San Gabriel Valley Transit Restructuring Study

Final Technical Report No. 3 - Service Restructuring Plan

Prepared for:



Los Angeles County Metropolitan Transportation Authority San Gabriel Valley Service Sector 3369 Santa Anita Avenue El Monte, CA 91731

Prepared by:



IBI Group 18401 Van Karman Avenue, Suite 110 Irvine, CA 92612

March 2006

Table of Contents

1.0	Introduction	
2.0	Study Goals and Principles	4
3.0	Needs and Opportunities	
4.0	Restructuring Strategies	
	4.1 Types Of Service	
	4.2 Strategic Hubs	
	4.3 Service Strategies	
5.0	Recommended Service Changes	8
	5.1 Northwest San Gabriel Valley	
	5.2 Southwest San Gabriel Valley	12
	5.3 Central San Gabriel Valley	
	5.4 Eastern San Gabriel Valley	
6.0		
	6.1 Early Impacts	
	6.2 Long Term Impacts	22
7.0	Stakeholder and Public Review	23
Appe	endix A - Service Change Figures	24
	endix B - Service Change Tables	
	List of Figures	
	ure 1 Study Area	
Figu	ure 2 Existing System	3

1.0 Introduction

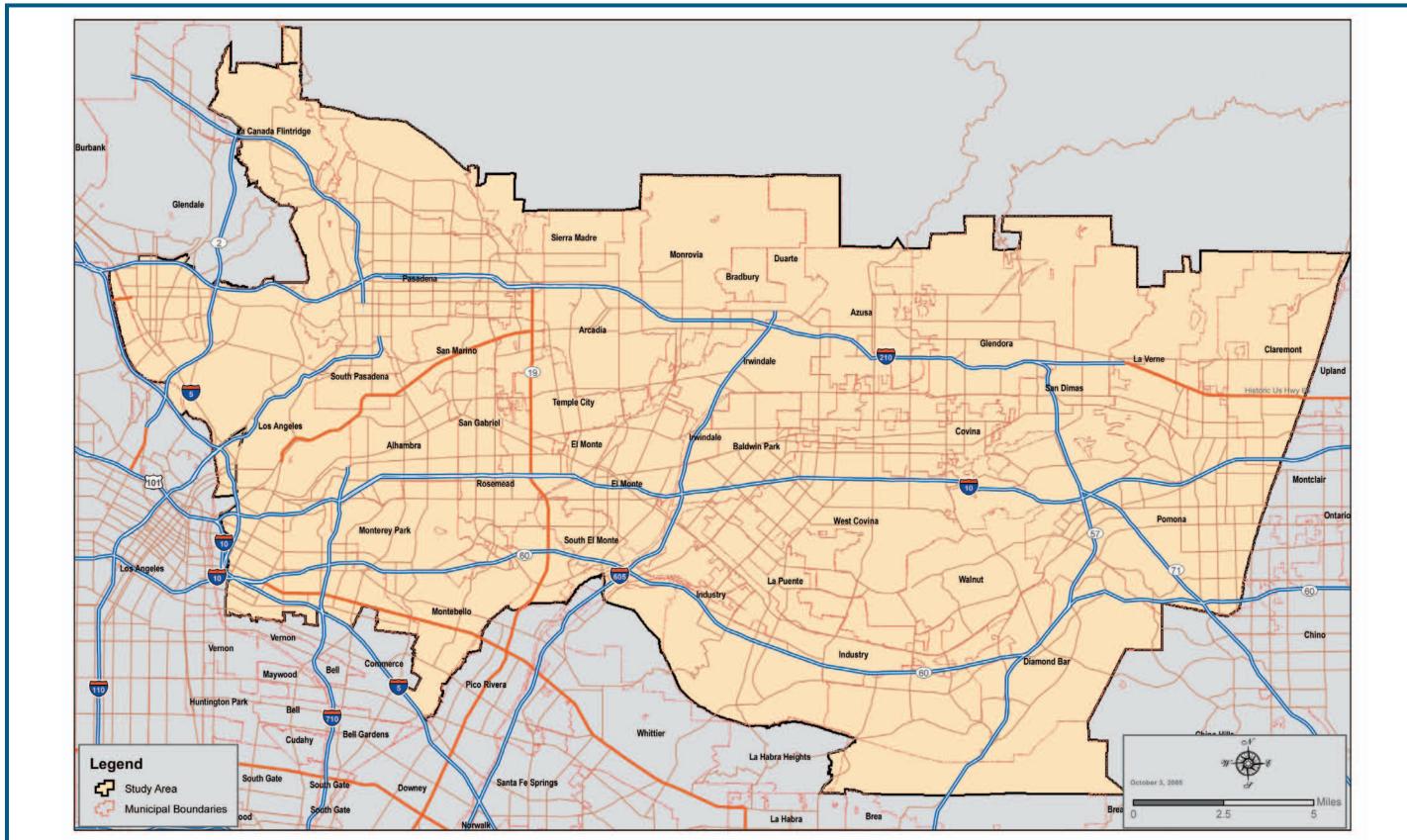
This technical report describes the analysis of improvement alternatives and provides a set of recommendations for improving service in the study area (see Figure 1). The report includes a summary of key information from Technical Report Nos. 1 and 2, alternative strategies, and recommendations for improvements 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.







