

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**AD HOC CONGESTION PRICING COMMITTEE
OPERATIONS COMMITTEE
NOVEMBER 20, 2008****SUBJECT: DUAL HUB BUS RAPID TRANSIT (BRT)****ACTION: RECEIVE AND FILE REPORT****RECOMMENDATION**

Receive and file report on service changes under consideration for June 2009 to establish a Bus Rapid Transit (BRT) service along the Harbor Transitway and El Monte Busway consistent with the Congestion Reduction Demonstration Project (Fastlanes).

ISSUE

We operate express lines along the El Monte Busway and Harbor Transitway. Lines 484 and 490 provide service from Pomona to Downtown Los Angeles via El Monte Transit Center and the El Monte Busway. Lines 444 and 446/447 provide service from the South Bay Peninsula to Downtown Los Angeles via Artesia Transit Center and the Harbor Transitway. Staff is considering changes to Lines 444, 446/447, 484 and 490 that are anticipated to enhance service levels along both corridors, improve speed and reliability of service, and minimize duplication of service through Downtown Los Angeles. The changes considered are expected to be cost neutral and serve as the basis for transit enhancements for the Congestion Reduction Demonstration Project.

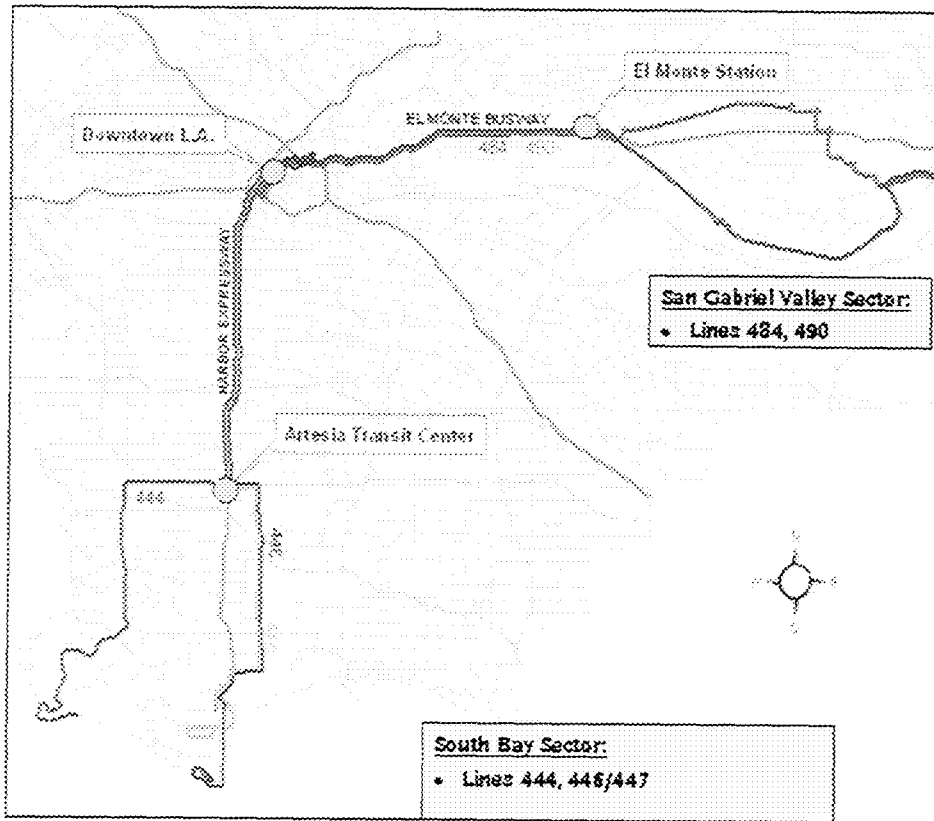
DISCUSSION

Currently, we operate a number of express lines along the I-110 Harbor Transitway. Four express lines provide service from Artesia Transit Center through Downtown Los Angeles, with Line 444 originating from Rancho Palos Verdes, Lines 445 and 446/447 from San Pedro, and Line 450X from Artesia Transit Center. Two Metro express lines, Lines 484 and 490, operate along the I-10 El Monte Busway both providing service from Pomona through Downtown Los Angeles via El Monte Bus Station, with Line 484 operating along Valley Blvd. and Line 490 operating along Ramona Blvd.

In an effort to enhance service levels along both corridors, improve speed and reliability of service, and minimize duplication of service through Downtown Los Angeles, staff is considering implementing a BRT service between Artesia Transit Center and El Monte Bus Station, which would replace the freeway portions of Lines 484 and 490 on I-10 and Lines 444 and 446/447 on I-110 (Figure 1). The local segments of each line will continue to operate along the same alignment and the same service levels. (As a note,

Lines 445 and 450X were not included in this proposal given the significant impacts to existing riders on Line 445 and the success of the point to point express characteristic of Line 450X.)

