



Agenda Item 7

**METRO SAN GABRIEL VALLEY GOVERNANCE COUNCIL**  
**April 12, 2005**

**SUBJECT: PROPOSED ROUTE AND SERVICE CHANGES FOR JUNE 2005**

**ACTION: APPROVE**

**BACKGROUND**

The proposed service change program for June 2005 for the San Gabriel Valley Sector will focus on improving the performance of our lines that are below the Metro performance level of .600, adding running time and service to heavier lines to improve on-time performance, and to reduce service on scheduled trips that have few riders. The net result of these changes would be to reduce service by less than 1%, as compared to the December 2004 service levels. These changes will improve productivity and service on the heaviest traveled lines in the sector.

For the San Gabriel Valley six of our directly operated 28 bus lines are performing below the minimum Metro bus performance standard. The performances of all SGV lines are shown in attachment A.

SGV Staff is evaluating minor route and schedule modifications to each of these six lines to improve their performance. Much of the savings garnered from these changes would be reinvested into SGV lines that need additional resources to reduce overcrowding or improve on-time performance. These and the under productive bus trips to be curtailed, will maintain overall bus system service levels given the financial realities faced by the Agency.

The proposed service changes do not require a public hearing as they impact less than 25% of each lines route miles, or service hours.

The following section briefly describes each line and the proposed service modifications. Those that are approved by Governance Council will be implemented in June 2005 or later.

**DISCUSSION**

San Gabriel Valley bus lines that are performing below the .600 standard are listed below in descending order of their performance.

**Line 170 (El Monte St. – Cal State LA via Montebello Town Center)** operates along 22 streets between El Monte Station and Cal State LA. Service is provided every 50 minutes with about 1,200 boarding passengers per day. The proposal is to reduce service to hourly or every 65 minutes. No route change is proposed at this time.

**Line 201 (Silverlake Bl. – Glendale)** operates between the Chevy Chase/Glenoaks area of Glendale to the Vermont/Wilshire Red Line Station via, Atwater and Silverlake. This line operates service in the range of every 40-45 minutes, using 4 buses. Service levels are proposed to be reduced to hourly. This will save one bus in the morning and mid-day.

**Line 255 (Rowan Av. – Griffin Av.)** this short 7.4 miles bus line operates every 45-50 minutes. For about 3 of these miles, the Boyle Heights DASH presently duplicates it. For over  $\frac{3}{4}$  of its route north of the hospital, other Metro bus lines duplicate it. Since the beginning of this DASH service about one year ago, ridership has dropped from about 1,200 per day to 800. No changes are proposed to this line at this time. Staff will continue to work with LADOT regarding the potential extension of LADOT's Boyle Heights DASH.

**Line 258/259 (Fremont Av.-Alhambra/Fremont Av.-El Sereno)** Operates from Firestone Bl. to Fremont Av. and Commonwealth Av. in Alhambra. At this point, Line 258 turns east and operates to downtown Alhambra, while Line 259 turns west and operates thru the El Sereno community to Huntington Dr. & Monterey Rd. The City of Alhambra has requested that SGV staff investigate removing Line 259 bus service from west Commonwealth. Staff is proposing to either eliminate Line 259 service and to route these buses over Line 258 to downtown Alhambra, **or** to reduce service on Line 259 from 16 round trips per day to eight. There are a total of about 180 weekday boardings along this segment of Line 259, out of a total ridership for Line 258/259 of 1,800. Of the 3.2 miles of potential route reduction, the El Sereno DASH and Metro Line 78/378 presently serve 2 miles. The 1.2-mile segment that would be without direct bus service is generating about 20 boardings at the 5-paired stops.

**Line 267-264 (El Monte-Altadena via Temple City & Del Mar - Altadena-City of Hope via Duarte Rd.)** This combination of bus lines provides service to about 2,500 passengers per day. Most of the bus trips continue from one line to the next at Lake and Altadena, after the buses take a layover. Service operates every 40 minutes on both routes. The proposal for weekday service is to directly link these lines, allowing for a short 3-minute pause, and to operate service at 30 minutes on Line 267 (which has most of the ridership) and 60 minutes on Line 264. On Weekends, service would operate on a 60 to 65 minute service level over both routes.

**Line 268 (El Monte Sta. – JPL via Baldwin Av.-Washington Bl.)** carries nearly 2,500 passengers per weekday, with a high percentage of these being students in the Pasadena area. This line operates service about every 45 minutes during mid-day periods. Staff is proposing to operate this line every 60 minutes during mid-day and retain the present peak hours service levels.

## **IMPLEMENTAION**

The service changes that are approved by the Governance Council will be implemented effective June 26, 2005 or later. Staff will monitor the changes to ridership and performance for each of these lines and report back to the Council in six months with a service up-date.