TRANSIT SERVICES



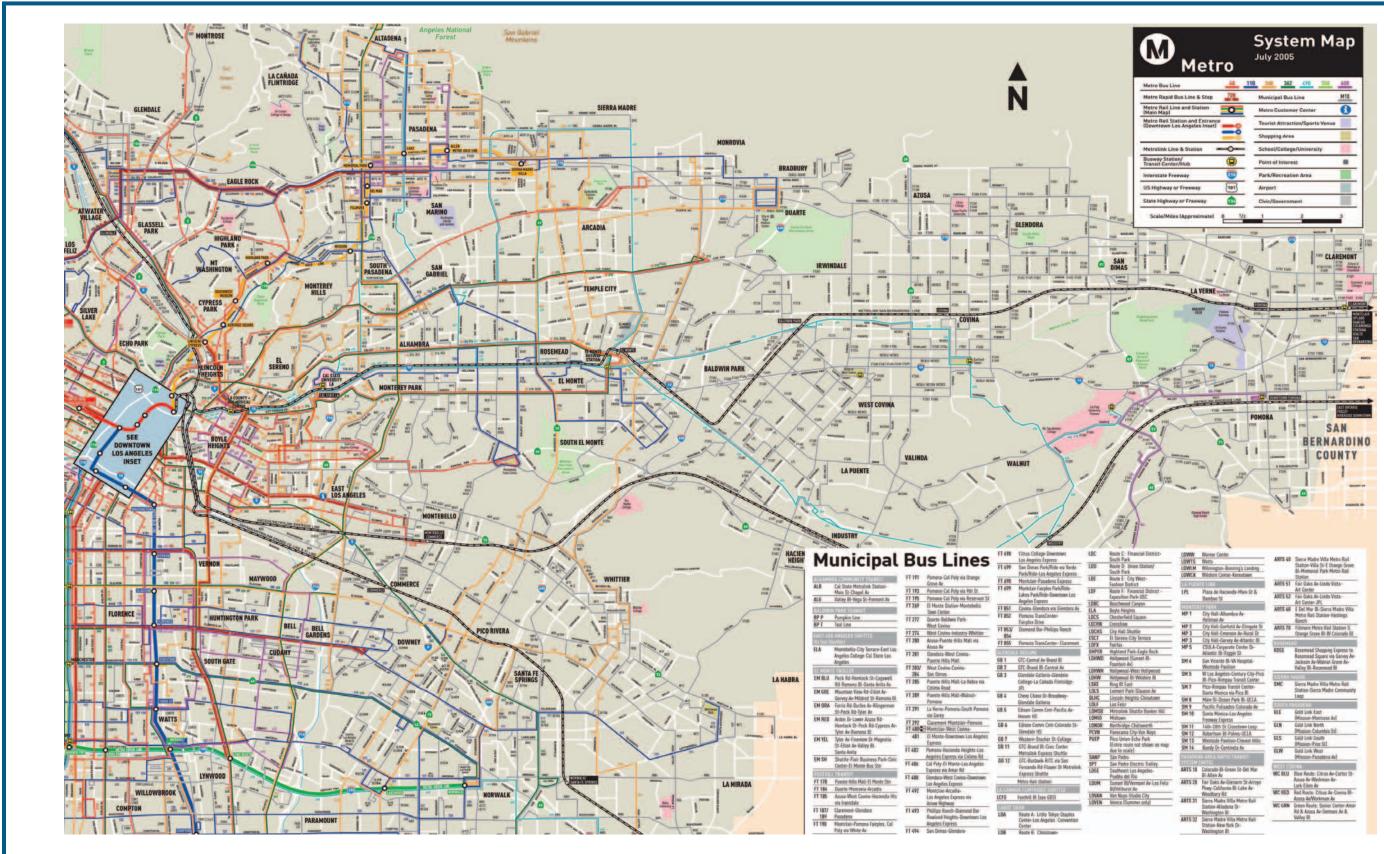


Figure 2



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:

- <u>Ridership Goal</u>: 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.
- <u>Economic Goal</u>: 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.
- <u>Choice Riders</u> 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)
 - o between the Pasadena and El Monte Transit Hubs (not well served)
 - o between Arcadia/Monrovia and Pasadena, El Monte and Covina (well served)
 - between West Covina/Covina and El Monte and Arcadia (well served)
 - o 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)
 - o between Alhambra/Montebello and Pasadena, El Monte, East LA (well served)
 - o 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.

- <u>Local Route Structures</u> 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:
 - o lack of local routes in sections of Arcadia, Temple City and Monrovia (Duarte hub)
 - o 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)
 - o lack of a strong focus for the services in Highland Park (Highland Park Station)
- <u>Service Levels</u> 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)
 - o METRO needs to run later in the day on routes 176, 264, 267, 268
 - o 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:

- <u>Tier 1 Core Services</u> 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 subregional 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.
- <u>Tier 2 Subregional Services</u> 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.
- <u>Tier 3 Community Services</u> 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:

- <u>Regional Hubs</u> 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)
- <u>Subregional Hubs</u> 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)
- <u>Community Hubs</u> 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:

- <u>Improving Mobility and Connectivity</u> 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.
- <u>Create New Expedited Services</u> 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 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 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/Freemont 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 1ST/Floral Line 30 provides 15-30 minute service in the Floral corridor in Monterey Park. Line 31 provides 15-30 minute service in the 1st 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 8th & 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/Beverley 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 Freemont/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 EI 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



