Rapid. Follows San Fernando Road between downtown Los Angeles and Sylmar / San Fernando Station (with potential Burbank Airport Deviation)
152A	152	SF	Warner Center to North Hollywood Station via Fallbrook, Roscoe, Tuxford, Glencaks (Sun Valley Metrolink Station), Sunland, and Vineland
152B	152	SF	North Hollywood Station to Downtown Burbank, follows existing 152 route via Vineland, Ventura, Cahuenga, Lankershim, Riverside, Alameda, Main, Olive, Glencaks, Verdugo to Olive and San Fernando
156 / 163	156 / 163	SF	Burbank Airport Loop with Cahuenga Pass – Hollywood / Vine to Burbank Airport via Cahuenga, Barham, Hollywood Way, Vanowen, returning to Hollywood / Vine via Vineland, Chandler (North Hollywood Station), Lankershim, Vineland, Ventura, Cahuenga
156A / 237	156 / 237	SF	North Hollywood Station to Granada Hills (Rinaldi / Louise) via 156 (Chandler, Burbank, Van Nuys) then via 237 (Victory, Woodley, Rinaldi)
166 / 364	166	SF	Chatsworth Transportation Center (following Topanga Canyon, Plummer, Owensmouth, Northhoff, Osborne, Glencaks) to Division 15. Service south of Division 15 (Montague / Glencaks) to partly be served by new 94A line
242 / 243	242 / 243	SF	Tampa / Winnetka – No Change
244 / 245	244 / 245	SF	De Soto/Topanga Canyon – No Change

Proposed Route	Source Routes	Current Operating Sector	Route Description
90A	90/91	SF	90A combines route 90 and 91, terminating at Foothill and Sunland Boulevard, follows 90 alignment via Montrose - Pennsylvania Avenue (cancel Honolulu, La Crescenta Avenue segment of 91)
90B	90/91/169	SF	90B extends from Olive View Medical Center to Burbank Airport via a portion of the northern 90 south to Foothill and Sunland Boulevards returning west and south via a portion of the 169 to Burbank Airport
92A	92	SF	Break route at Downtown Burbank. 92A runs from Sylmar Metrolink Station to Downtown Burbank.
92B	92	SF	92B runs from Downtown Burbank to Downtown LA via Glenoaks, Brand, Glendale, Bellevue, Temple, Spring / Main to Venice Blvd
94A (95)	94	SF	New line will take over old 94 service north of Sylmar Metrolink Station (to Olive View Medical Center), service south to North Hollywood Red Line Station using Lankershim Blvd. (like 166)
94B	94	SF	Downtown LA to Sun Valley (San Fernando Road & Lankershim) via Lincoln Heights / Cypress Park, Glendale Transportation Center, and Burbank Airport
96 / 183	96 / 183	SF	Burbank Metrolink, Downtown Burbank to Sherman Oaks (Sepulveda) Loop from Metrolink station via Verdugo, 1st, Magnolia (via North Hollywood Station), Sepulveda, Ventura, Van Nuys, Riverside, Olive
LADOT 422	LADOT 422	SF	Serve Universal City Station
N356	156	SF	Owl Service between Panorama City and Downtown Los Angeles, via Van Nuys, Burbank, Whitsett, Chandler, Lankershim, Vineland, Ventura, Cahuenga, Santa Monica, Vermont, 101 Fwy, Hill
PTP-SF1	-	SF	New point-to-point service from Sepulveda Orange Line Station to Westwood via I-405
PTP-SF2	-	SF	Coordinated service from North County (Santa Clarita / Antelope Valley) to an appropriate intercept in the San Fernando Valley (Sepulveda Station or North Hollywood)
PTP-SF-SG-1		SF,SG	Point-to-Point Route: North Hollywood, Burbank, Glendale, Pasadena (possible modification of LADOT 549)
28	28	SG	West Olympic Boulevard, disconnected from Lines 83/84/85. (Recommended that the West Olympic Bl. service be tied into Lines 10/11 along Temple.)
66	66	G	No changes proposed
70	70/71	SG	Downtown Los Angeles (Spring / Pico) to El Monte Station via Garvey Avenue (absorbs the 71)

