

**Metro**

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

**OPERATIONS COMMITTEE
NOVEMBER 20, 2008**

SUBJECT: EASTSIDE EXTENSION BUS/RAIL INTERFACE

ACTION: RECEIVE AND FILE REPORT

RECOMMENDATION

Receive and file report on service changes under consideration for June 2009 to coincide with opening of the Gold Line extension to East Los Angeles.

ISSUE

An eight station, six-mile extension of the Metro Gold Line is planned to begin operation at the end of June 2009. Changes to the existing bus system are under consideration in order to provide suitable access to stations, minimize duplication of service with the rail line, and ensure connections to key regional services. The changes being considered are expected to be cost neutral, and may result in some bus operations cost savings depending on the levels of service that are implemented.

DISCUSSION

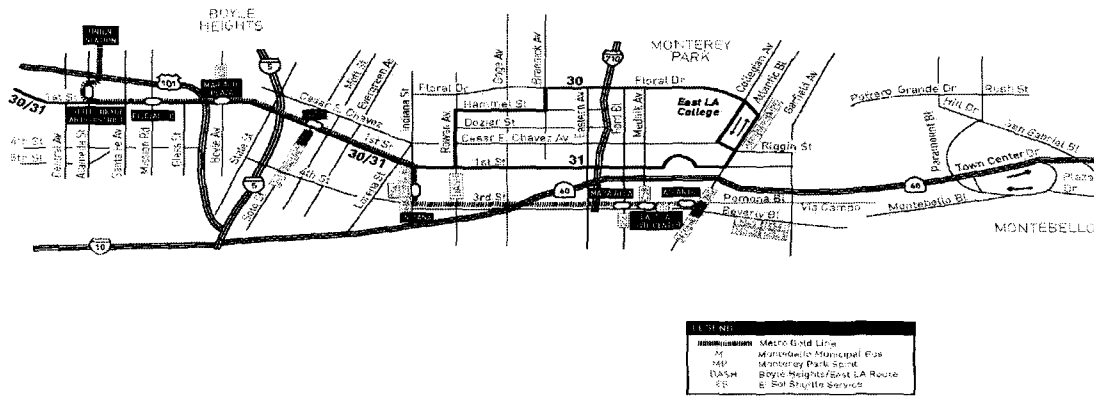
The alignment of the Metro Gold Line extension is shown in Figure 1 along with existing bus services operating within the rail corridor. The most significantly impacted bus route will be Line 30 which follows the Gold Line alignment between Little Tokyo Station and Indiana Street. Beyond Indiana St., the routes diverge with the rail extension shifting southward to Third St. while the bus line splits at Rowan Avenue with Route 30 operating via Floral Drive to Atlantic Boulevard, and Route 31 continuing via First St. to Atlantic Blvd.

Because of the potential service duplication, Line 30 became the primary focus of bus service restructuring analyses. It was found that much of the ridership activity on Line 30 occurs west of Little Tokyo Station (Figure 2). Further, it was found that all existing bus stops along the duplicated portion of Line 30 are within one-half mile of a Gold Line station with only two bus stops more than one-quarter mile from a station (Figure 3).

From these findings several objectives for Line 30 restructuring were established:

- Maintain access from Little Tokyo Station to points west that are now served by Line 30;
- Continue a “lifeline” level of bus service along First St. between Little Tokyo Station and Indiana St. including the preservation of late night and “owl” service; and
- Provide continued bus service to Floral Dr. and First St. east of Indiana St.

