

# San Gabriel Valley Transit Restructuring Study

## Final Technical Report No. 3 - Service Restructuring Plan

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## **1.0 Introduction**

This technical report describes the analysis of improvement alternatives and provides a set of recommendations for improving service in the study area (see Figure 1). The report includes a summary of key information from Technical Report Nos. 1 and 2, alternative strategies, and recommendations for improvements to the area's existing services (see Figure 2). The recommendations of the San Gabriel Transit Restructuring Study will serve as a master plan for short and long range improvements to transit service in the study area.

San Gabriel Valley residents and businesses are served by an extensive system of regional routes provided by the METRO and Foothill Transit, Montebello Bus Lines, LADOT Commuter Express, and the County of Los Angeles, and local transit services provided by the cities of Pasadena, South Pasadena, Montebello, Alhambra, Arcadia, El Monte, Monterey Park, and Los Angeles County. The regional transit system provided by the METRO, Foothill Transit, and Montebello Bus Lines offer a basic network of bus routes on the main arterial roads in San Gabriel Valley, serving and traveling between the area municipalities and connecting the area municipalities to Los Angeles to the southwest. The regional bus routes consist of east-west and north-south lines covering the area on a generally grid pattern. The east-west lines are spaced at approximately 1-mile intervals. The north-south lines are spaced at approximately 1-mile intervals except in the Pasadena sector where the lines are spaced at approximately ½ mile intervals.

The local transit systems provide a family of services that support the regional bus network including local fixed route and demand responsive bus services that circulate through neighborhoods and shuttle passengers to and from major municipal destinations, and commuter routes that express local passengers on the freeways to and from downtown Los Angeles and Pasadena. The local bus routes and the commuter express routes are generally radial in nature and are focused on a major activity center or transportation facility in the area municipalities such as business districts and shopping centers, Metrolink stations, and park-and-ride facilities. The local bus routes fill in the gaps in the regional route network so that most San Gabriel Valley residents are within a ¼ mile walk of either an east-west or north-south regional route or a local route connecting with the regional network.

In accordance with the objectives of the Metro Connections Program, this study is reviewing the regional transit systems in San Gabriel Valley with a view to restructuring their services into a hub and spoke operation to improve transit ridership and performance. This technical report reviews the needs and opportunities, and sets out a restructuring plan for immediate and long term implementation.











## 2.0 Study Goals and Principles

The primary goal of the study is to identify a transit system that can deliver convenient, reliable, safe, and cost-effective regional transit services in San Gabriel Valley. Specific study goals include:

- **Ridership Goal:** Provide transit services that meet the regional mobility needs of people traveling within the San Gabriel Valley region, and between the region and its neighboring municipalities.
- **Operational Goal:** Develop a framework for supporting the regional transit services with local transit services throughout the region.
- **Economic Goal:** Improve the cost-effectiveness of San Gabriel Valley transit services by concentrating on the regional transit services provided by the METRO, Foothill Transit, Los Angeles County, and cities in the region. Develop recommendations that are independent of prevailing funding constraints, and recommendations that can be implemented immediately within prevailing funding constraints.

The study progressed in three phases. The first phase involved extensive outreach to stakeholders and interested parties. The second phase involved research and analysis of the region's markets and transit services to identify the needs. The third phase, which is covered by this report, investigates improvement opportunities and makes recommendations on restructuring the regional transit services according to the established goals.

## 3.0 Needs and Opportunities

There are a number of factors that are affecting the performance of the transit services in San Gabriel Valley.

- **Transit Dependent Riders** - The west sectors of the region have a relatively high degree of transit dependent users; 16% of the population in Highland Park/East LA, 13% of the population in Montebello/Alhambra, 9% of the population in Pasadena. In these sectors, there needs to be and is a high concentration of regional transit routes and local (city-provided) transit routes, operating at or above standard due to the large captive market. The main need is to ensure that the operators have the flexibility to make their services responsive to local travel demands as these demands are relatively high and changing because of the nature of the markets served. With Metro operating a significant amount of regional bus service, along with two routes operated for Metro under contract, and the excellent Pasadena ARTS service provided by the City of Pasadena, there is an opportunity to develop a cooperative service in this important area.
- **Choice Riders** - The east sectors of the region have a relatively high degree of choice riders as evident by the large number of express transit routes serving the sector's residential areas and park and ride facilities. Express services can be expensive to provide because of the deadheading required. While express services are the best way to attract choice riders to the transit system, there is a strong need to provide a high frequency (3-5 minute) unified BRT-type service on the I-10 Freeway and busway so that many of the METRO/FT express

routes can be terminated at stations along the route. Properly designed, passengers could transfer to the unified BRT service at appropriate stations with minimum waiting and delay. This should improve transit ridership in the east sectors of the region. The west sector also has a challenge to divert choice riders from cars to the Gold Line light rail service. The development of a strong network of local transit lines feeding this service will increase the likelihood of people making this move.

- Regional Route Structure - The regional route structure in San Gabriel Valley is generally grid-oriented reflecting the structure of the regional travel demands. The main travel demands are:
  - between Pasadena and Highland Park and Alhambra (well served)
  - between Pasadena and Glendale and Burbank (not well served in terms of regional route structure)
  - between the Pasadena and El Monte Transit Hubs (not well served)
  - between Arcadia/Monrovia and Pasadena, El Monte and Covina (well served)
  - between West Covina/Covina and El Monte and Arcadia (well served)
  - between Pomona and West Covina and Ontario (well served)
  - between Pomona and Orange County (not well served in terms of regional route structure)
  - between Highland Park and Pasadena and South LA (well served)
  - between Alhambra/Montebello and Pasadena, El Monte, East LA (well served)
  - between El Monte and Alhambra/Montebello, West Covina, Arcadia (well served)

Except for the external demands noted above, the regional travel demands are fairly well served. The regional and sub-regional hubs are located at strategic points on the existing network. Regional Hubs include: downtown Pasadena, El Monte Station, Atlantic Blvd. / Pomona Blvd. (Metro Gold Line Eastside Extension). Sub-Regional Hubs include: USC Medical Center, West Covina Plaza, Sierra Madre Villa Station, Alhambra/CSULA. The main needs are to develop a regional hub for the transit services in downtown Pasadena, and to improve vehicle and passenger access in the El Monte Station.

- Local Route Structures - The local route structures in San Gabriel Valley are strongly oriented to the regional and community hubs where there is a strong interface with the regional services. The main weaknesses are:
  - lack of local routes in sections of Arcadia, Temple City and Monrovia (Duarte hub)
  - lack of local routes in the Cypress corridor in Covina (West Covina hub)
  - lack of local routes in Rowland Heights in City of Industry (Puente Hills Mall hub)
  - lack of a strong focus for the services in Highland Park (Highland Park Station)
- Service Levels - A number of METRO and Foothill Transit routes need to have their spans and frequencies brought to standard:
  - METRO needs more regular clock-face headways on most of its routes that have headways over 20 minutes. This will match the Foothill Transit service strategy
  - METRO needs standardized 30-minute service on its Routes 176, 255, 256, 259, 264, 266 (off peak), 268 (off peak)
  - METRO needs to run later in the day on routes 176, 264, 267, 268
  - FT needs standardized 30-minute service on its routes 274, 284



## 4.0 Restructuring Strategies

The public outreach program, market analysis, and needs identification provide strong evidence that a restructuring of the regional transit system is required to meet the growing and changing needs of San Gabriel Valley residents within the financial constraints of the cities and METRO. The objective should be to restructure San Gabriel Valley regional transit services according to the needs of the market, the requirements of the Consent Decree, and the fiscal priorities of the METRO, Foothill Transit and the cities providing transit services in the region.

### 4.1 Types Of Service

Trip making in San Gabriel Valley is becoming more localized and less centered on downtown Los Angeles, which is indicative of the growing importance of the various hubs of activity near the main employment and commercial centers throughout the region. The best way to provide transit services in San Gabriel Valley is to improve the existing system, and to strengthen it by focusing the local and regional services on hubs strategically placed throughout the region. Blending the existing system with the hub and spoke approach has advantages and disadvantages. The main advantage is that riders can gain access to a large number of local and regional destinations within the service area because of the grid routings and hub focus of the transit services. The main disadvantage is that most riders going to destinations outside the cities are forced to transfer to reach their destinations either at the hubs or at transfer points where the routes connect. In order for the hub and spoke system to work well, it must be strengthened in the main corridors and supported properly at the hubs. There must be a commitment to meet service standards to reduce waiting times and travel times along the routes, and waiting and loading times at the hubs. There must be a family of services at the hubs ranging from routes that circulate through the various communities around the hubs, to routes that have a core or feeder function with sufficient service to carry waiting passengers.

Therefore, a layered three-tiered approach to service delivery is suggested, consistent with the increasing decentralization of travel in the region and the need for better circulation within and between communities. The approach would consist of:

- Tier 1 Core Services - A core service of basic routes providing high frequency, higher speed, standardized direct service in the major corridors. These high-demand, high-frequency routes would form the basic girder that would support, and be supported by, the sub-regional and community services. This tier includes regional and local straight-line frequent-stop and limited-stop services in the major corridors in and between cities. They would offer standardized 18-hour or better spans and 15-30 minute or better frequencies. Exhibits A-1 and A-2 show the proposed Core Routes in the San Gabriel Valley.
- Tier 2 Subregional Services - Subregional routes serving inter-community travel and supporting the Tier 1 routes to give residents ¼ mile access to a bus route, and access to a nearby hub. Service levels are based on performance and may be below standard in terms of spans and frequencies.
- Tier 3 Community Services - Local routes feeding the Tier 1 and Tier 2 services, primarily at the regional or subregional hubs. Includes community circulators, Metrolink and Gold Line shuttles, feeder services to education facilities, commercial, and industrial areas. Service

levels are based on performance and may be below standard in terms of spans and frequencies.

The strategy of this regional study is to strengthen all three tiers of service by restructuring the Tier 1 and Tier 2 services of the regional operators where needed, and the determining how the Tier 3 services of the regional operators can be provided more cost-effectively. This would include the assumption of Tier 3 service by cities with financial support.

## **4.2 Strategic Hubs**

San Gabriel Valley has several hubs, which are of strategic importance in terms of providing a focus for one or more tiers of service. The hubs consist of:

- Regional Hubs - Hubs providing a gateway to major sectors of the region and where all three tiers of service are concentrated. Includes the
  - *Downtown Pasadena* (gateway to northeast San Gabriel Valley-no formal hub at the present time)
  - *El Monte Station* (gateway to central San Gabriel Valley and the busway to downtown LA)
  - *Metro Gold Line Atlantic Station*, the terminal of the Eastside Extension terminal at Boulevard and Pomona Boulevard (gateway to the Eastside, Montebello, Whittier areas)
- Subregional Hubs - Key transfer locations with services that provide travel between communities with fewer regional service connections. Includes the following:
  - *Alhambra-CSULA*
  - *Sierra Madre Villa Gold Line Station*
  - *USC Medical Center* (gateway to southeast San Gabriel Valley and the busway to downtown LA)
  - *West Covina Plaza* (gateway to western San Gabriel Valley)
- Community Hubs - Hubs where community services (and some other tiers) are concentrated. Includes the following:
  - *Arcadia Center/Race Track*
  - *Cal Poly Pomona*
  - *Central Duarte* (no formal hub location at the present time)
  - *Claremont Transit Center*
  - *East LA College*
  - *El Sereno*
  - *Highland Park Gold Line Station*
  - *Lake Avenue Gold Line Station*
  - *Montebello Town Center*
  - *Pomona Transit Center*
  - *Puente Hills Mall*

The strategy of this regional study is to ensure that the Tier 1 and Tier 2 services are focused on one or more of the regional hubs, and that the Tier 3 services are focused on at least one of the subregional hubs.

### **4.3 Service Strategies**

Strategies for restructuring the regional transit services in San Gabriel Valley considered ways to strengthen the Tier 1 core transit routes and provide better support for the routes at the Tier 2 and 3 levels. (The core transit routes are shown in Exhibits A-1 and A-2 in Appendix A.) The service strategies investigated included the following:

- Improving Mobility and Connectivity - Changing route structures and service levels, reducing route duplication, improving the blending of services (and frequencies), providing local (Tier 3) services in the most cost-effective manner.
- Standardizing Spans and Frequencies - Tier 1 to 15-30 minute service, 18 hours a day or better; Tier 2 to 30 minute service 18 hours a day or better, Tier 3 to 30 minute service 15 hours a day or better when there is an interface with the Tier 1 or 2 services.
- Create New Expedited Services - Creating new higher speed links to service higher demand corridors. This approach could be considered in such corridors as Pomona – El Monte and Pasadena – El Monte, Pasadena – North Hollywood.

The goals are to develop recommendations that can be implemented immediately by the operators within prevailing funding arrangements, and recommendations that can be implemented later when funding constraints have been resolved. For the METRO, the recommendations identify the local routes or route sections that could be transferred to local operators so that it can use the saved costs to improve its regional services

## **5.0 Recommended Service Changes**

The recommended service changes have been organized by four geographic areas as described in this section.

### **5.1 Northwest San Gabriel Valley**

This section of San Gabriel Valley includes the Pasadena sector (Pasadena, Altadena, La Canada Flintridge, South Pasadena, Sierra Madre, San Marino), and the Highland Park sector (Highland Park, Glassell Park, Eagle Rock, Cypress Park, Lincoln Heights, Monterey Hills, El Sereno) with 463,000 residents. There is a need to rationalize all METRO and city routes in the Pasadena sector, as there is too much service for the local market, which affects the performance and costs of all services. As there is a high degree of local travel in both sectors, services in both Pasadena and Highland Park need to be restructured to provide better access to local destinations. Exhibits A-3 and A-4 shows the recommended routes in this sector.

#### **Regional Transit Services**

- METRO 81/381 Figueroa - Provides 5-30 minute service in the Figueroa, Genevieve and Colorado corridors in Highland Park and Eagle Rock. If 181 is removed from Yosemite and stays on Colorado in Eagle Rock, 81 can be restructured to serve the Yosemite/Eagle Rock corridor, and 381 would remain in the Genevieve/Colorado corridor. A better option would be to have a local operator (LADOT) supply service on Yosemite, and to drop 81/381 serving the Colorado corridor.



- METRO 83 Highland Park - Provides 10-60 minute service in the Marmion/York corridor in Highland Park and the Colorado corridor in Eagle Rock, operating out downtown Los Angeles as a branch of METRO 28. Separate from 28 so that it can respond better to local needs. Consider connecting it to the east side segment of METRO 18 in the downtown. The route needs to be interlined with METRO 84.
- METRO 84 Eagle Rock - Provides 20-60 minute service in the Eagle Rock/Colorado corridor in Eagle Rock, operating out downtown Los Angeles as a branch of METRO 28. Separate from 28 so that it can respond better to local needs. Consider connecting it to the east side segment of METRO 18 in the downtown. The route needs to be interlined with METRO 84.
- METRO 85 Verdugo - Provides 20-30 minute service in the Verdugo corridor in Glassell Park, operating out downtown Los Angeles as a branch of METRO 28. Separate from 28 so that it can respond better to local needs. Because the downtown section of this route is underutilized, consider operating the route only between Glendale City College and Verdugo & Eagle Rock Boulevard. where it joins 84. This would be a community route that could better be operated by LADOT or Glendale.
- METRO 176 Mission - Provides 60 minute service from Glassell Park/Mount Washington through Highland Park to the El Monte Station in the Mission corridor. Consider converting the Mount Washington section to a community route focused on Highland Park Station possibly as part of the DASH system. Start regional route at the station. The community and regional route should be a standard 30 minute service (from the current 60 minutes).
- METRO 177 Foothill - This line operated under contract to METRO was shortened in December 2005. It provides 30 minute service in the Foothill/California corridor between the Sierra Madre Villa Station, Cal Tech. and the JPL in La Canada Flintridge. Consideration should be given to folding this service into the Pasadena ARTS system as a local route.
- METRO 180/181/780 Colorado - 180/181 provides 12-15 minute service and 780 provides 12-15 minute service in the Colorado corridor between Hollywood through Glendale and Eagle Rock to Pasadena. The 180/181 is branched at Colorado & Lake in Pasadena with 180 providing 30 minute service in the Lake corridor and 181 providing 30 minute service in the eastern Colorado corridor. In Pasadena, turn the 180 Lake Branch at Fair Oaks, Del Mar, Lake so that it can access the future Downtown Pasadena hub. Route 180 would remain on Colorado Boulevard. The 30-minute frequency on ARTS 20 and METRO 180 in the Lake Corridor should be blended to provide an effective 15-minute service. Consider extending the Rapid 780 from its present Pasadena College eastern terminal to the Sierra Madre Villa Station. This would allow 181 east of Lake to be cancelled and for service levels on eastern Colorado to be improved from 30 minute service to 12-15 minute service. In Eagle Rock, take 181 off Yosemite and operate on Colorado so that the 12-15 minute service is maintained on Colorado between Figueroa and Eagle Rock.
- METRO 256 Hill - This line, operated under contract to Metro, provides 35-50 minute service in the Hill and Colorado corridors through Highland Park and cities southwest of Pasadena into East Los Angeles. Consideration should be given to incorporating this community service from Highland Park Station in Highland Park into a restructured ARTS network. Restructure to serve Orange Grove, Columbia, Raymond to Colorado. (This change would enable ARTS 70 to be dropped should that become necessary.)