Proposed Route	Source Routes	Current Operating Sector	Route Description
78	78	SG	Downtown Los Angeles to South Arcadia via Huntington / Las Tunas
79	79	SG	Downtown Los Angeles to Arcadia Community Hub
83	83	SG	From Eagle Rock (York & Eagle Rock) via current route (via York and Monte Vista) to Downtown Los Angeles (possibly combine with 18)
84	84	SG	From Eagle Rock Plaza via current route (via Eagle Rock Boulevard and Cypress Avenue) to Downtown Los Angeles (possibly combine with 18) Line 85 would be cancelled and replaced by a shuttle route from York & Eagle Rock to Glendale College possibly operated by Glendale.
170	170	SG	Cancel as ridership has shifted to other local shuttles; possible additional service via Foothill Transit
175	175	SG	Cancel due to low ridership
177	177	SG	JPL to Sierra Madre Villa Station via Foothill Fwy, California Hill, and Foothill – No changes to route alignment proposed, possible change of operator arrangement with possible absorption of line into ARTS system
180	180	SG	Hollywood to Altadena following current 180 route – no changes
181	181	SG	Hollywood to Sierra Madre Villa Station following current 181 route, no Yosemite deviation
201	201	SG	Follows route 201 but has northern / eastern terminus at Glendale Adventist Hospital
251	251	SG	Long Beach Green Line Station to Lincoln Heights / Cypress Park Station – No changes proposed
252	252	SG	Soto / Olympic to Huntington / Monterey – No changes proposed
255	255	SG	Served by LADOT DASH in Boyle Heights
258	258, 485	SG	Huntington / Garfield to Paramount via Huntington, Fremont, Hellman, Cal State LA, Corporate Center Drive (or Eastern) to Mednik, then via 258 route
266	266	SG	Sierra Madre Villa to Lakewood via Montebello Town Center (deviation from Rosemead follows Pomona Freeway, Town Center Drive, San Gabriel) Possible deviation into El Monte Station Regional Hub

Proposed Route	Source Routes	Current Operating Sector	Route Description
268	268	SG	Washington Blvd. Baldwin Avenue – No changes proposed, possible changes if Pasadena ARTS changes its route structure
378	378	SG	Downtown Los Angeles to South Arcadia via Huntington / Las Tunas (possible extension up Myrtle to Montrovia)
379		SG	Expedited service or "Super-Limited" from Downtown Los Angeles to Arcadia community Hub with up to 8 intermediate stops
485	485	SG	Served by several other routes including 180 (Lake Street Corridor) and 79 (Huntington Corridor) and ARTS routes
487	487	SG	San Gabriel Boulevard to Downtown Express – uses Del Mar to Mission (not Valley & New Ramona), New northern terminal at Sierra Madre Villa Station (does not continue on Santa Anita Avenue Corridor)
489	489	SG	Rosemead Boulevard to Downtown Express – No Changes Proposed
684	684	SG	Eliminate service or develop partnership with OCTA to sustain service
751	751	SG	Soto Metro Rapid – Florence Blue Station to Lincoln Heights / Cypress Park Station (via Florence, Pacific, Soto, Daly), shorten existing route with terminus at Huntington Park (Palm / Seville) with launch of 760 (Long Beach Metro Rapid)
762	762 or 726	SG	Atlantic Metro Rapid – Artesia Station to Memorial Park Station (Fair Oaks / Walnut) via Atlantic, Fair Oaks
770	368, 370	SG	Metro Rapid – El Monte Station to Downtown Los Angeles via Garvey, Atlantic, Cesar Chavez
780	717,780	SG	Washington / Fairfax to Pasadena City College Rapid (absorbs 717)
176A	176	SG	Highland Park to El Monte – Follows same route as 176 with a shortening of the route west of Highland Park station
256A	256, ARTS	SG	Segment to the north of Highland Park Station to be absorbed into ARTS system
256B	256	SG	Segment to the south of Highland Park Station to be separated with a possible absorption into DASH service
260A	260	SG	Altadena to Whittier Boulevard (follows northern section of 260)