Prepared By:

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**Metro**

**ATTACHMENT A**

**ANNUALIZED SAN GABRIEL VALLEY DATA**

LINE	Contract	Service Type	Peak Buses	Rev. Hrs	Psgs.	Est. Cost	Est. Cost per Hr.	Est. Psgr. Rev.	Est. Rev. Per Psgr.	Est. Subsidy per Psgr.	Psgs. / Rev. Hr.	Psgr. Miles / Seat Mile	INDEX
605	C	Shuttle	4	13,112	886,710	\$676,448	\$52	\$443,355	\$0.50	\$0.26	67.6	0.970	4.533
251		Local	15	66,889	5,855,788	\$6,996,600	\$105	\$3,864,820	\$0.66	\$0.53	87.5	0.610	1.868
489		Express	1	2,729	102,679	\$285,401	\$105	\$102,679	\$1.00	\$1.78	37.6	0.526	1.709
490		Express	11	39,336	1,294,460	\$4,114,567	\$105	\$1,294,460	\$1.00	\$2.18	32.9	0.414	1.410
484		Express	17	66,330	1,984,475	\$6,938,160	\$105	\$1,984,475	\$1.00	\$2.50	29.9	0.398	1.285
70		Local	23	93,767	5,044,449	\$9,807,976	\$105	\$3,329,336	\$0.66	\$1.28	53.8	0.530	1.124
28		Local	54	188,198	11,000,823	\$19,685,469	\$105	\$7,260,543	\$0.66	\$1.13	58.5	0.380	1.070
81		Local	33	121,240	6,683,195	\$12,681,725	\$105	\$4,410,908	\$0.66	\$1.24	55.1	0.417	1.049
620		Shuttle	3	10,328	456,660	\$1,080,257	\$105	\$114,165	\$0.25	\$2.12	44.2	0.195	1.018
76		Local	18	71,152	3,326,618	\$7,442,499	\$105	\$2,195,568	\$0.66	\$1.58	46.8	0.495	0.988
180		Local	22	111,426	5,735,527	\$11,655,107	\$105	\$3,785,448	\$0.66	\$1.37	51.5	0.404	0.981
260		Local	28	102,076	5,277,146	\$10,677,181	\$105	\$3,482,916	\$0.66	\$1.36	51.7	0.390	0.972
687		Shuttle	4	13,768	504,510	\$1,440,133	\$105	\$332,976	\$0.66	\$2.19	36.6	0.225	0.967
175		Local	4	7,344	405,988	\$768,182	\$105	\$267,952	\$0.66	\$1.23	55.3	0.281	0.934
485		Express	11	39,267	952,029	\$4,107,276	\$105	\$952,029	\$1.00	\$3.31	24.2	0.243	0.932
487		Express	15	40,171	900,228	\$4,201,918	\$105	\$900,228	\$1.00	\$3.67	22.4	0.269	0.901
78		Local	19	83,604	3,408,817	\$8,744,926	\$105	\$2,249,819	\$0.66	\$1.91	40.8	0.442	0.859
252		Local	3	12,582	657,092	\$1,316,077	\$105	\$433,681	\$0.66	\$1.34	52.2	0.230	0.843
266	C	Local	7	30,074	880,791	\$1,551,537	\$52	\$581,322	\$0.66	\$1.10	29.3	0.258	0.791
751		Rapid	13	39,812	1,400,000	\$4,164,335	\$105	\$924,000	\$0.66	\$2.31	35.2	0.341	0.665
684		Shuttle	3	13,184	310,000	\$1,379,046	\$105	\$204,600	\$0.66	\$3.79	23.5	0.181	0.648
176		Local	3	11,399	419,220	\$1,192,283	\$105	\$276,685	\$0.66	\$2.18	36.8	0.236	0.629
686		Shuttle	3	14,054	360,603	\$1,469,996	\$105	\$237,998	\$0.66	\$3.42	25.7	0.121	0.613
268		Local	11	23,091	698,939	\$2,415,319	\$105	\$461,300	\$0.66	\$2.80	30.3	0.265	0.570
201		Local	5	14,447	386,835	\$1,511,156	\$105	\$255,311	\$0.66	\$3.25	26.8	0.224	0.492
270	C	Local	5	20,968	405,034	\$1,081,739	\$52	\$267,322	\$0.66	\$2.01	19.3	0.172	0.480
259		Local	5	16,677	456,414	\$1,744,414	\$105	\$301,233	\$0.66	\$3.16	27.4	0.193	0.473
170		Local	4	14,459	310,295	\$1,512,411	\$105	\$204,795	\$0.66	\$4.21	21.5	0.219	0.424
267		Local	8	36,402	784,164	\$3,807,649	\$105	\$517,548	\$0.66	\$4.20	21.5	0.187	0.397
255		Local	2	10,974	265,475	\$1,147,880	\$105	\$175,214	\$0.66	\$3.66	24.2	0.122	0.373
256	C	Local	6	25,671	312,878	\$1,324,367	\$52	\$206,499	\$0.66	\$3.57	12.2	0.129	0.306
254	C	Local	4	14,692	173,928	\$757,960	\$52	\$114,792	\$0.66	\$3.70	11.8	0.121	0.293
177	C	Local	3	6,936	56,721	\$357,828	\$52	\$37,436	\$0.66	\$5.65	8.2	0.061	0.179
<b>SGV Totals</b>			<b>367</b>	<b>1,376,156</b>	<b>61,698,489</b>	<b>\$138,037,824</b>	<b>\$100</b>	<b>\$42,171,414</b>	<b>\$0.68</b>	<b>\$1.55</b>	<b>44.8</b>	<b>0.373</b>	