- METRO 258 Fremont - Provides 20-25 minute service in the Fremont/Commonwealth corridor in Alhambra. Drop the northern section of this route serving the Commonwealth/Main corridor (the section is served by Alhambra Transit). Extend 258 to Huntington & Garfield.
- METRO 260/361 Fair Oaks - Provides 10-30 minute service in the Fair Oaks corridor in Pasadena through Alhambra, Monterey Park and cities south of Pasadena into the Artesia Blue Line Station. 361 will be replaced by Rapid 761 in June 2007. 260 should continue to operate from Altadena to the Artesia Station hub until the rapid line is implemented. At that time, Line 260 would be broken into two segments at the Atlantic/Pomona Hub, with the rapid line providing through service.
- METRO 264 Altadena/Duarte - Provides 60 minute daytime service in the Altadena area to/from the Sierra Madre Villa Gold Line Station in Pasadena and the Duarte corridor in Arcadia and Duarte. Convert to a local route in Pasadena and restructure to New York and Hastings Ranch corridors from Lake to Sierra Madre Villa Station. Drop the route east of Sierra Madre Villa Station (to be covered by extending Route 79 into the Duarte corridor). The local route should be a standard 30-minute service (from the current 60 minutes).
- METRO 267 Lincoln/ Temple City - Provides 30 minute service in the Lincoln/Del Mar corridor in Pasadena and on to Temple City Boulevard. and the El Monte Station. It is interlined with 264. Drop the interline with 264 when it is efficient to do so. Restructure to serve Old Pasadena and Del Mar Station. Remove Sierra Madre Villa Station deviation.
- METRO 268 Washington - Provides 10-60 minute service in the Oak Grove/Washington corridor between the JPL, Sierra Madre Villa Station and El Monte Station. Convert to local route west of Sierra Madre Villa Station with 12/30 minute (plus school tripper) service in Pasadena. Serve Altadena from Washington to Foothill and drop ARTS 31 in the Washington/Altadena corridor, or drop 268 and have ARTS maintain its Route 31/32 service with improved frequencies. East of Sierra Madre Villa Station, operate the regional route on Foothill to Baldwin without diverting to Sierra Madre Blvd. (served by the Sierra Madre Roundabout). It should be noted that the Washington corridor requires at least 12 minute service during peak periods because of the heavy utilization of transit by Pasadena Unified School District students.
- METRO 485 Lake Express - Provides 12-60 minute service in the Lake/Oak Knoll/Fremont corridors to CSULA and the busway into downtown Los Angeles. Convert to a community route from the Lake Avenue Station to Huntington & Garfield with 30 minute service. Line 485 could be extended east on Huntington Dr. to Arcadia Community Hub.
- METRO 686 Allen Shuttle and METRO 687 Los Robles Shuttle - Provide 20-30 minute service in the Allen/Colorado corridor and the Los Robles corridor to the Del Mar and Fillmore Gold Line Stations in Pasadena. Consideration should be given to combining these two community routes into a single loop-line. This could be done by tying them into a single common route south of Los Robles & Colorado, and extending the Allen Shuttle to the Los Robles terminal at Lake & Altadena. These routes should also be considered for incorporation into a revised ARTS network.

- New METRO 570 El Monte – Pasadena expedited service. This service should operate every 30 minutes on weekdays. The route of this new service would be from Fair Oaks & Colorado to El Monte Station via Colorado, Rosemead, Mission, Valley, and Santa Anita. Stops would only be made at transfer points along Colorado, and the only at Rosemead/Huntington and El Monte Station.
- New METRO 580 Pasadena – North Hollywood via Glendale & Burbank. This line would operate from Lake/Colorado via Colorado, 210 freeway, Brand, Glenoaks and Magnolia to the North Hollywood Red Line Station to also connect to the Metro Orange Line. It is possible that this service could be operated by LADOT as part of a modified Commuter Express Line 549.

### **Regional Transit Hub**

- Downtown Pasadena - The Del Mar Gold Line Station is being proposed as the regional hub for the transit services in this sector. It would be the focal point for 12 routes requiring 20 bays; including 16 bays for the 8 routes passing through the station in both directions (177, 180, L256, 260, 267, L686, L687, A20) and 4 bays for the 4 routes terminating at the station (FT 187, CE 549, A40, A50). As an alternative to a single hub, it would be possible to establish three, smaller centers, at the Del Mar, Old Town, and Lake Stations. This would allow for buses to be distributed, thus minimizing local impacts.

### **Local Transit Services**

- Pasadena ARTS 31/32 Washington - Provides 20-30 minute service in the Washington corridor to the Sierra Madre Villa Station duplicating METRO 268 in the corridor. If METRO 268 is transitioned to a local route in the Washington corridor, Pasadena ARTS 31 can become the local route. If METRO 264 is restructured to serve the New York corridor, the Pasadena ARTS 32 New York branch can be removed. Extend Pasadena ARTS 31 to JPL (30 minute service). Increase frequencies on the Washington/Altadena section to 15 minutes plus school trippers during the peak periods.
- Pasadena ARTS 60 Hastings Ranch - Provides 35 minute service peak period service in the Hastings Ranch corridor to the Sierra Madre Villa Station and Pasadena City College. Because of very low ridership, monitor closely and consider have the route covered by METRO 264. Another possibility may be to have the Sierra Madre Gateway Coach service operate the northern portion of the route between Michillinda and Sierra Madre Villa Station and increase service frequency along Del Mar. Operating fund availability would be a key consideration for this approach.
- Pasadena ARTS 70 Orange Grove West - Provides 30 minute peak period service in the Orange Grove West corridor to the Fillmore Gold Line Station. Because of very low ridership, monitor closely and consider have the route covered by METRO 256 or a new Pasadena ARTS line if contracted to Pasadena ARTS. Could use the 60 and 70 savings to improve the service on 30 as mentioned above.
- DASH Highland Park - Provides 20 minute service in Eagle Rock and Highland Park to/from the Highland Park Gold Line Station. Add the Mount Washington area (Division St.) to the DASH service so that METRO 176 can be dropped west of the Highland Park station. Consider restructuring the DASH service so that the full length of Yosemite Drive can be



served by DASH. This would enable METRO to move Line 181 service to Colorado Boulevard between Figueroa and Eagle Rock. Funding for this, as well as the Pasadena ARTS service, remains a significant issue.

- Sierra Madre Transit Gold Line Shuttle - Provides 30-35 minute peak period service in the City of Sierra Madre to/from the Sierra Madre Villa Gold Line Station. Ridership on this route would be improved by removing METRO 268 from Sierra Madre Boulevard.

### **Subregional Hub**

- Sierra Madre Villa Station - This subregional hub for the Pasadena and Arcadia routes is to be served by 10 routes including 3 routes that will pass through the station in both directions (METRO 181, 487, FT 187), and 7 routes that will terminate at the station (METRO 177, 264, 266, 268, A30, A40, SM Roundabout).

### **Community Hubs**

- Highland Park Station - This community hub for the Highland Park routes is to be served by seven routes including 4 routes that will pass through the station in both directions (METRO 81, 83, 176, 256) and 3 routes that will terminate at the station (L176, L256, DASH HP).
- Huntington & Garfield Area (possible new community hub) - This area is becoming a community hub for the routes serving South Pasadena and Alhambra. In this Plan, the hub will be served by eight routes, including 4 routes that will pass through the hub in both directions (METRO 79, 176, 260/361) and 2 routes that will terminate at the hub, 258 (new), and MB 30.

## **5.2 Southwest San Gabriel Valley**

This section of San Gabriel Valley includes Alhambra, Montebello, Monterey Park, Rosemead, San Gabriel, East Los Angeles and Boyle Heights with 370,000 residents. There is a need to improve the local nature of several routes serving Boyle Heights and East LA because of the high degree of local travel in this sector. There is also a need to focus more services on the Montebello Town Center hub. Figures A-1 and A-5 show the recommended routes in this sector.

### **Regional Transit Services**

- METRO 18 Whittier- Provides 3-10 minute service in the Whittier Boulevard. corridor from Western & Wilshire through downtown LA to the Montebello Metrolink Station. Rapid Bus line 720 operates in the Whittier corridor to Whittier & Atlantic in East LA. Consider operating the east side of this line as a separate route serving the Whittier corridor and Montebello Metrolink Station in East Los Angeles. Consider connecting the segment to the combined Lines 83/84.
- METRO 30/31 1<sup>ST</sup>/Floral - Line 30 provides 15-30 minute service in the Floral corridor in Monterey Park. Line 31 provides 15-30 minute service in the 1<sup>st</sup> corridor in East Los Angeles. Because of the high demands in these corridors, consider higher frequencies for both routes, particularly in the off-peak.

- METRO 46 Griffin - Provides 20-40 minute service in the Griffin corridor in Lincoln Heights serving the Chinatown Gold Line Station and downtown Los Angeles. Consider expanding the span of service to 8 pm or later and operating the route on weekends.
- METRO 66/366 Wilshire Center/Montebello - Provides 1-8 minute service between 8<sup>th</sup> & Vermont and Downtown Los Angeles and 5-20 minute service between Downtown Los Angeles and Montebello. Consider splitting the route in Downtown Los Angeles and having Montebello Bus Lines operate the eastern portion.
- METRO 68/368 Pomona/Chavez - Provides 10-50 minute service in the Pomona/Cesar Chavez corridor from the Montebello Town Center and East Los Angeles into downtown Los Angeles and West Washington Boulevard. Consider breaking the line in downtown LA so that the east side of this line can have more uniform and higher frequencies (the line needs better than 10 minute service in the East Los Angeles segment). In December 2007, Rapid Line 770 (Garvey Avenue, Chavez Avenue) is schedule to be implemented. When this occurs, a rapid service will serve Chavez from Atlantic to downtown LA. This would be an excellent opportunity to break Line 68 in downtown LA, possibly establishing the downtown terminal at the Maple Av. Lot, or Metro Center.
- METRO 255 Griffin/Rowan - Provides 60 minute service from the County/USC Hospital to Whittier Boulevard & Herbert St. Drop this route. The northern section of this route was cancelled in Dec. 2005 and is served by Metro Line 46. The mid-section south of the USC Medical Center is served by DASH Boyle Heights to as far south as Rowan & Chavez. The southern section could be served by a new local route, the extension of the DASH Boyle Heights is recommended. Center. The DASH route has a frequency of 25 minutes as compared to the 60 minutes now.
- METRO 258 Freemont - Provides 20-25 minute service in the Freemont/Commonwealth corridor in Alhambra. Drop the northern section of this route serving the Commonwealth/Main corridor (the section is served by Alhambra Transit). Extend 258 to Huntington & Garfield.
- METRO 605 Soto/Lorena Shuttle - Provides 10-20 minute service in the Soto/Lorena corridors in Boyle Heights to the LAC/USC Medical Center. This is a contract service and could be incorporated into a revised DASH service.
- METRO 620 Boyle Heights Shuttle - Provides 15-20 minute service in the State and other corridors in Boyle Heights to the LAC/USC Medical Center. This is a community circulation service that should be operated by LADOT.
- MB 20 Montebello/San Gabriel - This regional route provides 15 minute service in the Montebello/San Gabriel corridor from Telegraph Rd through the Montebello Town Center to San Gabriel & Garvey, and 60 minute service in the San Gabriel corridor from San Gabriel & Garvey to the Sierra Madre Villa Station in Pasadena. Because of the low demand, drop the 60-minute section north of Garvey. Extend 15-minute section to Valley & San Gabriel, returning Valley, Del Mar, Hellman.
- MB 341 Taylor Ranch Express - This regional route provides 30 minute peak period service from Montebello/Beverly corridor from Taylor Ranch to downtown Los Angeles. Extend

route to Montebello Town Center.

### **Regional Hub**

- Atlantic Gold Line Eastside Extension Station - This is a major hub located near the Atlantic Boulevard/Pomona Boulevard intersection for the bus routes in both the north/south and east/west orientation for interface with the Metro Gold Line scheduled to begin service in 2009.

### **Subregional Hubs**

- LAC/USC Medical Center - This is a subregional hub for the routes in the west and east ends of the service area. It will be the focal point for 25 routes including 8 METRO regular and 3 DASH local routes in the west end (METRO 71, 251, 253, 254, 255, 605, 620, 751, and the DASH Downtown, Boyle and Lincoln Heights services), and 5 METRO and 9 FT Express routes using the busway from the east end (METRO 484, 485, 487, 489, the FT BRT routes 480, 481, 486, 490, 498, and the FT Express routes 493, 494, 497, 498, 499, 699). It is possible that at least five of the express routes do not need to access this station.
- Alhambra/CSULA Busway Station - This is also a subregional hub for the routes in the west and east ends of the service area. It will be the focal point for 19 routes including 3 METRO regular and 3 local routes in the west end (METRO 65, 71, 256, Alhambra Transit Blue Line, Monterey Park Spirit Route 5 and Metrolink Shuttle), and 5 METRO and 9 FT Express routes using the busway from the east end (METRO 484, 485, 487, 489, 490, and FT 480, 481, 486, 493, 494, 497, 498, 499, 699).

### **Local Transit Services**

- DASH Boyle Heights - Provides 25 minute service in the Wabash/Blanchard corridor in Boyle Heights to the LAC/USC Medical Center. This route should be extended south on Rowan to Whittier Boulevard and replace Metro Line 255.
- DASH service on the East Side should be restructured to include and/or encompass METRO 605 and 620.
- Alhambra Community Transit Blue Line - Provides 20 minute peak period service in the Fremont/Commonwealth corridor between CSULA and the Alhambra Civic Center duplicating METRO 258 in this corridor. Operate the route all day so that METRO 258 can be dropped in the Commonwealth corridor. This should increase ridership on the Blue Line.
- Monterey Park Spirit Route 5 and Metrolink Shuttle - Provides 20-30 minute service in Corporate Center/Floral corridors between CSULA and Atlantic Square. Consider dropping the 20 minute Metrolink Shuttle and providing 20 minute rather than 30 minute service on Route 5. This will make Route 5 more compatible with the frequencies of the ACT Blue Line and other routes at the CSULA Station for transferring purposes.
- Montebello Bus Lines - Consider serving the Montebello/Commerce Metrolink Station with Route 30.

## **Community Hubs**

- Montebello Town Center - This center is proposed as one of two community hubs in southwest San Gabriel Valley. It would be the focal point for seven routes including METRO 68, 170, 266 (new), FT 269, MB 20, MB 70 and MB 341(new).
- Atlantic Square - Atlantic Square in Monterey Park is a possible new community hub in this sector. It would be the focal point for seven routes including METRO 30, 31, 68, 260, MP 1, 2, 5.

## **5.3 Central San Gabriel Valley**

This section of San Gabriel Valley includes the Arcadia sector in the north (Arcadia, Monrovia, Temple City, Duarte, Bradbury) and the El Monte sector in the south (El Monte, South El Monte, Baldwin Park, Irwindale) with 359,000 people. The area is well served by regional transit services and, except for El Monte and Duarte, not well served by local transit services. Figures A-1 and A-6 show the recommended routes in this sector.