Proposed Route	Source Routes	Current Operating Sector	Route Description
260B	260	SG	East Los Angeles College to Artesia Station (follows southern section of 260)
264/267	264/267	SG	Temple City Blvd. – Del Mar Blvd. – Lincoln Ave. – No changes proposed
384 (484 local)	484	SG	Valley Boulevard local from El Monte Station to Cal Poly Pomona (truncated at El Monte Station and straightened in La Puente with greater stop spacing throughout)
390 (490 local)	490	SG	Ramona Boulevard / San Bernardino Avenue Local to Cal Poly Pomona (truncated at El Monte Station)
391 (491 Local)	487	SG	Sierra Madre Villa to El Monte Station via Sierra Madre Villa, Sierra Madre Boulevard, and Santa Anita
577X	577X	SG	Phase 1: El Monte Station to Long Beach VA Hospital via Norwalk and CSULB Dec.05; Phase 2: Extend to LB Transit Mall. June 07
686/687 shuttle	686, 687	SG	Combined Los Robles / Allen Avenue Shuttle serving Del Mar and Fillmore Stations. Consider as possible ARTS service
68C – Montebello Town Center	68	SG	Break at a location TBD (East LA College) to create a shortened shuttle to Montebello Town Center to future Gold Line (not necessarily to be implemented if 68 is broken from the Washington Boulevard section)
76 / 376	76 / 376	SG	Downtown Los Angeles to El Monte Station (Incorporates minor route modification to follow Santa Anita Avenue into El Monte Station following 376 routing)
81A	81	SG	Downtown Los Angeles to Colorado & Figueroa – Staples Center / South Park to York / Figueroa via current 81 route alignment
81B	81	SG	Downtown Los Angeles to Harbor Freeway Station (starts from location TBD)
85 shuttle	85	SG	Truncated and operated as a separate shuttle between Glendale College and Eagle Rock & Verdugo
El Monte Busway BRT	484, 490	SG	Combine busway and downtown portions of 484 and 490 into a unified BRT route from El Monte Station through downtown Los Angeles with possible interlining with Harbor Transitway services to Artesia Transit Center (and possibly LAX)
Glenn Oaks Shuttle (210B)	201	SG	Glendale Bee Line may absorb eastern segment of 201 east of downtown Glendale



Proposed Route	Source Routes	Current Operating Sector	Route Description
Modified DASH Boyle Heights Shuttle	255, 605, 620, DASH Boyle Heights	SG	Line 255 to be cancelled. Lines 620 & 605 could be absorbed and reconfigured by DASH.
Mount Washington Shuttle (176B) PTP-SG2	176	SG	Follows route 176 through Glassell Park and Mount Washington to Highland Park station, operator TBD
		SG	Point-to-Point Route: El Monte Station, Arcadia, Pasadena (Del Mar Station)
San Marino Shuttle	485	SG	Connection from Gold Line Lake Street Station via Lake Street to San Marino via Oak Knoll with possible routing to Huntington Library and connection to 258. To be operated by ARTS
4	4	W	Santa Monica / Cotner to downtown (Broadway/7th) via Santa Monica, Sunset
10	10	W	Downtown Los Angeles to West Hollywood (Santa Monica / San Vicente) via Temple, Beverly, Vermont, Melrose, removing connection with Vermont / Beverly Station
14	14	W	Century City to Downtown LA via Santa Monica, Beverly, Grand/Olive
20	20/21	W	Wilshire / Veteran to 7th / Metro Center via Wilshire (eliminate Westwood terminal)
21	21	W	Service absorbed into line 20
30	30/31	W	Pico/Rimpau to Union Station via Pico, Broadway
32	30/31	W	East LA College to 5th / Beaudry terminal via Floral, 1st, Broadway, 5th / 6th
33	33	W	Venice / Lincoln to Staples Center via Venice
37	37	W	West LA Transit Center to Grand & 3rd via W. Adams, Grand/Olive - extend to Expo line terminal when opens
38	38	W	West LA Transit Center to Union Station via W. Jefferson with select trips to LAC/USC medical center (western terminus shifts to Expo La Cienega Station)
48	48	W	Avalon/I-105 Station to LA Trade Tech via San Pedro, Main, Maple, Adams, Main