Figure 1
Existing Lines 444, 446/447, 484, 490



Benefits

The Dual Hub BRT is being considered based on short and mid-term benefits. In the short-term, coordinating service along the Harbor Transitway and El Monte Busway provides opportunities to achieve the following service improvements with no additional operating cost:

- Improve frequencies on Harbor Transitway and El Monte Busway;
- Reduce unproductive service;
- Simplify routing, schedules, and fares;
- Improve speed and reliability;
- Eliminate downtown layover requirements; and
- Provide connection to the new Gold Line Eastside Extension Little Tokyo Station.

In the mid-term, the Dual Hub BRT would provide the service basis for transit projects funded through the Congestion Reduction Demonstration Project (Fastlanes). In order

to attract a greater mode split to transit to support the Fastlanes project, several capital enhancements will be implemented to complement the short-term service enhancements, including:

- Off board fare payment;
- Increased security on Harbor Transitway;
- Redeveloped El Monte Bus Station and additional parking;
- Additional transit priorities through downtown;
- Better access into Downtown Los Angeles from the Harbor Transitway;
- Direct access into Patsouras Plaza from El Monte Busway; and
- New buses.

Combined, the short and mid-term transit enhancements are expected to greatly enhance transit service on two key travel corridors, improve service productivity and efficiency, and provide an attractive transportation alternative that supports the goals and objectives of the Fastlanes project.

Impacts to Existing Riders

As with all proposals to restructure existing service, the opportunities of the Dual Hub BRT were carefully considered against the negative impacts to existing riders. Since the service proposal assumes no change on the local segments of each line and much improved service and infrastructure on the express and downtown portions of each line, the primary negative impact is the forced transfer for passengers traveling between the local and express segments of the lines. An analysis was conducted to evaluate impacts to three distinct rider groups as follows:

- Local Riders – The service proposal assumes that local segments of each line will maintain the current routing, frequency and span. Therefore, passengers that board and alight the lines between the Artesia Transit Center and San Pedro/Rancho Palos Verdes and between El Monte Bus Station and Pomona will receive the same service, and may even benefit from improved reliability by separating the volatile downtown segments of the lines from the local segments.
- Express Riders – As with local riders, express riders will not experience the negative impact of a transfer since they begin and end their trips between the Artesia Transit Center / El Monte Bus Station and Downtown Los Angeles. In fact, these riders will experience the most benefit from the Dual Hub BRT given the enhancements to service levels and infrastructure planned along the transitway / busway.
- Through Riders – Through riders traveling between the local and express segments of each line currently experience a one seat ride. With the Dual Hub BRT proposal, these riders will be forced to transfer between the local line and BRT at Artesia Transit Center and El Monte Bus Station. While transfers are considered a negative impact, the greatly enhanced service levels and reliability along the transitway are expected to mitigate much of the impact as frequencies are expected to be at 3/5 minutes during the peak period and 10/12 minutes

during the base compared to the current 6/12 minute peak and 10/60 minute base along the El Monte/Harbor, respectively.

Table 1 provides a summary of the impacts to existing riders on Lines 444, 446/447, 484, and 490. Overall, 87 percent of existing riders that are local and express passengers will benefit from the Dual Hub BRT while 13 percent will be impacted by a transfer. To further evaluate the impact, staff will be conducting a survey of existing through riders to assess the degree of negative impact caused by the transfer. The results of the survey will be incorporated and considered in the final proposal for public hearing.

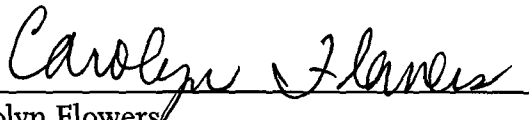
Table 1
Passenger Impact Analysis

Line	Local	Express	Thru	Impacted
444	1,479	727	619	22%
446/447	2,766	745	414	11%
484	3,780	3,220	891	11%
490	2,977	1,460	681	13%
Total	11,002	6,152	2,605	13%

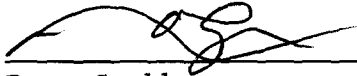
NEXT STEPS

The changes under consideration in this report were presented to the San Gabriel Valley and South Bay service sectors in October. These sectors will be asked in December to approve publication of public hearing notices. The public hearings are expected to occur in early February 2009. In March 2009, the sectors and the Board will be asked to approve a recommended set of service changes developed after consideration of public comment. The recommended changes will be implemented with the semi-annual Service Change Program in June 2009.

Prepared by: Conan Cheung, Deputy Executive Officer, Service Development
Ed Muncy, Director, Service Planning
Wayne Wassell, Transportation Project Manager IV



Carolyn Flowers
Chief Operations Officer



Roger Snoble
Chief Executive Officer