### **Regional Transit Services**

- METRO 76/376 Valley - Provides 8-60 minute 24-hour service in the Valley/Tyler corridor from El Monte Station to downtown Los Angeles. Change line 76 to operate on Valley and Santa Anita into the El Monte Station (same alignment as 376).
- METRO 78/79/378 Huntington/Las Tunas - Provides 20-30 minute service in the Huntington/Las Tunas corridor from Arcadia to downtown Los Angeles. Cut 79 back at the Arcadia Community Hub and extend to the Duarte Road corridor terminating in Central Duarte. Will enable the frequencies on Duarte Road to be brought to a standard 30 minutes and 264 to be dropped east of the Arcadia Community Hub. Extend 78 up Myrtle to Foothill (will enable 270 to be dropped).
- METRO 170 Rush - Provides 60 minute service in the Rush corridor from Montebello Town Center to the El Monte Station. The route should have a standard 30 minute service (from the current 60 minute service). Consideration should be given to incorporating segments of this route into that provided by Foothill Transit Line 269.
- METRO 266 Rosemead - Provides 30-40 minute service in the Rosemead corridor from Pasadena through El Monte to Pico Rivera. Divert route into Montebello Town Center via Rosemead, Pomona Freeway, Town Center Drive, and San Gabriel back to Rosemead. Increase frequencies to a standard 30 minutes (from 40 minutes now). This route is considered to be a core route in the transit system filling-in an important gap in north-south transit travel in San Gabriel Valley. In the future, even higher frequencies may be required.
- METRO 270 Peck - Provides 45-60 minute service in the Myrtle/Peck corridor from Monrovia to El Monte and other cities in southeast Los Angeles. Drop route north of El Monte Station. The section north of Live Oak would be served by extending 78. The section between Live Oak and El Monte Station could be served by the El Monte Trolley Routes. The section south of El Monte Station should continue as a regional route although its frequencies should be brought to a standard 30 minutes (from the current 45-60 minutes).

## **Regional Busway Services**

Central San Gabriel Valley is served by the busway on the I-10 freeway between the El Monte Station in the east and Union Station in the west. Five METRO express routes use the busway to access downtown Los Angeles (METRO 484, 485, 487, 489, 490), and seven Foothill Transit express routes use the busway to access downtown Los Angeles (FT 480, 481, 482, 486, 488, 492, 494) with stops at the El Monte Station. Foothill Transit also operates five commuter park and ride express routes (493, 497, 498, 499, 699) that use the busway without stopping at the El Monte Station. Considering the high volume and confusing number of express services at the El Monte Station and on the busway, the study reviewed two alternatives for improving the delivery of express services in San Gabriel Valley:

1. *Dedicated BRT Service (Montclair-Downtown Los Angeles)* - This alternative would be a bus rapid transit service operating on the I-10 Freeway and Busway between the Montclair Transit Center and downtown Los Angeles serving stations at Claremont, West Covina, El Monte, CSULA, LAC/USC Medical Center and downtown Los Angeles. The BRT service would be a dedicated service of Foothill Transit providing 10-15 minute peak/off peak frequencies using articulated buses. The seven existing FT Local Plus express routes would become local routes and would be changed to connect with the BRT service at appropriate transit centers. FT 480 would terminate at the West Covina Transit Center. FT 481 would be replaced by the BRT Service at the West Covina Transit Center. And FT 482, 486, 488, 492 and 494 would terminate at the El Monte Station. The six existing FT Commuter Express routes serving the park and ride stations would continue to use the freeways and busway and would not be a part of the BRT Service. Under this alternative, METRO express routes 484, 485, 487, 489, and 490 would continue to operate on the busway, although their schedules would be coordinated with the Foothill Transit BRT Service where necessary.
2. *Expedited BRT Service (Montclair-Downtown Los Angeles)* - This alternative would be a bus rapid transit service operated by Foothill Transit on the I-10 Freeway and Busway between the Montclair Transit Center and downtown Los Angeles (as in Alternative 1), plus a new expedited BRT service operated by METRO between the El Monte Station and downtown Los Angeles. The schedules of the two BRT services would be coordinated so that there is a combined frequency of 5-7.5 minutes between the El Monte Station and downtown Los Angeles; 10-15 minutes on the FT BRT service, 10-15 minutes on the METRO BRT service. The existing Metro express routes 484 and 490 would be terminated at the El Monte Station where passengers would transfer to the BRT expedited services. METRO express routes 485, 487, and 489 would continue to operate on the busway and would not be a part of the expedited BRT services. The METRO portion of the expedited BRT services would replace Metro Lines 484 and 490 on the transitway. These lines service east of El Monte Station would be replaced by local/limited lines operated by Metro. The Metro El Monte Transitway service would originate at El Monte Station, operate thru downtown LA with signal priority and limited stops, and continue onto the Harbor Transitway. This service would end at the Artesia Transit Center. This service could connect with the existing Flyway service at Union Station so that there is direct service, via the Harbor Transit way, to Los Angeles International Airport and nearby employment centers. This would reduce the duplication of the two routes in the downtown.

Alternative 1 or 2 are feasible considerations for this Restructuring Plan. Alternative 1, known as the *Silver Streak*, has already been approved by Foothill Transit for implementation in March 2007.

Both alternatives would require careful consideration of the fare structure. The difference in existing fares services today leads to loading imbalances and inconvenience for passengers. The new *Silver Streak* is expected to have a fare less than Foothill Transit's express fares, which will enhance its attractiveness. The existing E-Z Pass allows convenient fare payment among multiple operators, but it is expensive and not attractive to a large number of San Gabriel Valley riders. Analysis is needed to develop a uniform fare structure related to the METRO/FT local and express services.

Metro is considering designating the El Monte Busway as the Silver Line, and upgrading it to operate as a high capacity line similar to other rail and BRT lines in the Metro system. This approach would provide a high-speed corridor within existing infrastructure, without the expense and disruption of creating a new high capacity facility. Both BRT service alternatives would support this concept.

### **Regional Hub**

- El Monte Station - This is the major hub for transit services in San Gabriel Valley. It is served by 26 routes including seven Metro local/limited lines 70/370, 76/376, 170, 176, 267, 268 & 270, two Foothill Transit local lines 178 & 269, three Metro express lines 484, 487, & 490, and five Foothill Transit Local Plus lines 480/481, 482, 486, 488, 492 and one commuter express line 494. In addition the City of El Monte operates a Metrolink connector line to the station and four local community circulation lines at the street level.

There is a strong need to improve the efficiency of service at this very important hub. One method to reduce the amount of time express buses destined for downtown LA would be to create a fare paid zone. Because patrons are now only boarding the front door in order to pay their fare, buses can wait from 2 to 5 minutes boarding 30+ people. By establishing fare machines on the platform, it would be possible to create an area where only passengers who have already paid the appropriate fare would be allowed to enter. In this type of situation, passengers would be able to board either door, thus greatly reducing bus dwell time. As an interim step, during the AM peak period, the time of highest passenger demand for express bus service to downtown LA, staff could be used to board passengers with passes or other pre-paid fare medium.

Access to the station and connections for the local and express services also needs to be improved.

### **Local Transit Services**

- El Monte Trolley Routes - To better support the regional transit services, the five local transit routes of El Monte Trolley should have standardized frequencies of 30 minutes versus the 40 minutes now. The routes need to operate out of the El Monte Station when it is improved.
- Duarte Transit Routes -To better support the regional transit services, the three local transit routes of Duarte Transit should have standardized frequencies of 30 minutes versus the 60 minutes now.



- Other Local Transit Routes - The Arcadia, Temple City and Monrovia areas have no local transit services to support the regional routes in this sector. Ways need to found to provide local transit services in these areas.

### **Subregional Hubs**

- El Monte Station - This regional hub is also is a hub for the community transit services in El Monte. Four of the five local transit routes of El Monte Trolley need to be accommodated in this Station. Its Metrolink connector is currently accommodated in the Station.
- Central Duarte - There is no formal hub for the transit services in north-central San Gabriel Valley. Central Duarte, defined by Buena Vista, Huntington, Highland and Duarte, is the focal point for eight routes; METRO 79 (new), FT 184, 187, 272, 494 and the three Duarte Transit lines. Consideration needs to be given to finding a formal subregional hub for the transit services in this area, possibly the Duarte Station when the Gold Line is extended in the future.

## **5.4 Eastern San Gabriel Valley**

This section includes the West Covina sector (Azusa, Glendora, Covina, West Covina, La Puente), the Pomona sector (Pomona, San Dimas, La Verne, Claremont) and the Industry sector (City of Industry, Walnut, Diamond Bar, Hacienda Heights, Rowland Heights) with 724,000 residents. Except for the Industry sector, the area is well served by regional and local routes although several routes are under-performing and need to be restructured. Figures A-2 and A-7 show the recommended routes in this sector.

### **Regional Transit Services**

- METRO 484 Valley Express - Provides 15-45 minute service in the Valley corridor operating on the busway into downtown Los Angeles at the El Monte Station. Operating speeds on this route need to be improved through such measures as removing underutilized bus stops, straightening the route, and signal priority at key intersections. If a unified BRT system is implemented on the busway, might also consider dropping the route west of El Monte Station. Passengers to downtown would transfer to BRT express routes at the Station, which would have available capacity.
- METRO 490 Romona Express - Provides 20-60 minute express service in the Romona corridor from Cal Poly Pomona to the El Monte Station. Operating speeds on this route need to be improved through such measures as removing underutilized bus stops, straightening the route, and signal priority at key intersections. If a unified BRT system is implemented on the busway, might also consider dropping the route west of El Monte Station. Convert the route to a local route east of Eastland Center.
- METRO 684 Diamond Bar Express - Provides 45-50 minute local/express service in the Diamond Bar corridor from the Pomona Transit Center and Cal Poly to the Brea Mall in Orange County. Drop this inter-regional route because of its high costs and low ridership. Or if cost-sharing arrangements can be made with OCTA, because of the large travel demand between Pomona and Orange County, develop a new route that can attract more riders and be cost-shared with OCTA. A preliminary assessment of the need is to expand the route farther north into Pomona possibly to the Pomona Park & Ride, and farther south to the

Fullerton Park & Ride and Metrolink Station in Orange County. Change the frequencies to a standard 30 minutes from 50 minutes. The new route would serve Park & Rides at Pomona, Diamond Bar, Brea and Fullerton.

- FT BRT Route (New) – This new route is would operate on the I-10 Freeway and Busway between the Montclair Transit Center and downtown Los Angeles serving stations at Claremont, West Covina, El Monte, CSULA, LAC/USC Medical Center and downtown Los Angeles. It would provide 10-60 minute 24-hour express service using articulated buses. Foothill Transit are planning to call this route the *Silver Streak* for implementation in March 2007.
- FT 480 Montclair, West Covina Local Plus Route – Provides 15-60 minute local service in the Indian Hill/Mission corridors in Claremont, and express service from Cal Poly through West Covina and El Monte Stations into downtown Los Angeles. Terminate route at West Covina Station (passengers would transfer to the proposed 10-minute BRT service to downtown at the station).
- FT 481 West Covina Express Route – Provides 15-30 minute express service from the West Covina Plaza to supplement FT 480 during peak periods. With the new BRT service, FT 481 can be dropped.
- FT 482 Pomona Local Plus Route - Provides 30-60 minute local service in the Holt/South Campus corridors in Pomona and the Colima/Valley corridors in the City of Industry, and express service from the El Monte Station into downtown Los Angeles. Terminate route at El Monte Station (passengers would transfer to the proposed 10-minute BRT service to downtown at the Station).
- FT 486 Pomona Local Plus Route - Provides 15-30 minute local service in the Amar corridor from Cal Poly to the El Monte Station where passengers can transfer to the new BRT route serving downtown Los Angeles.
- FT 488 West Covina Local Plus Route - Provides 30 minute service in the Grand/Francisquito corridor to the El Monte Station and downtown Los Angeles via the busway. Terminate route at El Monte Station (passengers would transfer to the proposed 10-minute BRT service to downtown at the Station).
- FT 492 Bonita/Arrow Local Plus Route - Provides 30 minute local service in the Bonita corridor in Pomona and in the Arrow/Santa Anita corridor in West Covina, and express service fro the El Monte Station into downtown Los Angeles. Terminate route at El Monte Sta. (passengers would transfer to the proposed 10-minute BRT service to downtown at the station).
- FT 189 Claremont - Provides 60 minute service in the Foothill/Baseline corridor in Claremont, La Verne and San Dimas terminating at the Huntington East Valley Hospital in Glendora. Scheduled to be dropped in March 2007 because of low ridership.
- FT 274 Workman Hill - Provides 60 minute service in the Workman Hill corridor operating from West Covina Transit Center to Whittier. Change frequencies to a standard 30 minutes from 60 minutes now.

- FT 851 Covina/Glendora - Provides 30 minute peak period service in the Glendora corridor to/from Eastland Center. Move the route down to Foothill (little demand in Sierra Madre corridor). Expand to all day service; will enable the local service 283 to be dropped. Consider extending to the Plaza at West Covina to meet with the express services.

It is proposed to have Foothill Transit operate a new BRT service between the El Monte Station and downtown Los Angeles. The former express routes (renamed local plus routes) FT 480, 482, 486, 488, and 492 would terminate at the West Covina or El Monte Stations where passengers would transfer to the BRT service. The FT commuter express park and ride services would use the Busway and its station stops, but would not be a part of the BRT system; applies to FT 493, 494, 497, 498, 499, 699.

### **Regional Hub**

- Plaza at West Covina - This is the main hub for the transit services in the east end of San Gabriel Valley. It is served by 15 routes including FT 178, 185, 272, 274, 281, 283, 284, 480, 481, 488, 498, 851 and three local West Covina routes.

### **Local Transit Services**

- FT 283/284 West Covina/San Dimas - Provides 30 minute service in the Rowland corridor in West Covina and is branched at Glendora and Covina to provide 60 minute service in the Glendora/Foothill corridor (283), and 60 minute service in the Covina/San Dimas corridor (284). Drop the 283 branch of 284 into Glendora because of low ridership, and use saved buses to improve frequencies on 284. The 283 corridor can be served by restructuring 851(see above)
- Other Local Transit Routes - The Walnut and Industry (Rowland Heights) areas are not well served by local transit services to support the regional routes in the sector. Ways need to found to provide local transit services in these areas.

### **Subregional Hubs**

- Pomona Transit Center - The Pomona Transit Center (and Metrolink Station) in the central part of the sector, are served by nine routes including FT 191, 193, 195, 291, 291, 480, 482, 855 and METRO 684.
- Puente Hills Mall Transit Center - The Puente Hills Mall Transit Center in the Industry sector is the focal point for nine routes; FT 178, 185, 280, 281, 285, 289, 482, and 493. More local routes need to be focused on this subregional hub.
- Claremont Transit Center - The Claremont Transit Center in the northern part of the sector is the focal point for seven routes; FT 187, 189, 190, 292, 480, 492, 690.
- Cal Poly/South Campus Area - This area is the hub for seven routes; FT 190, 191, 289, 482, 486, and METRO 480, 484 and 490. The subregional hub is an important stop on the proposed BRT system.

## 6.0 Operating Impacts

The operating characteristics of each route in the transit system are shown in the tables in Appendix A. The tables cover the routes of each operator including the proposed service changes and their ridership and operating impacts. The impacts are summarized in the following exhibits for two conditions: the service changes that can be implemented immediately, and the service changes that need to wait until the funding issues are resolved.

### 6.1 Early Impacts

The early restructuring that can be undertaken in San Gabriel Valley is related to the transit services that are the responsibility of the various operating agencies. Service changes that require a change of ownership, such as transferring or merging services, will need to be postponed until the funding issues are resolved.

The operating agencies can make a number of immediate changes to their routes and services that can make their transit systems more cost-effective and more attractive to potential users.

- METRO Impacts (Exhibit 6.1) - For the METRO, a number of structural changes to existing routes are proposed that should improve mobility and the efficiency of METRO operations in San Gabriel Valley. This includes replacing 484 and 490 at the El Monte Station with a new dedicated BRT route on the busway with service levels similar to 484/490. The immediate service changes should free-up resources for new and expanded services elsewhere in the system. Important routes that need to be considered are an expansion of 684 into Orange County and new routes from El Monte to Pasadena (570) and from Pasadena to Glendale, Burbank North Hollywood (580) or a restructuring of the service and marketing of LADOT's Commuter Express 549 between Pasadena and Burbank.

In order that a bus rapid transit system can be implemented on the busway, the efficiency of the El Monte Station will need to be improved to provide faster in and out access at the station and reduced dwell times for buses through such measures as a fair paid zone for transferring passengers and priority treatment for express buses on the roads to and in the station. The impact of El Monte Station changes on METRO budgets has not been determined.

- Foothill Transit Impacts (Exhibit 6.2) - For Foothill Transit, a number of structural changes to existing routes are proposed that should improve mobility and the efficiency of FT operations in San Gabriel Valley. In addition, changes to the way the FT express services are operated are proposed that should improve mobility, the connectivity of services throughout the region, and system ridership. It is recommended that the FT express services be reconfigured immediately into a bus rapid transit system consisting of local plus routes on local roads in East San Gabriel Valley, connecting to a dedicated BRT service on the I-10 Freeway and Busway at transit centers between Montclair and El Monte. The BRT service would have high-frequencies, 18-24 hour spans, fast in and out access at stations, applicable fares and fare paying arrangements. Except for the acquisition of articulated buses, the immediate changes related to BRT would be route and scheduling changes independent of major changes to the infrastructure and traffic flows.