EASTSIDE GOLD LINE EXTENSION

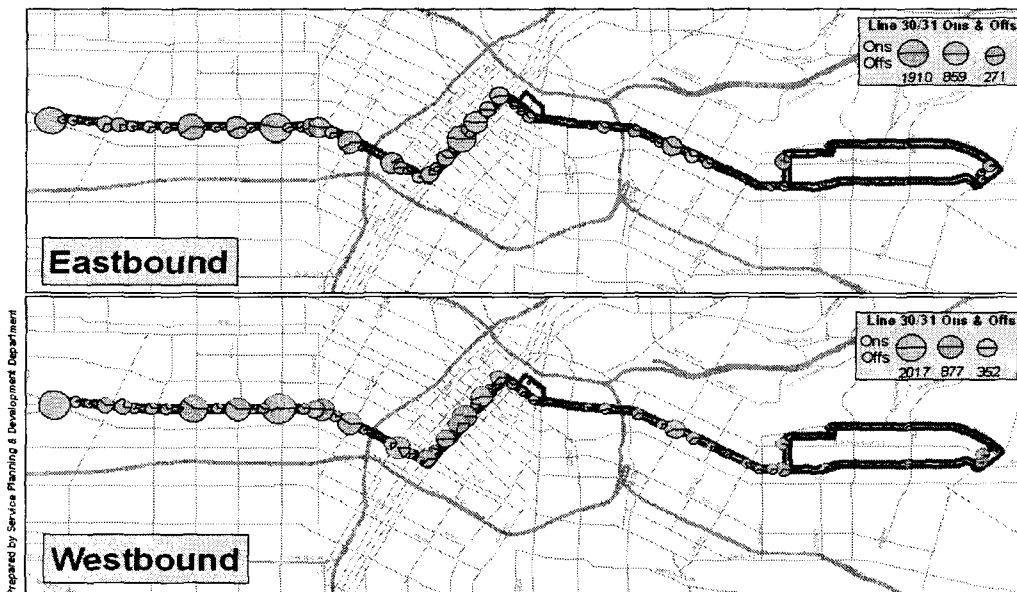


1072798

Figure 1 - Gold Line Extension Corridor



Line 30/31



Prepared by Service Planning & Development Department

Thomson Bros. Maps

— Line 30/31
 - - - - - Freeways

0 1 2 Miles





Line 30/31 & Gold Line Extension

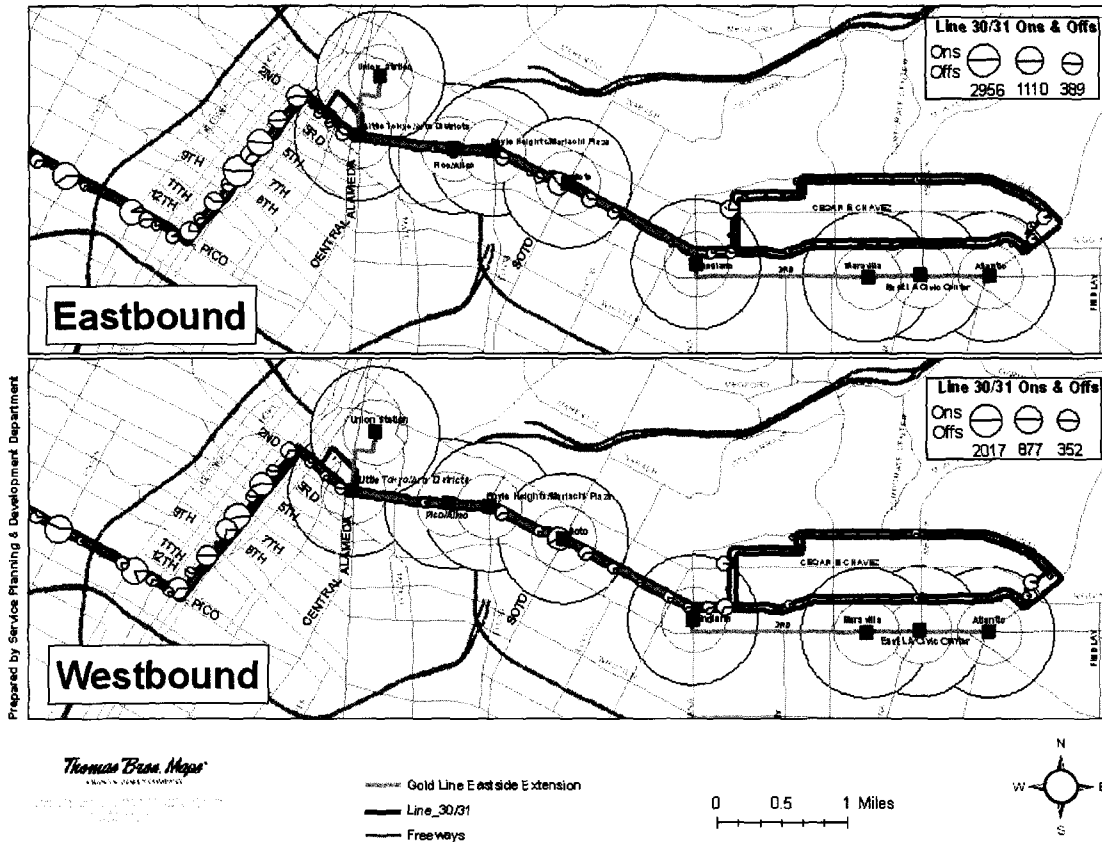


Figure 3 - Gold Line Extension Station Access Areas

Further analyses considered the frequency of service provided by Line 30 to the affected corridors (Table 1).