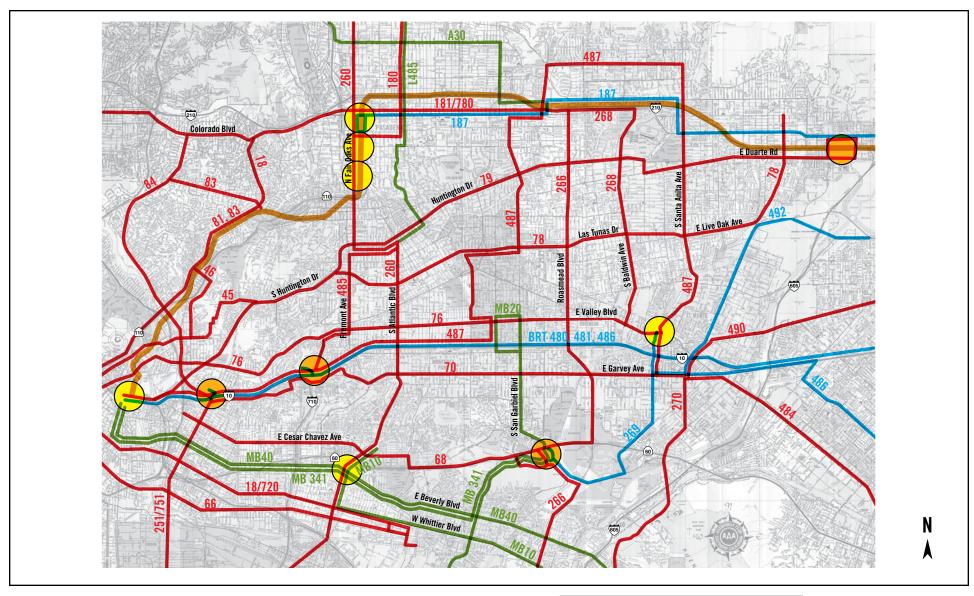
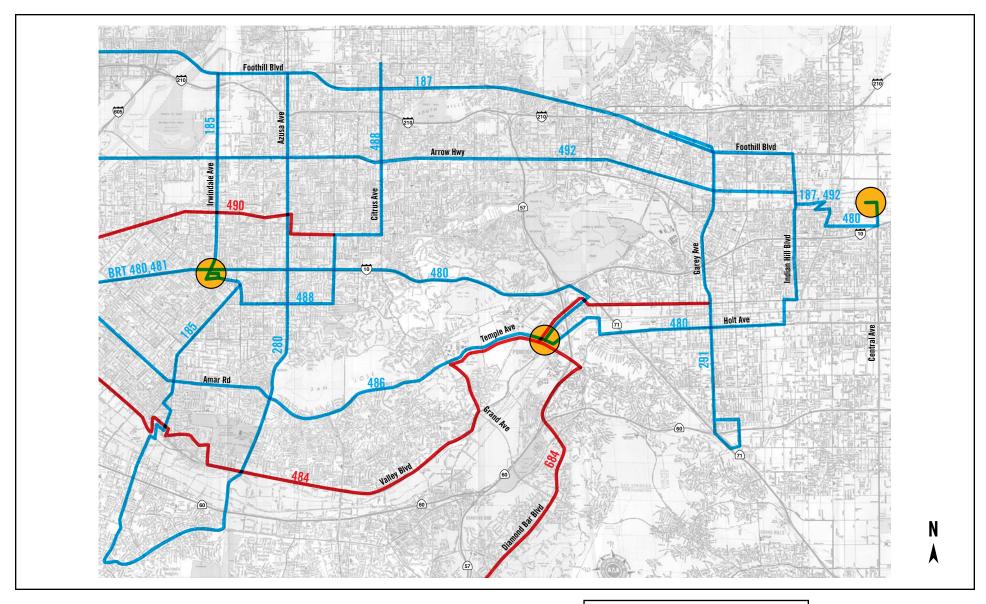