- Montebello Bus Lines Impacts (Exhibit 6.3) - For MBL in Montebello, it is proposed to restructure two of its regional routes to improve mobility and route performance. MB 20 would be restructured to serve Del Mar north of Montebello Town Center and MB 341 would be extended to the Montebello Town Center. In these cases, the impact on budgets should be minimal.
- Pasadena ARTS Impacts (Exhibit 6.3) - For Pasadena ARTS, it is proposed to closely monitor two of its low performing routes (60 and 70) and, if they are dropped and their service areas covered by METRO, to use the saved resources to increase its Pasadena ARTS 31/32 frequencies and extend the route to JPL. This change will enable METRO to drop 268 serving the Washington corridor in Pasadena, which is a corridor with a high degree of local travel. A key consideration for this option is the number of school trippers that are currently provided. The high level of student travel demand would require more equipment and funding to replace the 268 service.

## 6.2 Long Term Impacts

When the funding issues are resolved, the complete package of service changes can be implemented as summarized in the Exhibits.

- METRO Impacts - The main service changes that need to be implemented by METRO after the immediate changes are completed are the conversion of a number of its regional routes to local services operated by the cities in San Gabriel Valley. A list of the proposed local routes and their operating characteristics is provided in Exhibit 6.4. If METRO can transfer the responsibility for these route to local agencies such as LADOT, Pasadena ARTS, MBL, and Foothill Transit, then METRO should have the resources to improve the spans, frequencies and coverage of its heavily utilized transit services in San Gabriel Valley, particularly to have more 300 and 700 series routes. It will also be able to improve vehicle and passenger mobility at its El Monte Station as this will be the main hub for the proposed BRT system in San Gabriel Valley.
- Foothill Transit Impacts - The main changes that need to be implemented by Foothill Transit after the immediate changes are completed are improvements to the infrastructure for its BRT system; improved mobility for the routes and passengers connecting to the BRT service at the West Covina and El Monte Stations, transit priorities on the roads and signalized intersections in the corridors leading to the two stations, possible route changes to enable the streaming of routes into the BRT corridor at the stations (particularly 480 and 486). This should reduce the transferring and increase ridership.
- City Transit Impacts - Depending on who is assigned the designated local services of METRO, city transit budgets could increase, up to 340 daily vehicle hours using a total 27 buses could be required. In addition, the long term plan is to standardize the frequencies on the local city routes so that they can better support the regional transit routes. This could cause a further increase in city transit budgets of up to 85 daily vehicle hours using 6 more buses. In total the net cost after fares of the City Transit changes in the long term is estimated to be about \$17,000 daily or about \$450,000 annually.

## **7.0 Stakeholder and Public Review**

Review of the draft recommendations is a key element of the restructuring process. The Technical Advisory Committee, made up of key operator staff, worked closely with the consultant team in conducting the study. An extensive outreach effort to stakeholders was undertaken during the early part of the study as documented in Technical Report No. 1, Stakeholder Outreach. Based on that effort, presentations on the proposed improvements will be made to the following stakeholders:

- San Gabriel Valley Sector Governance Council
- Foothill Transit Board
- Pasadena Transportation Advisory Committee
- Montebello Bus Lines
- Los Angeles Department of Transportation

Public comments on the plan were received at the San Gabriel Valley Governance Sector Meeting. The input received from these outreach efforts are summarized in Final Technical Report No. 1, Stakeholder Outreach and incorporated into the final recommendations as appropriate.



# Appendix A - Service Change Figures











# SAN GABRIEL VALLEY TRANSIT RESTRUCTURING STUDY

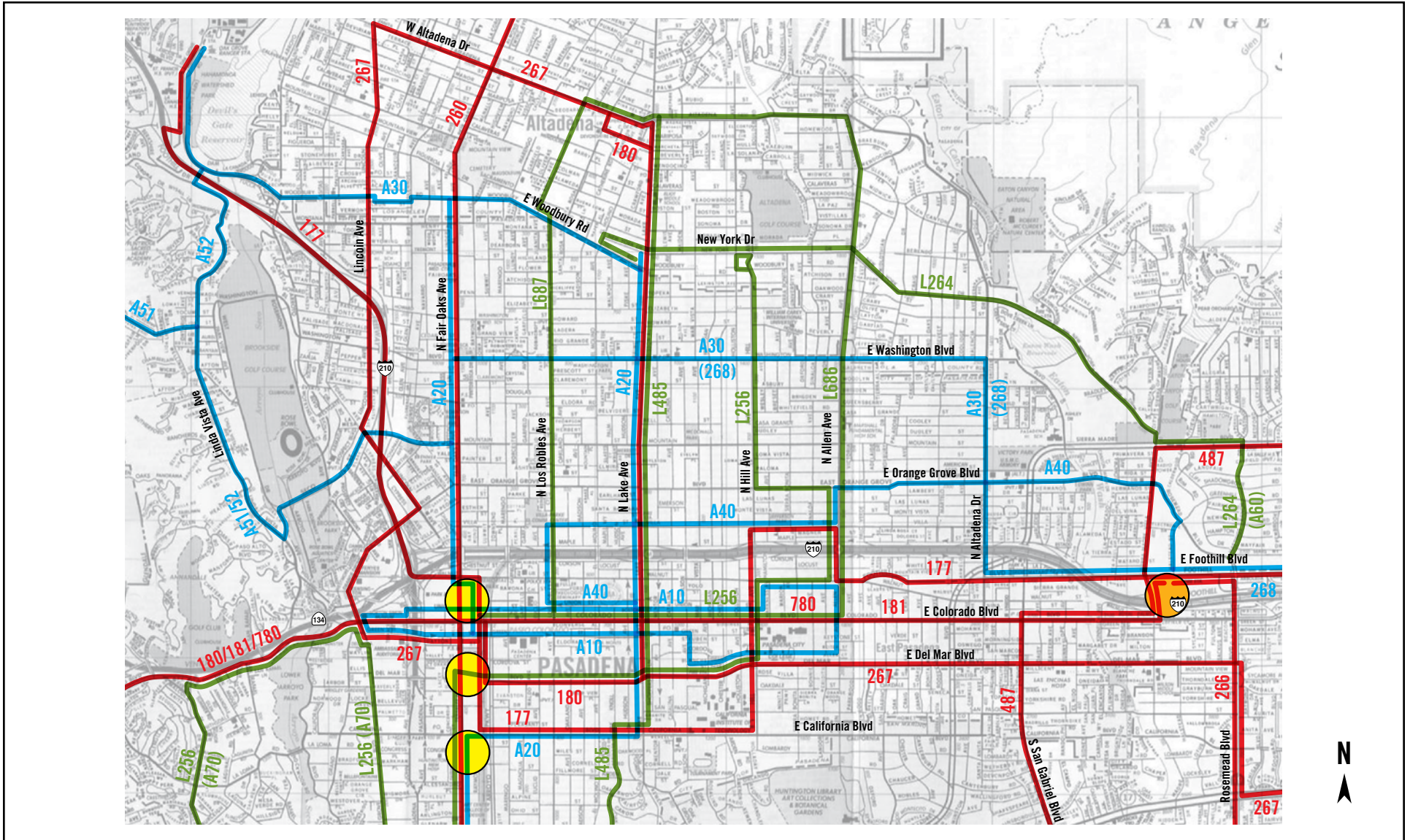


FIGURE A-3  
PASADENA SECTOR

- METRO
- Pasadena ARTS
- Local Unassigned
- Regional Hub
- Subregional Hub

March 2006







# SAN GABRIEL VALLEY TRANSIT RESTRUCTURING STUDY

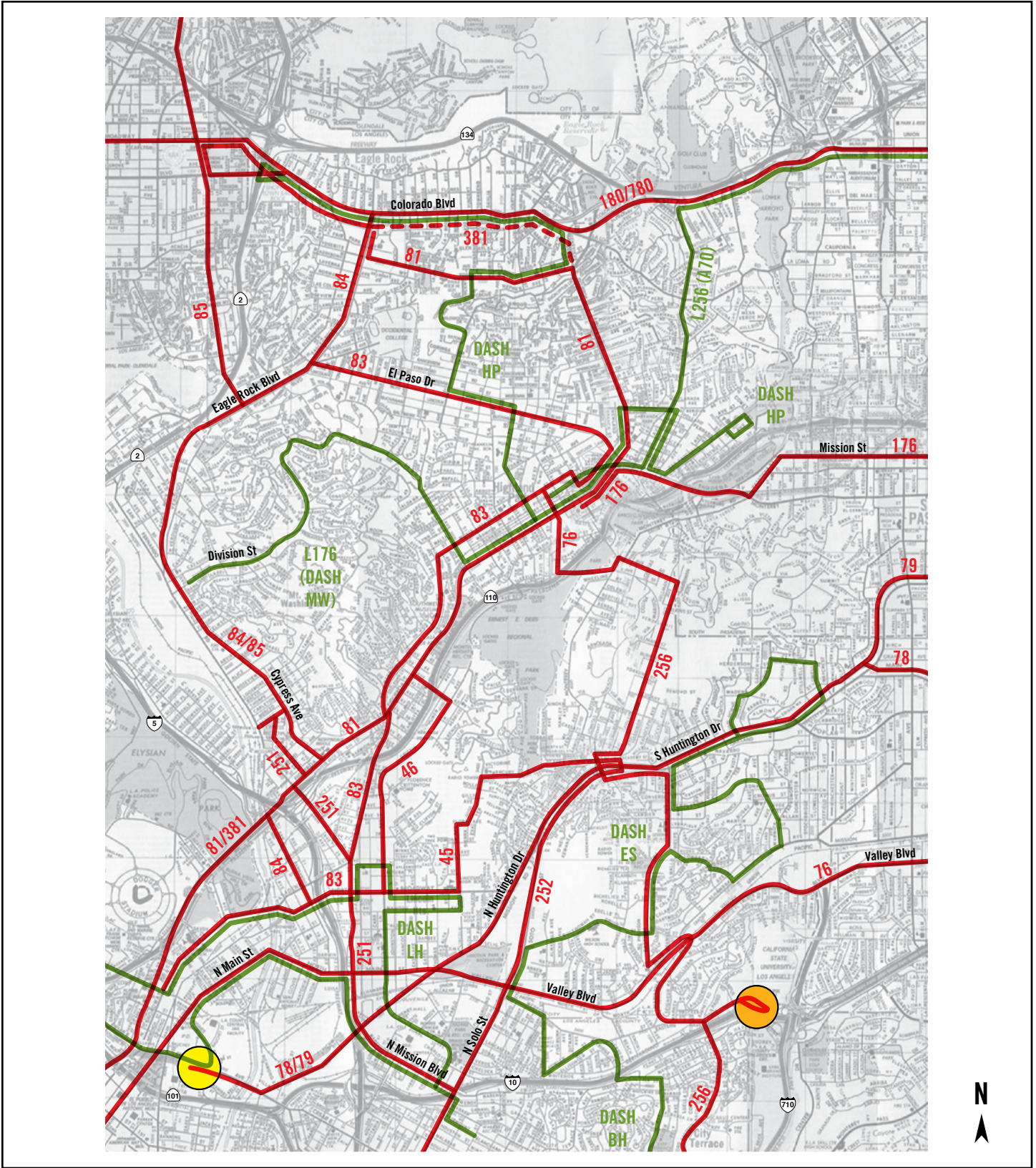


FIGURE A-4  
HIGHLAND PARK SECTOR

- METRO
- DASH Boyle Heights BH
- DASH Highland Park HP
- DASH Mt. Washington MW (New)
- DASH Lincoln Heights LH
- Regional Hub
- Subregional Hub

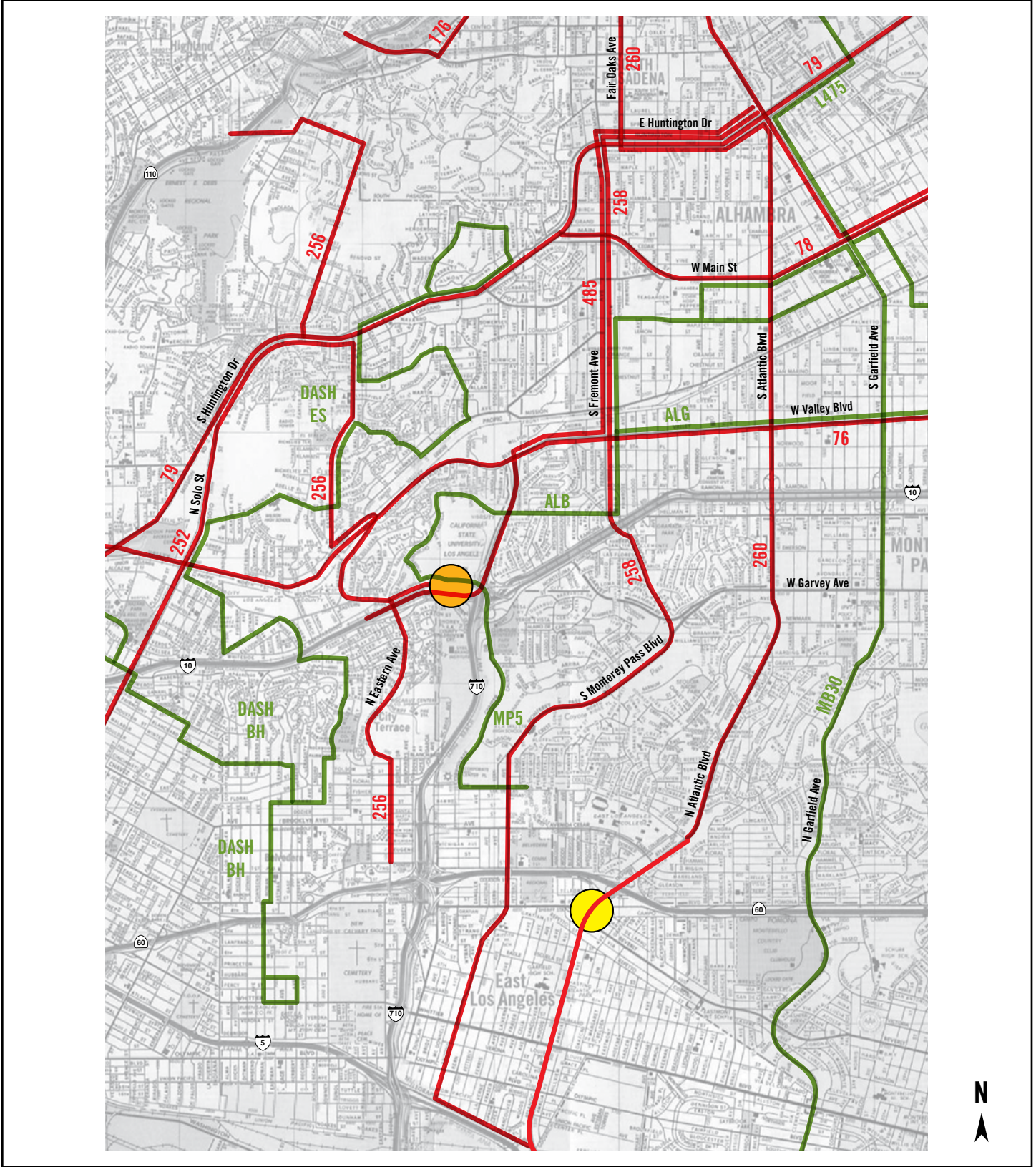
March 2006







# SAN GABRIEL VALLEY TRANSIT RESTRUCTURING STUDY



- METRO
- DASH Boyle Heights BH
- DASH El Sereno ES
- ALG Alhambra Green Line
- ALB Alhambra Blue Line
- MB Montebello Bus Line
- MP Monterey Park Bus
- Regional Hub
- Subregional Hub