TABLE 1 - LINE 30 FREQUENCY OF SERVICE EXISTING

EXISTING WEEKDAY	AM Peak	Midday	PM Peak	Evening	Late & Owl
Little Tokyo to Indiana St.	6-10 min	15 min	8-10 min	15-20 min	30-60 min
First St. east of Indiana St.	12-20 min	30 min	15-20 min	30-40 min	
Floral Dr. east of Indiana St.	12-20 min	30 min	15-20 min	30-40 min	

EXISTING WEEKEND	Day	Evening	Late & Owl
Little Tokyo to Indiana St.	6-10 min	15-20 min	30-60 min
First St. east of Indiana St.	12-20 min	30-40 min	
Floral Dr. east of Indiana St.	12-20 min	30-40 min	

The Metro Gold Line is expected to extend the same level of service to East Los Angeles as it presently operates. This means seven to eight minute peak and 12 minute midday service frequencies. Current bus service on Line 30 as far as Indiana St. provides six to ten peak trips hourly and four midday trips hourly. If 30 minute bus service is maintained on Line 30 along the rail alignment, then the combined bus and rail service will provide ten peak hourly trips and seven midday hourly trips. This is equal to or greater than the service now provided by bus alone along this segment.

As a result of these analyses, and in consideration of the objectives for Line 30 restructuring, the proposed changes to Line 30 include cancelling Route 30 operation east of Little Tokyo Station while maintaining existing Route 31 operation via First St. as far as Atlantic Blvd. Since Little Tokyo Station would become the point of access to points west along the Route 30 bus corridor, a related change that will be considered is the relocation of the eastern terminal of Rapid Line 730 (the Rapid bus counterpart of Line 30) from Cesar Chavez Ave. and Vignes St. to the Little Tokyo Station area.

With the proposed withdrawal of Route 30 service from Floral Dr., another alternative had to be developed to serve this area. The considered service change is to extend Line 287 westerly from the Montebello Town Center via the current routing of Line 68. The considered extension would serve the Atlantic Gold Line Station then continue via Atlantic Blvd. and Floral Dr. (along the routing of current Route 30) to the Indiana St. Station (see Figure 4).