Proposed Route	Source Routes	Current Operating Sector	Route Description
71	71	W	Service absorbed into the 70
217	217	W	West LA Transit Center to Vermont/Sunset via Fairfax, Hollywood
218	218	W	Cedars Sinai to Studio City via Laurel Canyon
534	534	W	West LA Transit Center to Malibu (Trancas Canyon) via I-10, PCH with connections in Santa Monica
603	603	W	Rampart-Hoover-Allesandro-Colorado
631	31 / 68	W	LAC/USC Medical Center to Montebello Town Center via East LA College
702	2	W	Downtown to Westwood via Sunset Rapid
704	304	W	Santa Monica / Ocean to Terminal 31 (Union Station) via Sunset, Santa Monica
714	714	W	Cancel Century City to Downtown LA (Staples Center) via Santa Monica, Beverly, Grand/Olive
718	720	W	Wilshire / Vermont to Commerce Center via Wilshire, 5th/6th, Whittier
720	720	W	Santa Monica to Wilshire / Vermont via Wilshire
728	28	W	West Olympic Metro Rapid between Century City and Union Station
730	30/31	W	Wilshire / Western to Santa Monica via Wilshire, Crenshaw, Pico
733	333	W	Santa Monica (Windward / Pico) to Staples Center via Main (in Santa Monica), Venice
16/316	16/316	W	6th / Central to Cedars-Sinai Medical Center and Century City via 5th/6th (in downtown), 3rd (between Bixel and Robertson), Burton Way, Santa Monica (avoids 3rd / 4th corridors in downtown LA). Expand limited stop area to between 3rd/La Cienega & 6th/St. Paul

Proposed Route	Source Routes	Current Operating Sector	Route Description
220A	220	W	West Hollywood (Santa Monica / San Vicente) to Culver City (Venice / Culver) via Robertson
220B (Culver City 7)	220	W	Portion to Marina Del Rey (Fisherman's Village) to be operated by Culver City Bus. Venice / Culver (future Washington / National Expo Station) to Marina Del Rey
2A	2	W	Westwood & Le Conte to downtown (Broadway/7th) via Sunset
2B	2	W	Segment west of Westwood/Le Conte to Pacific Palisades -make shuttle or transfer to Santa Monica
68A	68	W	West LA Transit Center (future La Cienega Expo Line Station) to 7th/Broadway via Washington, Broadway (implement after 2010, Expo Line, East LA Gold Line Service Start)
68B	68	W	Montebello Town Center to Union Station (implement after Gold Line Eastside Extension starts)
PTP W1		W	Point-to-Point Route -- Hollywood, West Hollywood, West LA Transit Center, LAX
PTP W2		W	Point-to-Point Route -- Hollywood, Mid-Wilshire (Wilshire/Vermont), West LA Transit Center, LAX
PTP W3		W	Point-to-Point Route -- West Hollywood, Mid-Wilshire (Wilshire/Vermont), USC
PTP W4		W	Point-to-Point Route -- Westwood, West Hollywood, Hollywood
PTP W5		W	Point-to-Point Route -- Westwood, WestLA Transit Center, USC
PTP W6		W	Point-to-Point Route -- Santa Monica, Westwood, West Hollywood
PTP W7		W	Point-to-Point Route -- Westwood, LAX, South Bay Galleria, Long Beach
PTP W8		W	Point-to-Point Route -- Santa Monica to Union Station (intermediate stations not specified)

## **Attachment B**

### **December 2006 Metro Connections Pilot Program**

#### **Faster Service**

- 1 new limited stop service (Line 364-Nordoff Bl.)
- New Rapid service on Reseda Boulevard (Line 741)

#### **Simplify Service**

- Restructure 6 routes to provide shorter, more direct service and to improve service reliability (Line 85-Verdugo Rd., Line 94-San Fernando Rd., Line 152-Roscoe Bl., Line 156-Van Nuys Bl., Line 166-Lankershim Bl., and Line 240-Reseda Bl.)

#### **Improve Productivity and Efficiency**

- Reroute service to reduce duplication and improve productivity (Line 363-Sherman Way)
- Restructure service (Line 111-Florence Ave. shortened and discontinued segment absorbed by extension of Line 121)