FIGURE A-5  
SOUTHWEST VALLEY

March 2006







# SAN GABRIEL VALLEY TRANSIT RESTRUCTURING STUDY

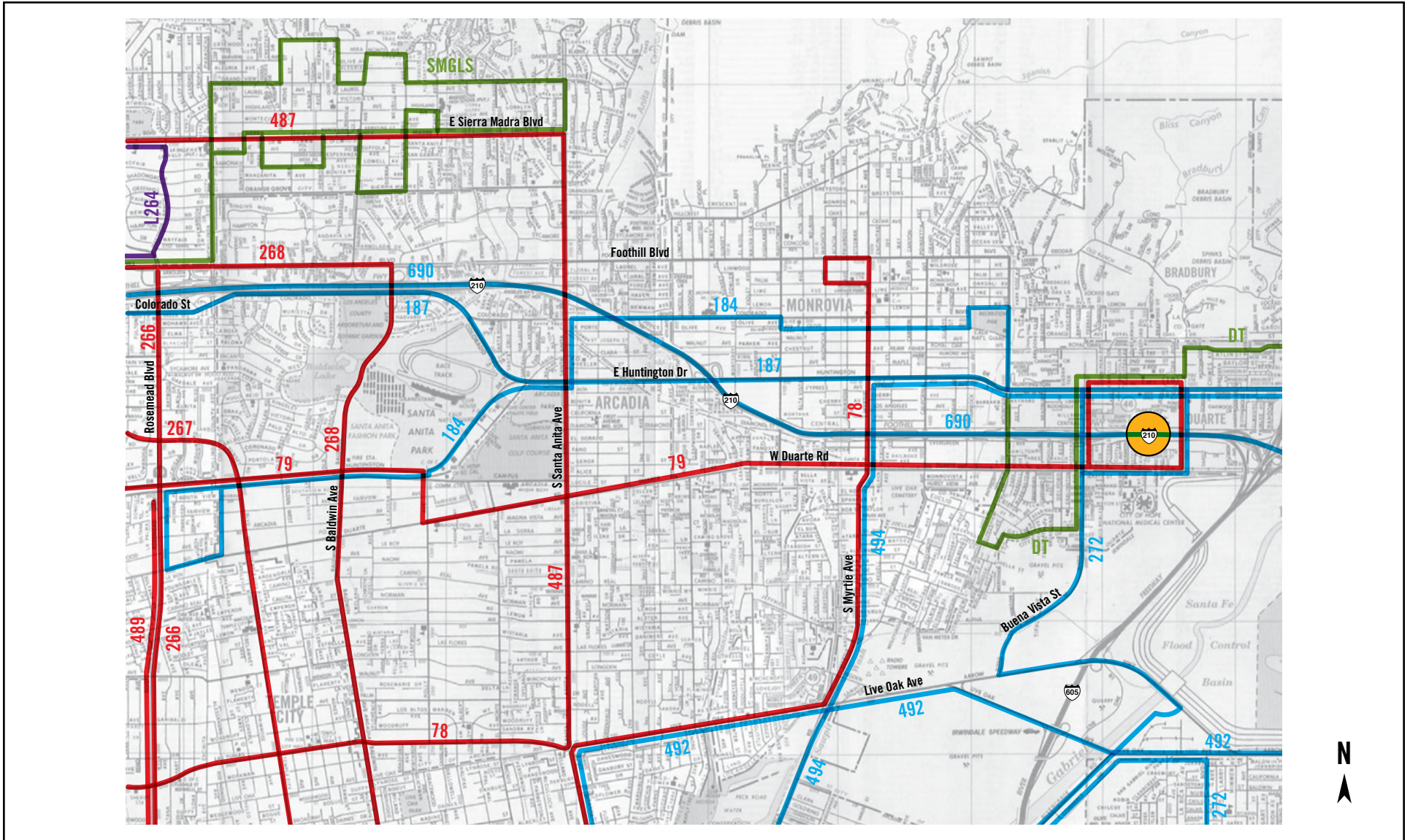


FIGURE A-6  
CENTRAL VALLEY

- |  |   |   |
|--|---|---|
| <span style="color: red;">—</span> METRO               | <span style="color: green;">—</span> SMGLS Sierra Madre Gold Line Shuttle | <span style="color: yellow;">●</span> Regional Hub    |
| <span style="color: blue;">—</span> Foothill Transit   | <span style="color: purple;">—</span> Local Undesignated                  | <span style="color: orange;">●</span> Subregional Hub |
| <span style="color: green;">—</span> DT Duarte Transit |   |   |

March 2006







# SAN GABRIEL VALLEY TRANSIT RESTRUCTURING STUDY

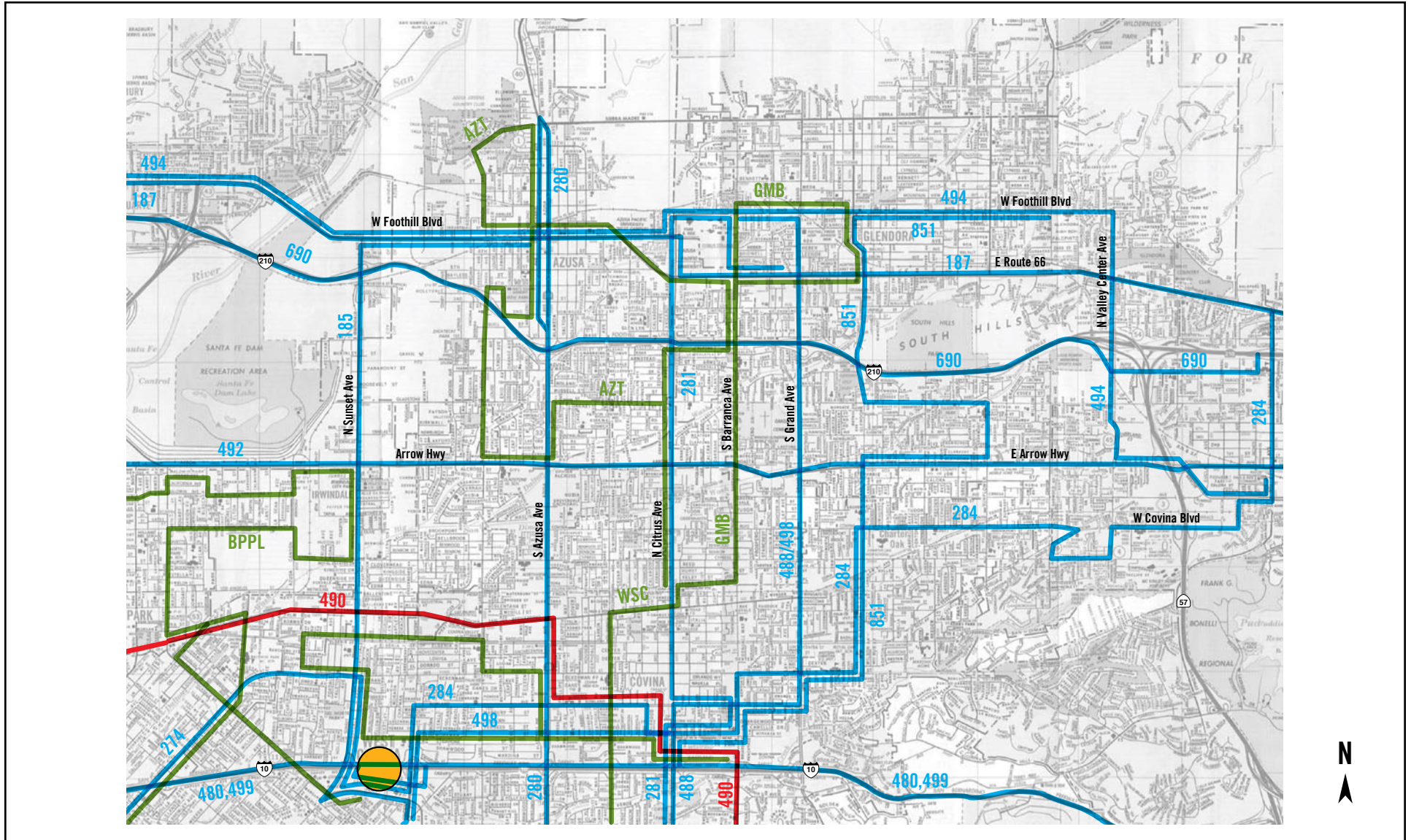


FIGURE A-7  
EAST VALLEY

- METRO
- Foothill Transit
- AZT Azusa Transit
- GMB Glendora Mini Bus
- WCS West Covina Shuttle
- BPPL Baldwin Park Pumpkin Line
- Regional Hub
- Subregional Hub

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## **Appendix B - Service Change Tables**



EXHIBIT A.1: RESTRUCTURING PLAN FOR METRO ROUTES IN SAN GABRIEL VALLEY (Weekday 2005)

LINE/SEGMENT	Sector	Type of Service in SGV	TRIP TIME					AVERAGE HEADWAY					PEAK VEHICLES					VEHICLE HOURS					BOARDING PASSENGERS					PASSENGERS/VEHICLE HOUR							
			AM Pk	Day	PM Pk	Eve	Owl	AM Pk	Day	PM Pk	Eve	Owl	AM Pk	Day	PM Pk	Eve	Owl	AM Pk	Day	PM Pk	Eve	Owl	Total	AM Pk	Day	PM Pk	Eve	Owl	Total	AM Pk	Day	PM Pk	Eve	Owl	Total
			5-9am	9am-3pm	3-6pm	6pm-12a	12-5am	5-9am	9am-3pm	3-6pm	6pm-12am	12-5am	AM Pk	Day	PM Pk	Eve	Owl	AM Pk	Day	PM Pk	Eve	Owl	Total	AM Pk	Day	PM Pk	Eve	Owl	Total	AM Pk	Day	PM Pk	Eve	Owl	Total
			9am	9am	6pm	12a	5am	9am	3pm	6pm	12am	5am	AM Pk	Day	PM Pk	Eve	Owl	AM Pk	Day	PM Pk	Eve	Owl	Total	AM Pk	Day	PM Pk	Eve	Owl	Total	AM Pk	Day	PM Pk	Eve	Owl	Total
30/31 1ST/FLORAL Pico-Transit Center-1st&Soto (30) 1st&Soto-Rowan&Dozier (30) R.&Dozier-Collegian&ChavezviaFloral	eb	Central	57	64	70	59	61	4	7	5	15	60	12.8	8.9	14.6	4.0	1.0	120	126	128	50	10	434	6,937	10,979	8,486	4,335	145	30,882	58	87	66	87	15	71
	wb	Central	47	51	54	43	43	4	7	5	15	60	10.6	7.2	11.3	2.9	.7	42	43	45	15	4	148	2,558	3,944	3,462	1,721	53	11,738	60	92	77	119	15	79
	eb	Central	8	8	8	6	7	6	9	6	24	60	1.4	.9	1.2	.2	.1	5	5	5	1	1	17	42	192	71	24	0	329	8	37	14	19	0	19
	wb	Central	8	8	8	8	6	6	9	6	24	60	1.4	.9	1.2	.3	.1	5	5	5	2	1	18	329	481	224	80	7	1,121	60	93	45	49	14	63
	eb	Connector	13	12	14	11		16	20	20	27		.8	.6	.7	.4		3	4	3	2	0	12	130	182	92	36	440	40	51	33	18	38		
	wb	Connector	18	25	21	18		16	20	20	27		1.1	1.3	1.1	.7		5	8	4	3	0	20	408	604	354	181	1,547	90	81	83	55	79		
(31) 1st&Soto-1st&Rowan	eb	6	6	6	6		17	20	18	21		.4	.3	.3	.2		1	2	1	1	0	6	47	62	31	16	156	34	34	24	14	27			
	wb	6	6	6	6		16	20	20	27		.4	.3	.3	.2		2	2	1	1	0	6	95	290	178	101	664	63	161	147	92	118			
	eb	6	6	6	6		17	28	18	21		.7	.2	.7	.6		3	2	3	3	0	10	40	62	32	4	138	14	42	11	1	14			
	wb	6	6	6	6		17	28	18	21		.5	.5	.5	.5		2	3	2	2	0	10	130	290	178	101	699	62	92	82	43	71			
45/46 LINCOLN PARK/GRIFIN I-105 Station-North Broadway&Daly	nb	South LA	77	74	76	74	61	7	10	7	22	60	10.9	7.4	10.3	3.4	1.0	44	44	41	17	5	151	2,093	3,027	2,453	1,471	187	9,231	48	69	60	87	37	61
	sb	South LA	60	75	80	60	57	7	10	7	22	60	8.5	7.5	10.8	2.7	1.0	34	45	43	14	5	140	1,761	3,572	2,571	724	114	8,742	52	80	60	53	24	62
	nb	5	10	16	16	14		16	23	20	30		.6	.7	.8	.5		3	4	3	3	13	7	177	179	61	493	30	42	57	22	39			
	sb	5	16	19	19	16		15	21	20	30		1.1	.9	1.0	.5		4	5	4	3	17	376	684	325	156	1,541	87	128	84	49	92			
(46) N.Broadway&Daly-Ave42&Figueroa	nb	5	10	15	10		24	38	21	30		.3	.3	.7	.3		1	2	3		5	10	47	71		128	10	30	24		23				
	sb	5	13	15	10		19	39	21	30		.7	.4	.5	.5		2	2	2		6	124	267	144		535	61	117	76		86				
	eb	6	46	50	50	48		3	8	7	21		29	15	31	8		116	90	124	47	377	8,918	7,516	7,853	3,452	27,739	77	83	63	74	74			
	wb	6	30	33	38	33		7	8	2	11		4.6	4.1	16.2	2.3		18	24	65	19	126	5,499	3,050	2,045	868	11,462	76	86	72	64	77			
66/366 OLYMPIC 8th&Western-Olympic&Soto Olympic&Soto-Olympic&Marianna Olympic&Marianna-Montebello Metrolink	eb	6	11	13	15	10		5	9	7	21		2.3	1.4	2.1	.5		9	9	9	3	29	404	467	343	119	1,333	44	54	40	42	46			
	wb	6	14	14	13	12		7	9	5	16		1.9	1.6	2.5	.8		8	10	10	5	32	895	555	469	212	2,131	115	56	47	47	66			
	eb	6	12	18	19	17		13	18	14	23		.9	1.0	1.4	.7		4	6	6	4	19	74	84	41	18	217	20	14	7	5	11			
	wb	6	19	15	15	14		15	16	9	22		1.3	.9	1.7	.6		5	6	7	3	21	449	359	311	182	1,301	87	65	46	58	63			
	eb	6	73	77	81	69		7	9	7	21		22	20	29	8		88	120	116	39	363	6,078	9,883	6,350	2,554	24,865	69	82	55	66	69			
	wb	6	56	58	60	50		9	9	6	21		10.4	8.3	11.7	3.2		42	50	47	16	154	2,460	4,033	2,813	1,144	10,450	59	81	60	71	68			
68 CHAVEZ WLA Transit Center-Chavez&Soto Chavez&Soto-Chavez&Atlantic Chavez&Atlantic-Montebello Town Ctr.	eb	6	17	21	20	18		7	9	7	21		2.4	2.2	2.9	.8		10	13	12	4	39	588	971	441	132	2,132	60	73	38	31	55			
	wb	6	17	20	20	17		9	9	6	21		1.8	2.2	3.3	.8		7	13	13	4	38	875	1,433	831	396	3,535	120	110	63	96	94			
	eb	6	14	15	15	14		26	31	28	43		.5	.5	.5	.3		2	3	2	1	8	33	84	30	5	152	15	29	14	5	19			
	wb	6	17	17	17	18		23	29	26	49		.7	.6	.7	.4		3	3	3	1	10	123	192	142	71	528	41	55	54	65	52			
	eb	6	29	33	33	27	20		9	12	7	23	60	3.4	2.8	5.0	1.2	.3	14	17	19	6	2	57	965	1,642	1,266	675	101	4,649	71	100	68	108	61
	wb	6	31	34	33	29	20		9	12	9	19	60	3.5	2.8	3.8	1.6	.3	14	17	14	8	2	55	324	459	176	104	36	1,099	23	27	12	13	22
70/370 GARVEY AVE. Downtown-Marengo&Soto Marengo&Soto-Garvey&Rosemead Garvey&Rosemead-EI Monte Bus Sta.	eb	6	25	32	36	29	29	9	12	7	23	60	2.9	2.7	5.4	1.3	.5	12	16	20	7	2	57	1,068	1,455	603	261	24	3,411	91	91	30	39	10	
	wb	6	30	36	35	29	27	9	12	9	19	60	3.4	3.0	4.0	1.6	.5	14	18	15	8	2	57	1,347	1,624	837	317	25	4,150	99	90	56	39	11	
	eb	7	15	16	16	15	11	9	12	7	23	60	1.8	1.3	2.4	.7	.2	7	8	9	3	1	29	233	267	182	53	8	743	33	33	20	15	9	
	wb	7	18	17	29	14	11	9	12	9	19	60	2.0	1.4	3.3	.7	.2	8	9	12	4	1	34	755	990	619	328	49	2,741	93	116	50	83	53	
	eb	6	24	25	24	25	8	13	15	8	33	60	1.4	1.2	2.0	4	2	56	72	79	20	8	235	3,329	4,766	2,223	911	138	11,367	59	66	28	46	17	
	wb	6	23	24	18	20	5	13	15	12	46	60	1.8	1.6	1.5	4	.1	7	10	6	2	0	25	101	136	45	8	3	293	14	14	8	4	7	
76/376 VALLEY BLVD Downtown-Main&Chavez Main&C.E.Chavez-Valley&Fremont Valley&Fremont-Valley&Rosemead Valley&Rosemead-EI Monte Bus Sta.	eb	5	22	21	26	22	15	13	15	8	33	60	1.7	1.4	3.3	.7	.3	7	8	13	3	1	33	245	405	259	134	10	1,053	36	48	19	4	8	
	wb	5	25	24	25	18	18	13	15	12	46	60	1.9	1.6	2.1	4	.3	8	10	8	2	2	29	559	481	242	67	8	1,357	72	50	29	34	5	
	eb	6	23	23	27	17	14	13	15	8	33	60	1.8	1.5	3.5	.5	.2	7	9	14	3	1	34	441	930	336	133	17	1,857	61	101	24	52	15	
	wb	6	23	25	26	17	17	13	15	12	46	60	1.8	1.7	2.2	4	.3	7	10	9	2	1	29	636	1,024	368	134	15	2,177	89	102	42	72	11	
	eb	7	14	14	16	11	9	13	15	8	33	60	1.1	.9	2.0	3	.2	4	6	8	2	1	21	207	33										