Line 287 - Proposed Gold Line Interface

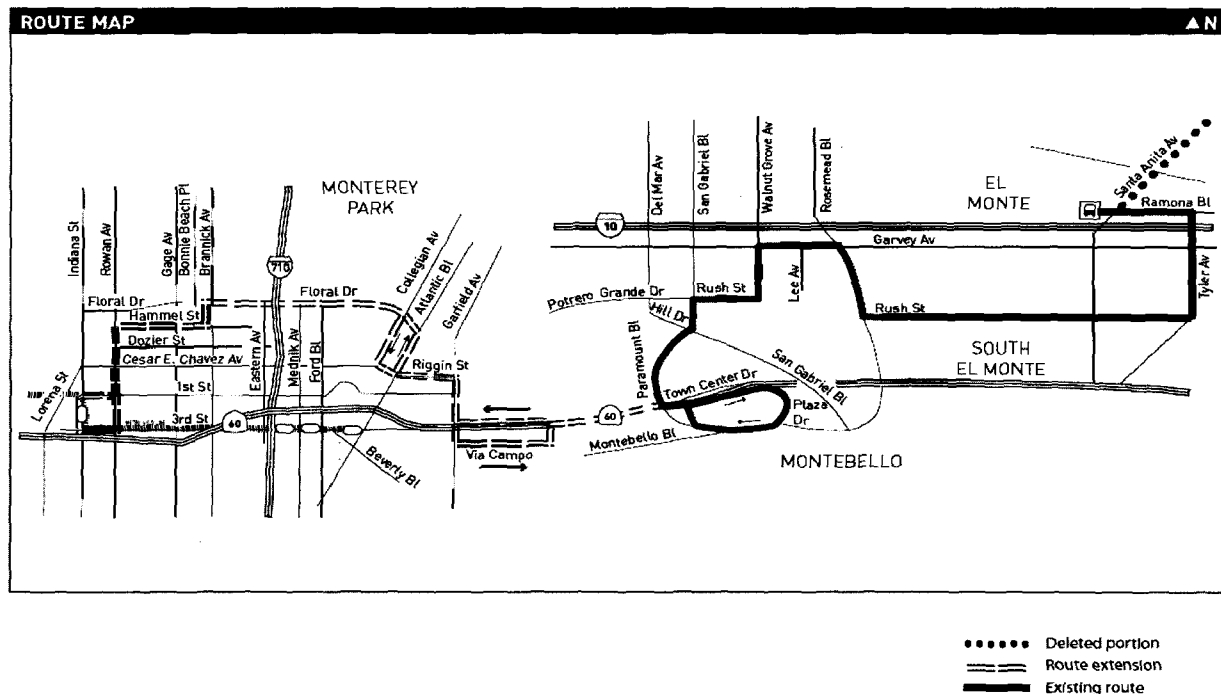


Figure 4

The frequency of service on the portion of Route 287 serving the Montebello Town Center is similar to that provided by Route 30 along Floral Dr. (see Table 2). However, weekend service would have to be extended from El Monte Station as Montebello Town

Center does not receive Line 287 service on weekends. In fact, consideration will be given to 30 minute service to Montebello (and Indiana St.) on weekdays.

TABLE 2 - LINE 287 FREQUENCY OF SERVICE EXISTING

	WEEKDAY		WEEKEND
	Peak	Base	
Sierra Madre Villa to El Monte	20-30 min.	45 min.	60 min.
El Monte to Montebello	60 min.	45 min.	

To offset the resource requirements of extending Route 287, consideration will be given to removing service from Line 68 east of Atlantic Blvd. (Figure 5). Between Atlantic Blvd. and Montebello Town Center, Line 68 currently provides 30 minute daily and 25-30 minute weekend service on the affected route segment. Providing 30 minute service on the extended Route 287 will maintain current levels of bus service to affected patrons. An advantage of the considered restructuring of Lines 287 and 68 is that Floral Dr. patrons would be afforded a direct connection to Montebello Town Center that is not currently provided. Line 68 patrons traveling to Montebello Town Center would have to transfer to Line 287 at Atlantic Blvd.