FIGURE A-1
WEST VALLEY CORE SERVICES









METRO Subregional Hub
Foothill Transit
Regional Hub

IBI



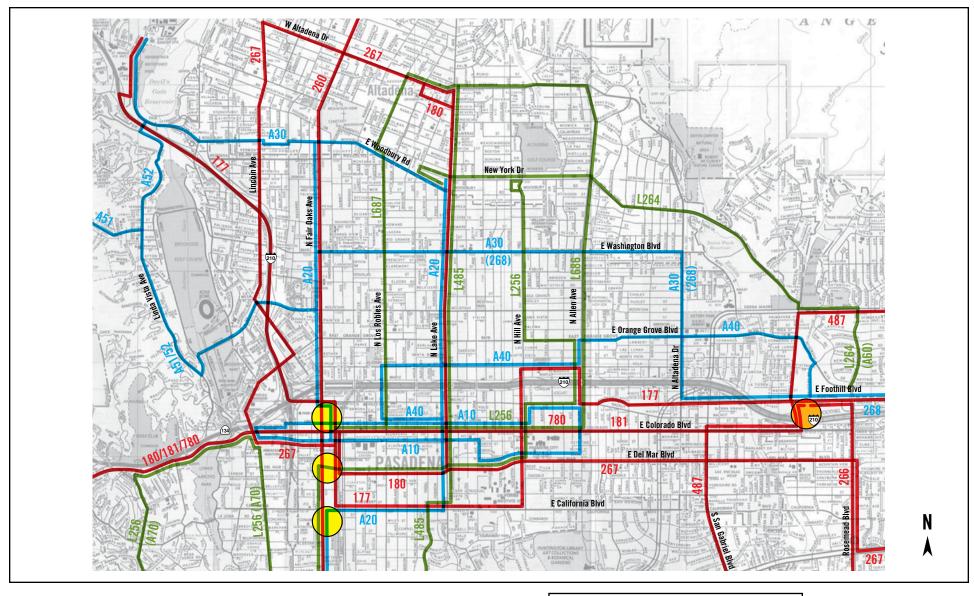


FIGURE A-3 PASADENA SECTOR







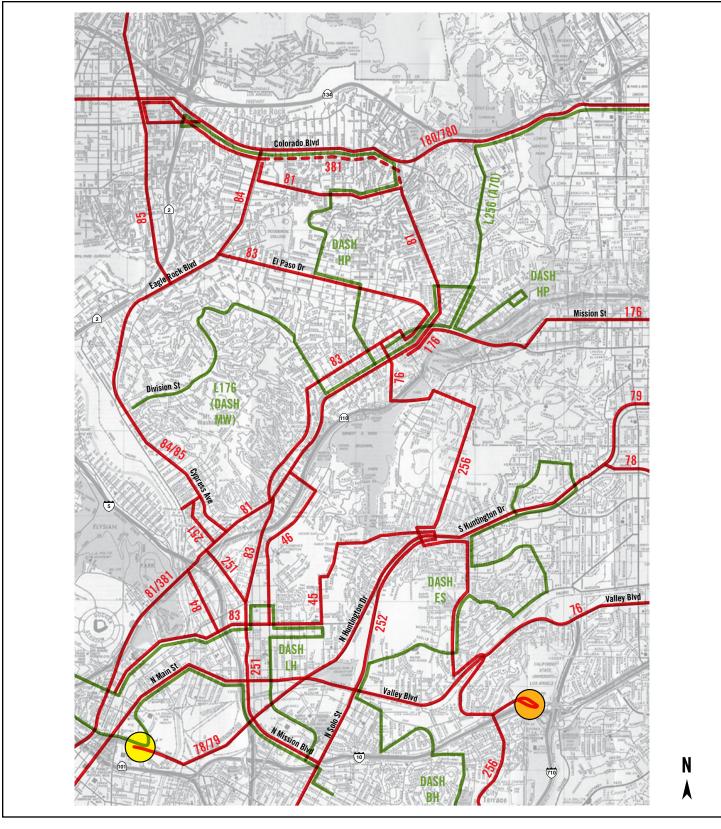