EXHIBIT A.2: RESTRUCTURING PLAN FOR METRO ROUTES IN SAN GABRIEL VALLEY (Weekday 2005)

LINE/SEGMENT	Sector	Type of Service in SGV	TRIP TIME										AVERAGE HEADWAY										PEAK VEHICLES					VEHICLE HOURS					BOARDING PASSENGERS					PASSENGERS/VEHICLE HOUR				
			AM		PM		Eve		Owl		AM		PM		Eve		Owl		AM Pk	Day Base	PM Pk	Eve	Owl	Total	AM Pk	Day Base	PM Pk	Eve	Owl	Total	AM Pk	Day Base	PM Pk	Eve	Owl	Total						
			5-9am	9am-3pm	3-6pm	6pm-12a	12-5am	5-9am	9am-3pm	3-6pm	6pm-12am	12-5am	5-9am	9am-3pm	3-6pm	6pm-12am	12-5am																									
<b>83 NORTH BROADWAY / YORK BLVD</b> Downtown - N. Broadway & Solano	rb	Central	Separate from 26. Interline with 84										12 3 13 4 2 48 51 50 18 4 171										1,702 2,470 1,152 250 112 5,686					35 48 23 14 28 33														
N. Broadway & Solano - Highland Park Sta.	rb	5 Core	25 27 28 20 13 10 15 10 30 60										2.5 1.8 2.8 7 2 10 11 11 3 0 36										213 773 395 12 35 1,428					21 72 35 4 81 40														
Highland Park Sta. - Eagle Rock & York	rb	5 Core	25 30 28 21 15 10 15 10 30 60										2.5 2.0 2.8 7 3 10 12 11 4 1 37										139 419 200 37 5 800					14 35 18 11 10 22														
	sb	5 Core	21 23 23 23 17 10 15 10 30 60										2.1 1.5 2.3 8 3 8 9 9 4 1 31										339 175 116 13 28 671					40 19 13 3 49 22														
	sb	5 Core	19 22 22 17 17 10 15 10 30 60										1.9 1.5 2.2 6 3 8 9 9 3 1 29										489 410 100 85 35 1,119					64 47 11 30 62 39														
	sb	5 Core	14 12 12 9 28 10 15 10 30 60										1.4 8 1.2 3 5 6 5 5 2 1 18										96 267 141 3 1 508					17 56 29 2 1 29														
	sb	5 Core	16 14 12 15 30 10 15 10 30 60										1.6 9 1.2 5 5 6 6 5 3 1 20										426 426 200 100 8 1,160					67 76 42 40 8 57														
<b>84 CYPRESS/EAGLE ROCK</b> Downtown - N. Broadway & Solano	rb	Central	Separate from 26. Interline with 83										6 4 7 4 1 24 27 26 18 2 96										1,360 2,257 1,346 243 20 5,226					57 84 52 14 10 54														
N. Broadway & Solano - Colorado & Egle Dale	rb	5 Core	25 26 26 20 11 20 30 20 30 60										1.3 9 1.3 7 2 120 483 222 2 11 838										24 93 42 1 30 44																			
	sb	5 Core	25 30 26 21 13 20 30 20 30 60										1.3 1.0 1.3 7 2 5 6 5 4 0 20										155 564 210 52 1 982					31 94 39 15 2 48														
	sb	5 Core	33 37 35 30 18 20 30 20 30 60										1.7 1.2 1.8 1.0 3 7 7 7 5 1 27										375 526 252 6 1 1,160					57 71 35 1 2 43														
	sb	5 Core	37 41 40 34 18 20 30 20 30 60										1.9 1.4 2.1 1.1 3 7 8 8 6 1 30										710 684 662 183 7 2,246					96 83 81 32 12 75														
<b>85 CYPRESS/VERDUGO</b> Proposed Regional Route Cypress & Figueroa - Verdugo & York	rb	5 Connector	Separate from 26. Cut service to start at Cypress & Figueroa. Blend with 84										12 12 16 10 10 50										398 921 488 66 0 1,873					33 77 31 7 7 37														
Verdugo & York - Verdugo & Towne	rb	5 Connector	19 15 20 13 20 30 20 30 60										1.0 5 1.0 4 4 3 4 2 13										144 276 163 0 583					38 92 41 0 45														
	sb	5 Connector	19 15 20 14 20 30 20 30 60										1.0 5 1.0 5 4 3 4 2 13										121 313 158 38 630					32 104 40 16 48														
	rb	Glendale	10 14 20 17 20 30 20 30 60										5 5 1.0 6 2 3 4 3 12										56 111 24 3 1 199					28 40 6 16 16														
	sb	5 Connector	12 16 20 16 20 30 20 30 60										6 5 1.0 5 2 3 4 3 12										77 221 143 28 469					32 69 36 11 38														
<b>170 EL MONTE/MONTEBELLO TOWN CENTRE</b> Montebello Town Center - El Monte Sta.	eb	Connector	No change to this route as modified by MTA in December 2005. Consideration should be given to converting the route into a local route.										4 4 4 2 16 24 12 6 58										203 195 154 51 603					13 8 13 9 10														
	wb	Connector	60 60 60 60 30 30 30 60										2.0 2.0 2.0 1.0 8 12 6 3 29										102 81 69 11 263					13 7 12 4 9														
	wb	Connector	60 60 60 60 30 30 30 60										2.0 2.0 2.0 1.0 8 12 6 3 29										101 114 85 40 430					13 10 14 13 12														
<b>176 MISSION</b> Proposed Local Route Cypress & Division - Highland Park Station	eb	5 Local	Convert Mount Washington section to a local route focussed on Highland Park Station. Start regional route at the station										2 2 2 1 7 12 6 3 28										106 124 59 29 318					15 10 10 10 11														
	wb	5 Local	30 30 30 30 30 30 30 60										1.0 1.0 1.0 5 4 6 3 2 14										83 51 26 9 169					23 9 9 6 12														
	wb	5 Local	30 30 30 30 30 30 30 60										1.0 1.0 1.0 5 4 6 3 2 14										23 73 33 20 149					6 12 11 13 11														
<b>Proposed Regional Route</b> Highland Park Sta. - Garfield & Atlantic	eb	1 Connector	18 18 19 23 30 30 30 60										6 6 6 4 2 14 24 12 6 56										292 447 198 66 1003					20 19 17 11 18														
Garfield & Atlantic - Rosemead & Valley	eb	6 Connector	17 17 17 18 30 30 30 60										6 6 6 4 3 2 4 2 1 9										44 40 30 10 124					20 11 16 9 14														
	wb	6 Connector	18 19 19 17 30 30 30 60										6 6 6 4 3 2 4 2 1 9										60 68 34 8 170					28 18 18 9 20														
	wb	6 Connector	21 22 22 20 30 30 30 60										7 7 7 3 2 4 2 1 10										35 80 35 18 168					14 18 16 18 17														
	wb	7 Connector	23 23 22 21 30 30 30 60										8 8 7 4 3 5 2 1 11										68 95 58 8 229					25 21 26 8 22														
	wb	7 Connector	23 21 21 21 30 30 30 60										8 7 7 4 3 4 2 1 10										69 129 26 17 241					25 31 12 19 24														
<b>177 LA CANADA-SIERRA MADRE VILLA</b> Jet Pro. Lab - Sierra Madre Villa Sta.	eb	1 Connector	No change to this route as modified by MTA in December 2005.										3.0 3.0 3.0 3.0 1.6 1.5 1.5 1.5										9 18 9 6 42					85 91 92 421					9 5 10 0 10									
	wb	1 Connector	47 44 44 46 30 30 30 30										1.6 1.5 1.5 1.5 5 9 4 3 21										60 64 67 0 191					13 7 15 0 9														
	wb	1 Connector	43 46 46 44 30 30 30 30										1.4 1.5 1.5 1.5 4 9 5 3 21										25 27 25 0 77					6 3 5 0 4														
<b>180/181 COLORADO/LAKE</b> Hollywood/Vine - Los Felix & San Fernando	eb	Hollywood	28 32 37 33 24 14 16 13 13 60										12.0 13.0 16.0 10.0 2 48 78 64 50 10 250										2,337 4,730 2,433 2,320 211 12,031					49 61 38 46 21 48														
L. Felix & San Fernando - Colorado & Figueroa	wb	5 Core	24 29 31 30 23 13 15 13 25 60										2.0 2.1 2.8 2.6 4 8 12 11 13 2 47										465 726 435 716 64 2,406					59 59 39 54 32 52														
	wb	5 Core	25 31 33 26 23 14 16 13 13 60										1.9 2.0 2.4 1.2 4 8 12 10 6 2 37										353 705 337 199 34 1,628					47 59 35 33 18 44														
	wb	5 Core	23 27 28 25 21 13 15 13 25 60										1.8 2.0 2.5 2.1 4 7 12 10 10 2 41										317 709 373 469 19 1,887					45 59 38 45 10 46														
	wb	1 Core	11 15 16 13 13 14 16 13 13 60										8 8 1.0 1.2 1.0 2 3 6 5 5 1 20										135 277 144 123 8 687					43 48 30 24 7 34														
	wb	1 Core	11 16 16 12 14 13 15 13 25 60										9 1.1 1.3 5 2 3 7 5 2 1 19										101 290 179 174 38 782					29 44 36 73 33 42														
	wb	1 Core	16 20 20 15 27 31 26 30										6 6 8 5 2 2 4 3 9 1 12										87 171 67 60 32 385					37 44 22 24 33														
	wb	1 Core	19 23 24 15 25 29 26 54										8 8 9 3 3 0 4 8 3 8 13										144 257 127 64 592					47 54 34 46 46														
	wb	1 Core	20 23 23 16 27 31 26 30										7 7 9 5 3 0 4 4 3 14										85 192 90 58 425					29 43 25 22 31														
	wb	1 Core	21 24 26 16 25 28 26 54										9 9 10 3 3 5 4 4 1 14										168 359 209 102 838					49 70 52 69 60														
<b>251/252 SOTO/DALY</b> (251) Long Beach & 105 Sts. - Pacific & Florence	rb	Central	40 55 51 38 21 24 30 33										1.9 2.3 1.7 1.2 61 90 59 35 245										3,790 5,570 3,022 1,948 14,330					62 62 51 56 58														
(251) Pacific & Florence - Soto & Olympic	rb	Central	24 28 28 27 19 12 23 30										1.3 2.3 1.2 9 5 14 5 4 28										886 1,441 913 626 3,866					59 60 61 69 61														
	rb	Central	21 21 23 18 11 13 11 32										1.9 1.7 2.0 7 7 10 8 3 29										451 1,073 568 261 2,353					32 41 44 34 39														
	rb	Central	22 24 28 21 10 12 14 28										2.3 2.0 2.0 7 9 12 8 3 33																													
	rb	6 Core	10 11 11 10 8 9 7 19										1.3 1.3 1.5 5 5 8 6 3 22										605 1,002 686 478 2,771					119 130 112 181 129														
	rb	6 Core	13 16 15 12 8 9 7 21										1.6 1.8 2.1 6 6 11 8 3 29										1,052 1,071 474 286 2,883					165 98 57 99 101														
	rb	5 Core	9 9 9 9 13 12 11 28										7 8 8 3 3 5 3 2 12										16 15 3 0 34					6 3 1 0 3														
	rb	5 Core	4 4 4 4 14 12 12 30										3 3 3 1 1 2 1 1 5										26 161 39 7 233					23 61 29 11 45														
	rb	5 Core	12 12 12 12 18 24 18 30										7 5 7 4 3 3 3 2 10										163 197 86 58 504					62 66 32 29 49														
	rb	5 Core	22 22 22 22 11 24 25 39										2 0 9 6 6 6 4 3 20										364 330 190 201 1,085					45 60 54 70 54														
	rb	5 Connector	9 9 9 9 20 30 20 25										5 3 5 4 2 2 2 2 7										22 30 17 6 75					12 17 9 3 10														
	rb	5 Connector	21 22 21 17 20 30 20 25										1 1 7 1 1 7 4 4 3 16										205 250 46 25 526					49 57 11 7 32														
<b>255 BOYLE HEIGHTS</b> Proposed Local Route Herben & Whittier - USC Medical Centre	rb	6 Local	Drop this route. Northern section is served by 46. Mid-section to/from the USC Med. Centre is served by DASH Boyle Heights. Southern section could be served by a new local route such as an extension of the DASH route which has 25 min. frequencies.										2.0 2 2 2 2 8 12 6 5 31										202 258 177 63 700					25 22 30 13 23														
USC Med. Centre - Heritage Sq. / Arroyo Sta.	rb	6 Local	24 24 24 24 25 25 25 25										1.0 1.0 1.0 1.0 4 6 3 2 15										118 135 121 42 416					31 23 42 18 28														
	rb	5 Local	26 26 26 26 25 25 25 25										1.0 1.0 1.0 1.0 4 6 3 3 16										84 123 56 21 284					20 20 18 8 18														
<b>256 EASTERNHILL</b> Proposed Local Route Woodbury & Hill - Raymond & Del Mar	rb	1 Local	Convert to a local route between the Highland Park Sta. in Highland Park and the Del Mar Sta. in Pasadena. Restructure to serve Orange Grove, Columbia, Raymond to Colorado (Will enable ARTS 70 to be dropped)										3 3 3 2 12 18 12 8 50										107 329 130 66 696					14 18 11 8 14														
Raymond & Del Mar - Highland Park Sta.	rb	1 Local	24 23 23 21 30 30 30 45										8 8 8 5 3 5 3 2 13										53 126 63 33 275					17 27 21 18 22														
	rb	1 Local	23 22 22 25 30 30 30 45										8 7 7 6 3 4 3 2 13										38 89 31 21 179					12 20 11 9 14														
	rb	1 Local	22 23 23 23 30 30 30 45										7 8 8 5 3 5 3 2 13										33 55 19 11 118					11 12 6 5 9														
	rb	1 Local	21 22 22 21 30 30 30 45										7 7 7 5 3 4 3 2 12										47 59 17 1 124					17 13 6 1 10														
<b>Proposed Regional Route</b> Highland Park Sta. - CSULA Busway Sta.	rb	5 Connector	3 3 3 2 12 18 12 8 50										3 3 3 2 12 18 12 8 50										324 450 212 81 1,067					27 25 18 10 21														
CSULA Busway Sta. - Eastern & Union Pacific	rb	5 EastLA	22 28 29 24 31 40 40 50										7 7 7 5 3 5 3 2 12										108 142 55 17 322					33 32 19 10 26														
	rb	5 EastLA	23 30 30 27 31 40 40 50										7 8 8 5 3 4 3 2 13										112 171 78 28 389					39 41 27 15 33														
	rb	5 EastLA	23 32 32 28 31 40 40 50										7 8 8 6 3 5 3 2 13										72 81 48 26 227					24 17 15 12 17														







**Exhibit 6.2: SUMMARY OF FOOTHILL TRANSIT RESTRUCTURING STRATEGIES AND IMPACTS IN SAN GABRIEL VALLEY**  
**(x denotes early implementation)**

**1. IMPROVING REGIONAL MOBILITY AND CONNECTIVITY**

- BRT (new) x Introduce new BRT route between Montclair TC and downtown LA stopping at the TC's in Claremont, West Covina, El Monte, CSULA and USC. Frequencies should be 10 minutes peak and 15 minutes off peak to be compatible with the frequencies of 480/481 being replaced. The 10-minute frequency is based on using articulated buses.
- FT480/481 x Change to a local route. Terminate at West Covina Sta. (passengers would transfer to 10-min BRTservice at the Station). Drop 481.
- FT482 x Change to a local route. Terminate at El Monte Sta. (passengers would transfer to 10-min BRTservice at the Station).
- FT486 x Change to a local route. Terminate at El Monte Sta. (passengers would transfer to 10-min BRTservice at the Station).
- FT488 x Change to a local route. Terminate at El Monte Sta. (passengers would transfer to 10-min BRTservice at the Station).
- FT492 x Change to a local route. Terminate at El Monte Sta. (passengers would transfer to 10-min BRTservice at the Station).
- FT189 x Restructure or drop this local route because of low ridership
- FT283 x Drop this route and use saved buses to improve frequencies on 284. 283 corridor can be served by restructuring 851.
- FT 851 x Move the route down to Foothill (No demand in Sierra Madre corridor). Expand to all day service; will enable 283 to be dropped

**2. STANDARDIZING SPANS AND FREQUENCIES**

- FT 274 x 60 to 30 minute peak period service
- FT 284 x 60 to 30 minute peak period service

**3. ADDING NEW SERVICE**

- x It is proposed to have Foothill Transit develop and operate a BRT system on the I-10 Freeway and Busway between Montclair Transit Center and downtown LA stopping at Claremont, West Covina, El Monte, CSULA and USC stations on route to downtown. The existing express routes would be converted to local routes terminating at West Covina Station (FT 480) or El Monte Station (FT 482, 486, 488, 492). The existing commuter express park and ride services would use the I-10 Freeway and Busway but would not be a part of the BRT system and its station stops. Applies to FT 493, 494, 497, 498, 499, 699.