Line 68 - Proposed Gold Line Interface

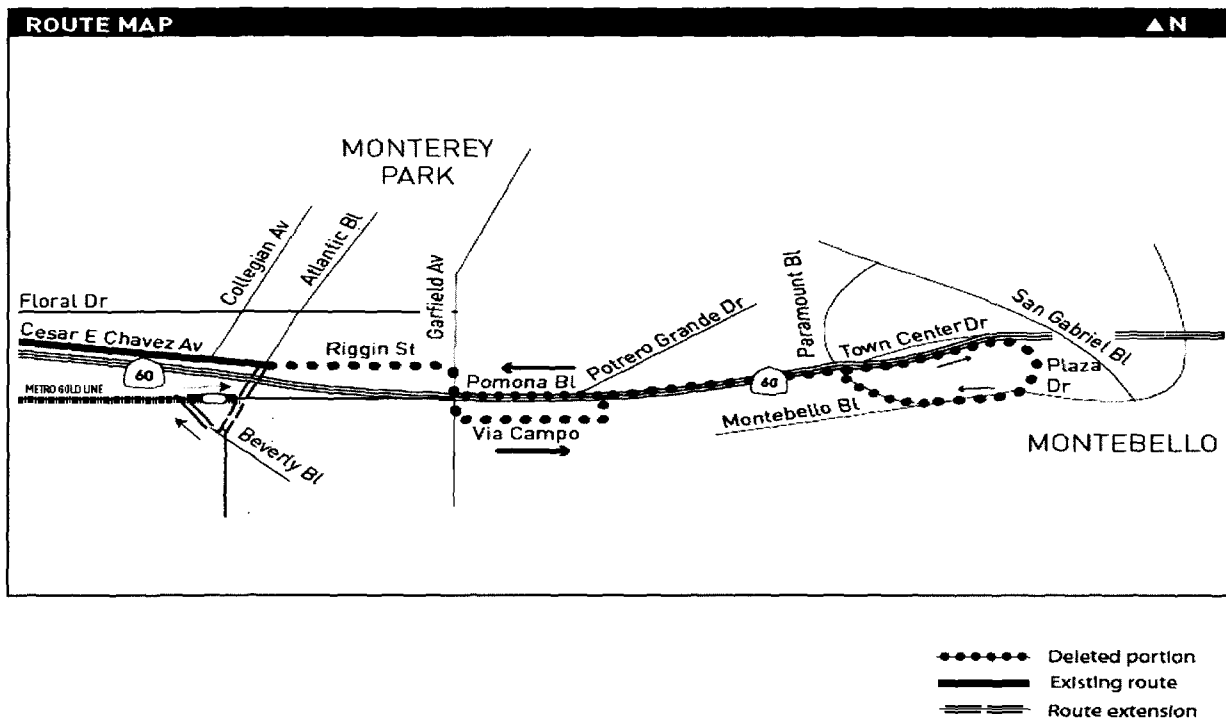


Figure 5

Two minor re-routes of other bus lines are being considered to provide more direct access to Metro Gold Line stations. Line 620 may be rerouted via Evergreen Ave., Wabash Ave. and Mott St. to Cesar Chavez Ave. rather than its current routing of Evergreen Ave., First St., Mott St., Wabash Ave. and Evergreen Ave. to Cesar Chavez Ave. (Figure 6). Line 254 may be diverted via Fourth St. to directly serve the Indiana St. Station on its way to its Rowan/Dozier terminal (Figure 7).