In the future depending on the demand, one or more of these new local routes could be streamed into the BRT corridor if higher frequencies are required. This could require improvements to the infrastructure, such as transit priority measures on the local streets, to ensure that the frequencies of the streamed-in services can be blended reliably with the frequencies of the existing BRT services in the busway corridor.

<b>IMPACT ON OPERATIONS</b>	Before	After	
		Early	Long Term
Weekday Vehicle Hours	2,431	2,400	2,400
Peak Bus Requirement	203	203	200
Weekday Passengers	49,500	49,500	58,000
Passengers Per Hour	20	21	24

**EXHIBIT B.1: RESTRUCTURING PLAN FOR FOOTHILL TRANSIT ROUTES IN SAN GABRIEL VALLEY (Weekday 2005)**

LINE/SEGMENT	Sector	Type of Service in SGV	TRIP TIME					HEADWAY					PEAK VEHICLES					VEHICLE HOURS					BOARDING PASSENGERS					PASSENGERS/VEHICLE HOUR						
			AM PK	Mid Day	PM PK	Eve	Owl	AM PK	Mid Day	PM PK	Eve	Owl	AM PK	Mid Day	PM PK	Eve	Owl	AM PK	Mid Day	PM PK	Eve	Owl	Total	AM PK	Mid Day	PM PK	Eve	Owl	Check Total	AM PK	Mid Day	PM PK	Eve	Owl
178 PUENTE HILLS MALL/EL MONTE STA. Puente Hills Mall-Baldwin Park Metrolink Baldwin Park Metrolink-El Monte Sta.	wb	7	Connector	60	60	64	60		30	30	30	30		7.0	7.0	7.0	7.0	25	42	21	23	110						2,288						20.8
	eb	7	Connector	59	62	59	59		30	30	30	30		2.0	2.0	2.1	2.0	7	12	6	7	32						828						26.0
	wb	3	Connector	45	44	42	45		30	30	30	30		1.5	1.5	1.4	1.5	5	9	4	5	23						338						17.4
	eb	3	Connector	46	44	45	46		30	30	30	30		1.5	1.5	1.5	1.5	5	9	5	5	24						572						14.6
184 DUARTE/MONROVIA/PASADENA Huntington&Highland-Huntington&Rosemead	wb	2	Connector	60	60	60		60	60	60				2.0	2.0	2.0		8	12	7		27					317						11.7	
	eb	2	Connector	60	60	60		60	60	60				1.0	1.0	1.0		4	6	4		14					145						10.7	
185 AZUSA/WEST COVINA/IRVINDALE Puente Hills Mall-Hacienda&Valley Hacienda&Valley-Irwindale&Arrow	nb	8	Core	29	25	26	29		30	30	30	30		5.0	5.0	6.0	6.0	18	30	18	24	90					1,935						21.6	
	sb	8	Core	25	25	25	25		30	30	30	30		1.0	.8	.9	1.0	3	5	3	4	15					280						18.9	
	nb	3	Core	48	49	78	78		30	30	30	30		1.6	1.6	2.6	2.6	6	10	8	10	34					758						22.6	
	sb	3	Core	48	51	51	48		30	30	30	30		1.6	1.7	1.7	1.6	6	10	5	6	27					787						28.8	
187 CLAREMONT/GLENDORA/PASADENA ClaremontTC-LoneHill&Rte66 LoneHill&Rte66-Huntington&Highland Huntington&Highland-Colorado&Rosemead Colotrado&Rosemead-Raymond&Walnut	wb	4	Core	51	53	53	53		20	20	20	20		13.0	14.0	14.0	14.0	59	80	42	84	264					3,238						12.2	
	eb	4	Core	51	70	62	70		20	20	20	20		2.6	2.7	2.7	2.7	11	16	8	16	51					420						8.3	
	wb	3	Core	15	16	16	16		20	20	20	20		.8	.8	.8	.8	3	5	2	5	15					555						36.6	
	eb	3	Core	18	18	18	18		20	20	20	20		.9	.9	.9	.9	4	5	3	5	18					397						22.6	
	wb	2	Core	22	24	24	24		20	20	20	20		1.1	1.2	1.2	1.2	5	7	4	7	23					517						22.9	
	eb	2	Core	25	26	26	26		20	20	20	20		1.3	1.3	1.3	1.3	6	8	4	8	25					425						17.1	
	wb	1	Core	40	42	43	42		20	20	20	20		2.0	2.1	2.2	2.1	9	12	6	13	40					162						4.0	
	eb	1	Core	38	31	37	31		20	20	20	20		1.9	1.6	1.9	1.6	9	11	6	9	34					628						18.4	
189 CLAREMONT/GLENDORA ClaremontTC-LoneHill&Gladstone LoneHill&Gladstone-Glendra&Rte66	wb	4		Drop this route because of very low ridership																														
	eb	4																																
	wb	3																																
	eb	3																																
190 MONTCLAIR/POMONA MontclairTC-Valley&Humane Way	wb	4	Connector	45	45	45	45		30	60	30	60		3.5	1.5	3.5	1.5	11	9	11	2	32					331						10.5	
	eb	4	Connector	60	45	60	45		30	60	30	60		1.5	.8	1.5	.8	5	5	5	1	14					192						13.5	
195 POMONA via Reservoir PomonaTC-Valley&Humane Way	wb	4	Local	45	45	45	45		60	60	60	60		1.5	1.5	1.5	1.5	5	9	5	2	20					489						24.1	
	eb	4	Local	45	45	45	45		60	60	60	60		.8	.8	.8	.8	3	5	2	1	10					255						25.2	
191 POMONA via Orange Grove PomonaTC-Valley & Humane Way	wb	4	Local	30	21	22	22	22	30	60	30	60		2.0	1.0	2.0	1.0	7	6	6	2	21					378						18.0	
	eb	4	Local	39	38	38	38		30	60	30	60		.7	.4	.7	.4	2	2	2	1	8					206						27.2	
193 POMONA via Ninth PomonaTC-Valley&Humane Way	wb	4	Local	30	30	30	30		30	60	30	60		2.0	1.0	2.0	1.0	7	6	6	2	21					449						21.4	
	eb	4	Local	30	30	30	30		30	60	30	60		1.0	.5	1.0	.5	4	3	3	1	11					219						20.9	
269 EL MONTE STA/MONTEBELLO TC El Monte Sta.-Montebello TC	sb	7	Connector	31	31	31	31		30	30	30	30		2.0	2.0	2.0	2.0	5	12	6	8	31					605						19.5	
	nb	7	Connector	29	29	29	29		30	30	30	30		1.0	1.0	1.0	1.0	3	6	3	4	16					349						21.8	
272 WEST COVINA/BALDWIN PARK/DUARTE Glendora&Lakes-Huntington&Highland	nb	7	Connector	42	42	42	42		60	60	60	60		2.0	2.0	2.0	2.0	5	12	6	8	31					680						21.9	
	sb	7	Connector	78	78	78	78		60	60	60	60		.7	.7	.7	.7	2	4	2	3	11					340						31.3	
274 WEST COVINA/INDUSTRY/WHITTIER W.CovinaPky&California-Puente&Amar Puente&Amar-Beverly&Norwalk	sb	3	Connector	Improve frequencies				30	60	30	60			4.0	2.0	4.0	2.0	14	12	12	3	41					528						12.9	
	bb	3	Connector	54	58	52	51		30	60	30	60		1.8	1.0	1.7	.9	6	6	5	1	19					199						10.7	
	sb	3	Connector	24	20	26	27		30	60	30	60		.8	.3	.9	.5	3	2	3	1	8					90						11.1	
	nb	8	Connector	21	21	21	21		30	60	30	60		.7	.4	.7	.4	2	2	2	1	7					72						10.0	
280 AZUSA/PUENTE HILLS MALL via Azusa Ave. SierraMadre&SanGabriel-Puente Hills Mall	sb	3	Core	60	60	60	60		20	20	20	20		6.0	6.0	6.0	6.0	21	36	18	30	105					4,338						41.3	
	nb	3	Core	60	60	60	60		20	20	20	20		3.0	3.0	3.0	3.0	11	18	9	15	53					2,169						41.3	
281 GLENDORA/WEST COVINA/PUENTE HILLS MALL Grand&Rte66-Gale&7th Gale&7th-Puerta Hills Mall	sb	3	Core	60	60	60	60		30	30	30	30		5.0	5.0	5.0	5.0	16	30	15	18	79					1,603						20.4	
	nb	3	Core	58	58	58	58		30	30	30	30		2.0	2.0	2.0	2.0	6	12	6	7	31					732						23.6	
	sb	8	Core	17	17	17	17		30	30	30	30		1.9	1.9	1.9	1.9	7	12	6	7	31					610						19.7	
	nb	8	Core	15	15	15	15		30	30	30	30		.6	.6	.6	.6	2	3	2	2	9					54						6.1	
284 WEST COVINA/COVINA/SAN DIMAS W.CovinaPky&California-Glendra&Covina Glendra&Covina-Foothill&San Dimas via Covina	sb	3	Connector	Drop 283 and use saved buses to improve frequencies on 284. 283 corridor can be served by restructuring 851.										4.0	2.0	4.0	4.0	12	12	12	7	43					676						15.7	
	nb	3	Connector	43	43	43	42		30	60	30	30		1.4	.7	1.4	1.4	4	4	4	3	16					316						20.1	
	sb	4	Connector	38	38	38	31		30	60	30	30		1.3	.6	1.3	1.0	4	4	4	2	13					176						13.6	
	nb	4	Connector	19	19	19	20		30	60	30	30		.6	.3	.6	.7	2	2	2	1	7					66						9.4	
285 PUENTE HILLS MALL/WHITTIER HOSP. Puente Hills Mall-Beach&La Habra	nb	8	Connector	73	73	73	73		60	60	60	60		2.0	2.0	2.0	2.0	7	12	6	12	37												



**EXHIBIT B.3: RESTRUCTURING PLAN FOR FOOTHILL TRANSIT ROUTES IN SAN GABRIEL VALLEY (Weekday 2005)**

LINE/SEGMENT	Sector	Type of Service in SGV	TRIP TIME					HEADWAY					PEAK VEHICLES					VEHICLE HOURS					BOARDING PASSENGERS					PASSENGERS/VEHICLE HOUR															
			Pk	Mid	PM	Eve	Owl	Pk	Mid	PM	Eve	Owl	Pk	Mid	PM	Eve	Owl	Pk	Mid	PM	Eve	Owl	Total	Pk	Mid	PM	Eve	Owl	Check Total	Pk	Mid	PM	Eve	Owl	Check Total								
			PK	Day	PK			PK	Day	PK			PK	Day	PK			PK	Day	PK				PK	Day	PK				PK	Day	PK											
493 PHILLIPS RANCH/PUENTE HILLS MALL TC/LA EXP Rio Rancho&77 Expressway-Puente Hills Mall TC Puente Hills Mall TC-Downtown LA	wb eb wb eb	8 8 Central Central	P&R Exp. P&R Exp.	38					12.5					11.0		8.0			39		36			75					326					4.4					6.6				
				100	43				12.5	19				8.0	2.3				28	10				28					70					6.7					2.5				
494 SAN DIMAS/GLENDORA/LA EXP San Dimas Park&Ride-Huntington&Highland Huntington&Highland-Peck&Live Oak Peck&Live Oak-El Monte Sta El Monte Sta.-Downtown LA	wb eb wb eb wb eb wb eb	3 3 2 2 7 7 Central Central	P&R Exp. P&R Exp. P&R Exp. P&R Exp. P&R Exp. P&R Exp.	30					30					5.0		5.0			7.5		5.0			12.5					323					25.9					47.3				
					32					30	30				1.0	1.1				2	1				2					71					1.9					57			
						18				30					0.6					1					1					10					15.0					36			
							20			30	30				0.6	0.7				1	1				1					20					42.4					20			
								15		30					0.6	0.5				1	1				1					29					6.9					98			
										30	30				2.8					4					4					29					6.9					98			
																					2.8				3					3					3					3			
497 CHINO/INDUSTRY P&R/CSULA/USC/LAEXP. ChinoTC-Industry Park&Ride Industry Park&Ride-CSULA CSULA-Downtown LA	wb eb wb eb wb eb	Chino Chino 8 8 Central Central	P&R Exp. P&R Exp.	41					15	20				9.0		6.0			27.0		27.0			54.0					325					6.0					6.3				
					40					15	22				2.7		1.8			8		8			8					0					0.0					137			
						29				15		22			1.9		1.3			6		6			6					1					0.2					6			
							29			15	22				4.3					13					13					0					0.0					135			
498 CITRUS COLLEGE/LA EXP Barranca&Foothill-Grand&Covina Grand&Covina-Downtown LA	wb eb wb eb	3 3 Central Central	P&R Exp. P&R Exp.	23					12	15				10		9.0			29	9	40			70					1,111					15.8					37.1				
						23				10		12			2		1.9			7		9			7					260					0.6					5			
										10					8					23					23					5					10.5					242			
499 SAN DIMAS P&R/LA EXP. San Dimas Park&Ride-Via Verde Park&Ride Via Verde Park&Ride-CSULA CSULA-Downtown LA	wb eb wb eb wb eb	4 4 8 8 Central Central	P&R Exp. P&R Exp.	13					13					8.0		5.0			24.0		22.5			46.5					654					14.1					56.3				
						13					20				1.0		0.6			3		3			3					0					0.0					183			
							26			13		20			2.0					6		6			6					7					1.2					0			
								26		13		20			5.0		1.3			15		6			15					0					0.0					7			
										13																																	
								63				20					3.1					14			14					295					21.2								
690 MONTCLAIR/PASADENA EXP via 210 Montclair TransCenter-Lone Hill Park&Ride Lone Hill Park&Ride-Azusa&1st Azusa&1st-Fair Oaks & Walnut	wb eb wb eb wb eb	4 4 3 3 1 1	P&R Exp. P&R Exp.	29					31					3.0		3.0			9.0		13.5			22.5					264					11.7					19.8				
						34				31		30			0.9		1.1			3		5			3					1					0.2					66			
							16			31					0.5					2		2			2					2					0.0					0			
								10		31		30			1.6		0.3			5		2			5					8					1.7					8			
										31																																	
								46				30					1.5					7			7					134					19.4								
699 MONTCLAIR/FAIRPLEXP&R/CSULA/LA EXP. Montclair TransCenter-Fairplex Park&Ride Fairplex Park&Ride-Downtown LA	wb eb wb eb	4 4 Central Central	P&R Exp. P&R Exp.	11					13					9.0		7.0			27.0		31.7			58.7					1,096					18.7					111.4				
						18				13		16			0.8		1.1			2		5			2					0					0.0					25			
										13					8.2					25					25					347					14.2					471			
								95				16					5.9					27			27					471					17.7								
853/854 DIAMOND BAR Copley&Golden Springs - Diamond Ranch HS	nb sb	8 8	Local Local	27					4 trips	1 trip			1.0		1.0			2.5					5.0					143					28.6					23.6					
					27				1 trip	4 trips			1.0		1.0				2.5		2.5			2.5					59					8.4					84				
855 INDIAN HILL Pomona Transit Center-Mountain&Harrison	nb sb	4 4	Local Local	53	60				26.8	60			1.0		1.0			6		3			9					164					10.9					8.4					
				60	60				60	60			1.0		1.0			3		3			6						89					14.8									
			Total					Total					Total					Total					Total																				
			57					45					359					4,406					20.7																				
			198					189					2,387					49,404					20.7																				

**Exhibit 6.3: SUMMARY OF CITY TRANSIT RESTRUCTURING STRATEGIES IN SAN GABRIEL VALLEY**  
**(x denotes early implementation)**

**Pasadena**

- ARTS 60 x Drop this route (expect to be covered by MTA 264). Low ridership 4 passengers per hour
- ARTS 70 x Drop this route (expect to be covered by MTA 256). Very low ridership 3 passengers a day.
- ARTS 31 x Increase the frequencies on this route and extend to JPL. Drop the 32 New York branch (expect to be covered by MTA 264). The changes should allow the MTA to drop its service on Washington, which is primarily a corridor with high local demands better served by ARTS..
- L 256 Operate, under contract to MTA, the local portion of MTA 256 from Highland Park Station to Del Mar Station.
- L 264 When funding is available, operate 264 in Pasadena for MTA
- L 485 When funding is available, operate 485 in Pasadena for MTA
- L 686/687 When funding is available, operate 686/687 in Pasadena for MTA

**ARTS IMMEDIATE AND LONG TERM IMPACTS**

	Before	Early	Long Term
Weekday Vehicle Hours	202	204	391
Peak Bus Requirement	18	19	33
Weekday Passengers	5,100	6,200	11,300
Passengers Per Hour	25	30	29

**Montebello**

- MBL 20 x Extend 15-minute section to Valley & San Gabriel, returning Valley, Del Mar, Hellman. Drop the 60-minute section north of Garvey.
- MBL 30 Consider extending the route to serve the Montebello/Commerce Metrolink Station.
- MBL 341 x Extend route to Montebello Town Center. Improve the span of service.