Line 620 - Proposed Gold Line Interface

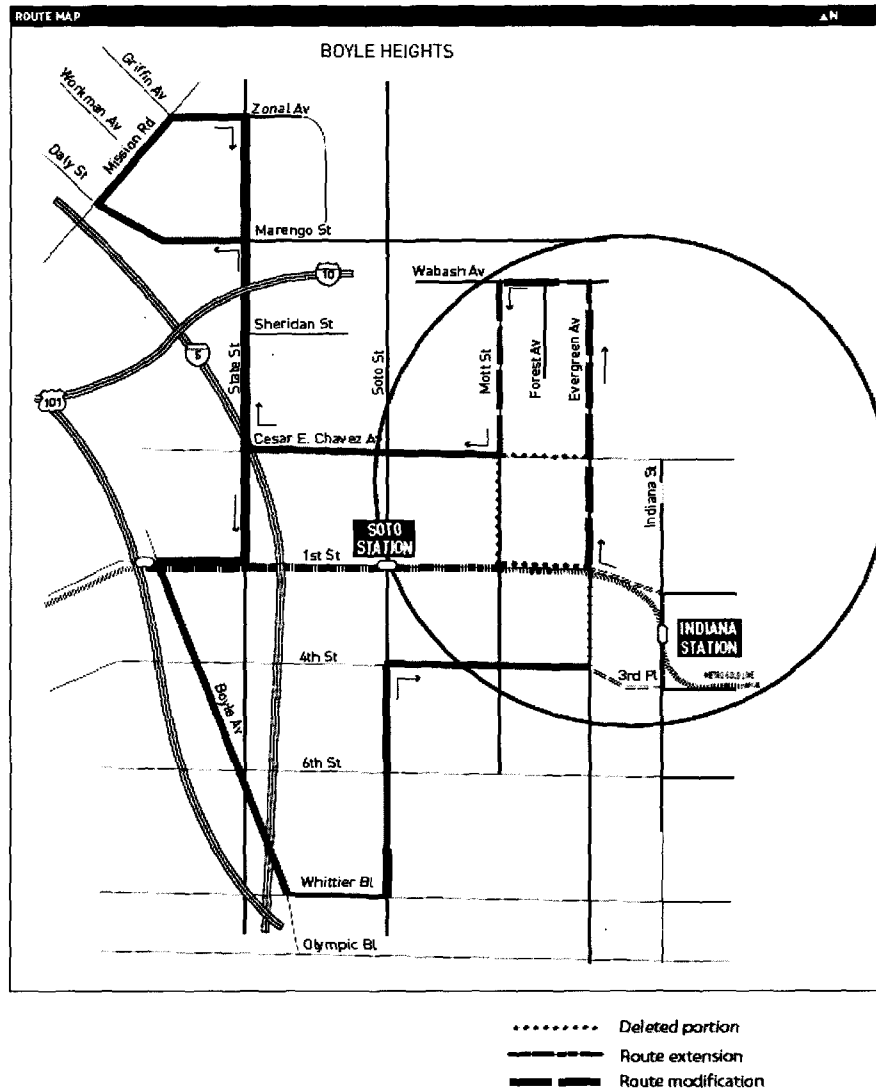


Figure 6

Line 254 - Proposed Gold Line Interface

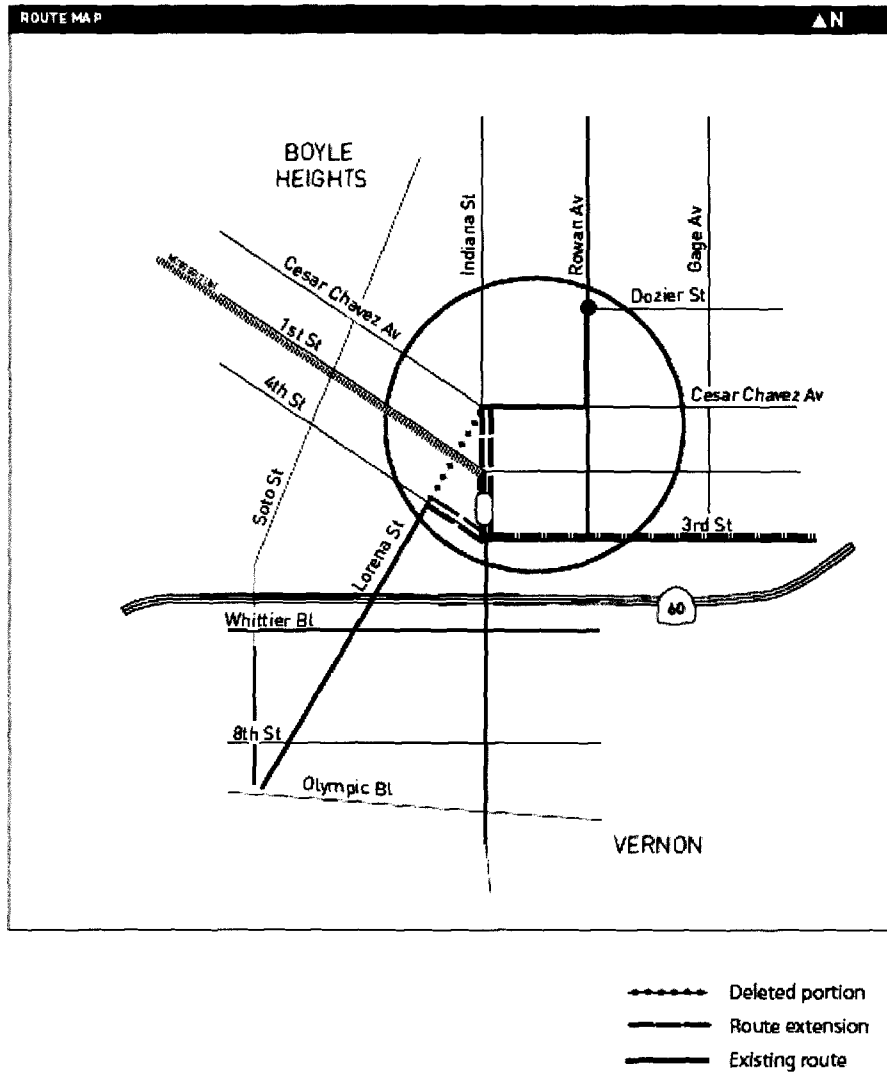
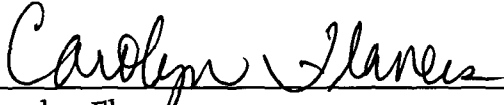


Figure 7

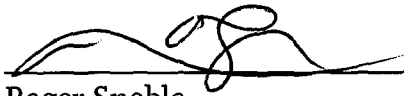
NEXT STEPS

The changes under consideration in this report were presented to the San Gabriel Valley and Westside/Central 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 Development
 Dana Woodbury, Transportation Project Manager IV



Carolyn Flowers
Chief Operations Officer



Roger Snoble
Chief Executive Officer