**MBL IMMEDIATE AND LONG TERM IMPACTS**

	Before	Early	Long Term
Weekday Vehicle Hours	773	779	n.a.
Peak Bus Requirement	54	52	n.a.
Weekday Passengers	27,700	28,000	n.a.
Passengers Per Hour	36	36	n.a.

**Highland Park/Boyle Heights**

- DASH Highland Park Add Mount Washington area to DASH Highland Park service. Consider restructuring DASH service to serve the full length of Yosemite Drive  
 Consider restructuring DASH service to serve the full length of Yosemite Drive so that MTA 181 can be taken out of this corridor and put back on Colorado.
- DASH Boyle Heights Add Soto, State and Rowan corridors to the DASH Boyle Heights service so that MTA 605, 620, and 255 can be dropped.

**LADOT IMMEDIATE AND LONG TERM IMPACTS**

	Before	Early	Long Term
Weekday Vehicle Hours	236	n.a.	372
Peak Bus Requirement	19	n.a.	29
Weekday Passengers	11,000	n.a.	16,000
Passengers Per Hour	47	n.a.	43

**Alhambra, Monterey Park, El Monte, Duarte, Walnut**

- Alhambra Community Transit Blue Line Provide 20 minute service all day so that MTA 258 in Commonwealth corridor can be dropped.
- Monterey Park Spirit Routes Provide 30 rather than 40 minute service on Routes 1-4 and 15-30 minute service on Route 5 to provide better support for regional transit routes
- El Monte Trolley Routes Provide 30 rather than 40 minute service and bring all routes into the El Monte Station when it is improved.
- Duarte Transit Routes Provide 30 rather than 60 minute service on all routes to provide better support for the regional transit routes.
- Walnut Route (Foothill Transit) Provide 30 minute service in the Grand/Temple corridor between Eastland Center and Cal Poly so that MTA 490 can be dropped in this corridor

**OTHER CITY LONG TERM IMPACTS**

	Alhambra	Monterey Pk	El Monte	Duarte	Walnut
Weekday Vehicle Hours Before	61	66	85	25	31
Weekday Vehicle Hours After	79	89	112	52	31
Peak Bus Requirement Before	6	6	7	2	2
Peak Bus Requirement After	6	8	9	4	2

**EXHIBIT C.1: RESTRUCTURING PLAN FOR CITY ROUTES IN SAN GABRIEL VALLEY ( Weekday 2005)**

LINE	LINE NAME	Sector	Type of Service in SGV	One-Way Trip Time	HEADWAY				PEAK VEHICLES				WEEKDAY REVENUE HOURS	WEEKDAY PASSENGERS	Passengers / Rev. Hr.
					AM Pk 5	Day Base 9am-3pm	PM Pk 3-6pm	Eve 6pm-12am	AM Pk	Mid.	PM Pk	Eve			
<b>ARTS PASADENA ROUTES IMMEDIATE</b>															
10	COLORADO/GREEN-ALLEN Orange Grove&Green-Allen&Corson	1	Local	No route change 22	15	15	15		3	3	3		42	377	9.0
20	FAIR OAKS Fair Oaks &Woodbury-California&Lake	1	Local	No route change 30	30	30	30		2	2	2		30	1,090	36.3
20	LAKE Lake &California-Woodbury&Fair Oaks	1	Local	No route change. Blend ARTS 20 headways with MTA 180 headways to provide 15-minute service on Lake.											
				30	30	30	30		2	2	2		30	1,111	37.0
31	WASHINGTON JPL -Woodbury&Fair Oaks	1	Core	If MTA 268 Washington service is removed, drop 32 New York branch (to be covered by MTA 264). Extend to JPL. Increase frequencies.											
	Woodbury&Fair Oaks-SierraMadreVilla Station	1	Core	15	30		30		1		1		6	138	23.0
				30	12	15	12		5	2	5		46	2,035	44.2
40	VILLA/EASTORANGE GROVE Raymond&Holly-SMV Sation	1	Local	No route change 30	20	30	15		3	2	4		33	944	29.0
51/52	OLD PASADENA/ACC/JPL Raymond&Holly-JPL-Art Center Campus	1	Local	No route change 34	68				1.0		1.4		7	60	8.9
	Raymond&Holly-Art Center Campus		Local	30		60	105			1.0	.6		11	388	34.4
60	HASTINGS RANCH			Drop this route (to be covered by MTA 264). Low ridership 4 passengers per hour											
70	ORANGE GROVE			Drop this route (to be covered by MTA 256). Very low ridership 3 passengers a day.											
									After Before	17 17	12 12	19 18	204 202	6,143 5,050	30.1 25.0

**ARTS PASADENA ROUTES LONG TERM**

10	COLORADO/GREEN-ALLEN Orange Grove&Green-Allen&Corson	1	Local	22	15	15	15		3	3	3		42	377	9.0	
20	FAIR OAKS Fair Oaks &Woodbury-California&Lake	1	Local	30	30	30	30		2	2	2		30	1,090	36.3	
20	LAKE Lake &California-Woodbury&Fair Oaks	1	Local	30	30	30	30		2	2	2		30	1,111	37.0	
31	WASHINGTON JPL -Woodbury&Fair Oaks	1	Core	15	30		30		1		1		6	138	23.0	
	Woodbury&Fair Oaks-SierraMadreVilla Station	1	Core	30	12	15	12		5	2	5		46	2,035	44.2	
40	VILLA/EASTORANGE GROVE Raymond&Holly-SMV Sation	1	Local	30	20	30	15		3	2	4		33	944	29.0	
51/52	OLD PASADENA/ACC/JPL Raymond&Holly-JPL-Art Center Campus	1	Local	34	68		48		1.0		1.4		7	60	8.9	
	Raymond&Holly-Art Center Campus		Local	30		60	105			1.0	.6		11	388	34.4	
	<b>MTA LOCAL ROUTE 256</b> Woodbury&Hill-Raymond&Del Mar	1	Local	ARTS to operate this route 22.5 30 30				30	45	1.5	1.5	1.5	1.0	25	354	14.2
	Raymond&Del Mar-Highland Park Sta.	1	Local	22.5 30 30				30	45	1.5	1.5	1.5	1.0	25	242	9.7
	<b>MTA LOCAL ROUTE 264</b> New York&Lake-SierraMadraVillaSta.	1	Local	ARTS to operate this route 30 30 30				30	60	2.0	2.0	2.0	1.0	28	324	11.6
	<b>MTA LOCAL ROUTE 485</b> Fontanet&Lake-Woodbury&Lake	1	Core	4	15	30	15	60	.5	.3	.5	.1	5	236	47.2	
	Woodbury&Lake-Colorado&Lake	1	Core	10	15	30	15	60	1.3	.7	1.3	.3	17	967	56.9	
	Colorado&Lake-Huntington&Garfield	1	Core	16	15	30	15	60	2.2	1.1	2.2	.7	25	702	28.1	
	<b>MTA LOCAL ROUTE 686</b> Raymond&Glenarm-Altadena&Allen	1	Local	ARTS to operate this route 30 30 30				30	30	2.0	2.0	2.0	2.0	34	1,080	31.8
	<b>MTA LOCAL ROUTE 687</b> Del MarStation-LosRobles&Woodbury	1	Local	ARTS to operate this route 15 15 30				15	30	2.0	1.0	3.0	1.0	28	1,241	44.3
									After Before	30 17	22 12	33 18	391 202	11,289 5,050	28.9 25.0	



**EXHIBIT C.2: RESTRUCTURING PLAN FOR CITY ROUTES IN SAN GABRIEL VALLEY ( Weekday 2005)**

LINE	LINE NAME	Sector	Type of Service in SGV	One-Way Trip Time	HEADWAY				PEAK VEHICLES				WEEKDAY REVENUE HOURS	WEEKDAY PASSENGERS	Passengers / Rev. Hr.
					AM Pk	Day Base	PM Pk	Eve	AM Pk	Mid.	PM Pk	Eve			
					5	9am-3pm	3-6pm	6pm-12am							
<b>LADOT ROUTES IN HIGHLAND PARK AND EAST LOS ANGELES</b>															
<i>Existing Routes</i>															
	DASH El Sereno/City Terrace	5	Local	50	20	30	20	30	5	3	5	3	63.0	3,528	56.0
	DASH Highland Park/Eagle Rock	5	Local	60	20	30	20	20	6	6	6	6	69.0	3,059	44.3
	DASH Lincoln Heights/Chinatown	5	Local	60	20	20	20	20	6	6	6	6	79.5	3,332	41.9
	DASH Boyle Heights/East LA	5	Local	25	25	25	25	25	2	2	2	2	24.8	1,042	42.0
	<b>Total</b>								19	17	19	17	236.3	10,961	46.4
<i>Proposed Routes in Long Term</i>															
	DASH El Sereno/City Terrace	5	Local	50	20	30	20	30	5	3	5	3	63.0	3,528	56.0
	DASH Highland Park/Eagle Rock	5	Local	60	20	20	20	20	6	6	6	6	69.0	3,059	44.3
	DASH Highland Park/Mt. Washington (MTA 176)	5	Local	30	30	30	30	30	2	2	2	2	30.0	318	10.6
	DASH Lincoln Heights/Chinatown	5	Local	60	20	20	20	20	6	6	6	6	79.5	3,332	41.9
	DASH Boyle Heights/East LA	5	Local	25	25	25	25	25	2	2	2	2	24.8	1,042	42.0
	DASH Boyle Heights/Rowan (MTA 255)	5	Local	20	20	20	20	20	2	2	2	2	32.0	700	21.9
	DASH Boyle Heights/Soto (MTA 605)	5	Local	25	12	25	12	25	4	2	4	2	44.0	2,510	57.0
	DASH Boyle Heights/State (MTA 620)	5	Local	25	25	25	25	25	2	2	2	2	30.0	1,570	52.3
	<b>Total</b>								29	25	29	25	372.3	16,059	43.1
<b>ALHAMBRA COMMUNITY TRANSIT ROUTES</b>															
<i>Existing Routes</i>															
	Blue Line	6	Local	30	20		20		3	3	3		18.9	293	15.5
	Green Line	6	Local	40	20	20	20		4	4	4		42.5	1,585	37.3
	<b>Total</b>								6	3	6		61.4	1,879	30.6
<i>Proposed Routes in Long Term</i>															
	Blue Line	6	Local	30	20	20	20		3	3	3		36.9	416	11.3
	Green Line	6	Local	40	20	20	20		4	4	4		42.5	1,585	37.3
	<b>Total</b>								6	3	6		79.4	2,001	25.2
<b>MONTEREY PARK SPIRIT BUS ROUTES</b>															
<i>Existing Routes</i>															
1	City Hall - Alhambra/Hellman	6	Local	20	40	40	40		1	1	1		11.8	309	26.2
2	City Hall - Garfield/Elmgate	6	Local	20	40	40	40		1	1	1		11.8	317	26.9
3	City Hall - Emerson/Rural	6	Local	20	40	40	40		1	1	1		11.8	285	24.2
4	City Hall - Atlantic/Garvey	6	Local	20	40	40	40		1	1	1		11.8	273	23.2
5	CSULA	6	Local	15	30	30	30		1	1	1		12.0	172	14.3
6	MetroLink Shuttle	6	Local	10	20		20		1		1		7.0	62	8.8
	<b>Total</b>								6	5	6		66	1,418	21.4
<i>Proposed Routes in Long Term</i>															
1	City Hall - Alhambra/Hellman	6	Local	20	30	30	30		1.5	1.5	1.5		17.7	309	17.5
2	City Hall - Garfield/Elmgate	6	Local	20	30	30	30		1.5	1.5	1.5		17.7	317	17.9
3	City Hall - Emerson/Rural	6	Local	20	30	30	30		1.5	1.5	1.5		17.7	285	16.1
4	City Hall - Atlantic/Garvey	6	Local	20	30	30	30		1.5	1.5	1.5		17.7	273	15.4
5	CSULA	6	Local	15	15	30	15		2	1	2		18.0	234	13.0
	<b>Total</b>								8	7	8		89	1,418	16.0
<b>EL MONTE TROLLEY ROUTES</b>															
<i>Existing Routes</i>															
	Blue Route	7	Local	20	40	40	40		1	1	1		13.5	321	23.8
	Yellow Route	7	Local	20	40	40	40		1	1	1		13.5	540	40.0
	Green Route	7	Local	20	40	40	40		1	1	1		13.5	423	31.3
	Red Route	7	Local	20	40	40	40		1	1	1		13.5	238	17.6
	Orange Route	7	Local	20	40	40	40		1	1	1		13.5	385	28.5
	MetroLink Flair Park Shuttle	7	Local	25	25-40	36-39	25-27		1	1	1		12.0	155	12.9
	MetroLink Civic Center Shuttle	7	Local	27	20-40		20-40		1		1		5.2	66	12.7
	<b>Total</b>								7	6	7		85.0	2,128	25.0
<i>Proposed Routes in Long Term</i>															
	Blue Route	7	Local	15	30	30	30		1	1	1		13.5	321	23.8
	Yellow Route	7	Local	20	30	30	30		1.5	1.5	1.5		20.3	540	26.7
	Green Route	7	Local	20	30	30	30		1.5	1.5	1.5		20.3	423	20.9
	Red Route	7	Local	20	30	30	30		1.5	1.5	1.5		20.3	238	11.8
	Orange Route	7	Local	20	30	30	30		1.5	1.5	1.5		20.3	385	19.0
	MetroLink Flair Park Shuttle	7	Local	25	25-40	36-39	25-27		1	1	1		12.0	155	12.9
	MetroLink Civic Center Shuttle	7	Local	27	20-40		20-40		1		1		5.2	66	12.7
	<b>Total</b>								9	8	9		111.7	2,128	19.1
<b>DUARTE TRANSIT ROUTES</b>															
<i>Existing Routes</i>															
	Blue and Green Lines, Red Commuter Line	2	Local		60	60	60		2	2	2		26.0	1,043	40.1
<i>Proposed Routes in Long Term</i>															
	Blue and Green Lines, Red Commuter Line	2	Local		30	30	30		4	4	4		52.0	1,043	20.1
<b>WALNUT TRANSIT ROUTE</b>															
<i>Existing Route (MTA)</i>															
	MTA 490 (Cal Poly-Eastland Center)	8	Local	30	30	30	30	60	2	2	2	1	31.0	395	12.7
<i>Proposed Route in Long Term (Foothill Transit)</i>															
	MTA 490 (Cal Poly-Eastland Center)	8	Local	30	30	30	30	60	2	2	2	1	31.0	395	12.7