FIGURE A-4 HIGHLAND PARK SECTOR







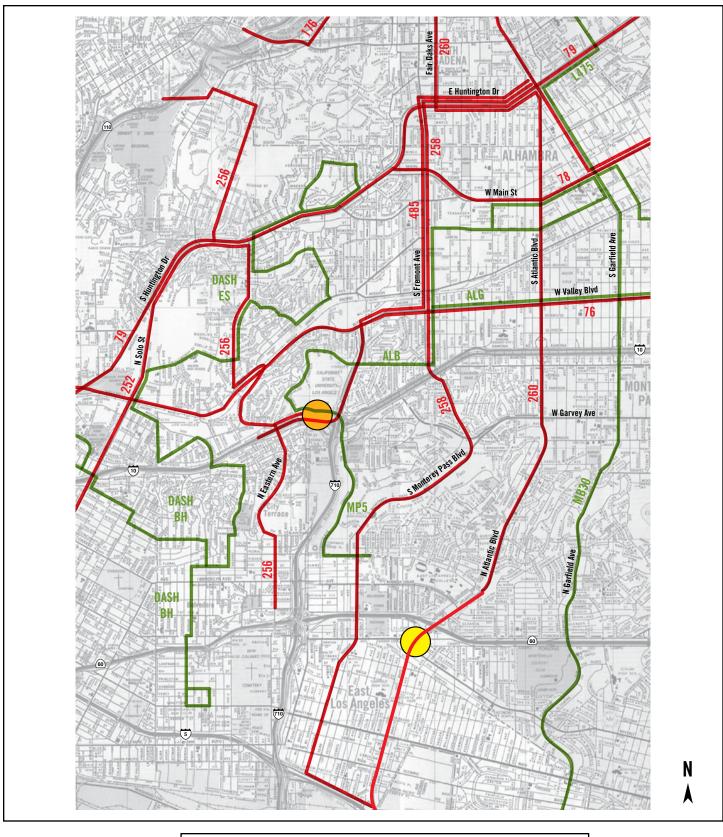


FIGURE A-5 SOUTHWEST VALLEY METRO
DASH Boyle Heights BH
DASH El Sereno ES
ALG Alhambra Green Line

ALB Alhambra Blue Line

Regional Hub
Subregional Hub

MP Monterey Park Bus





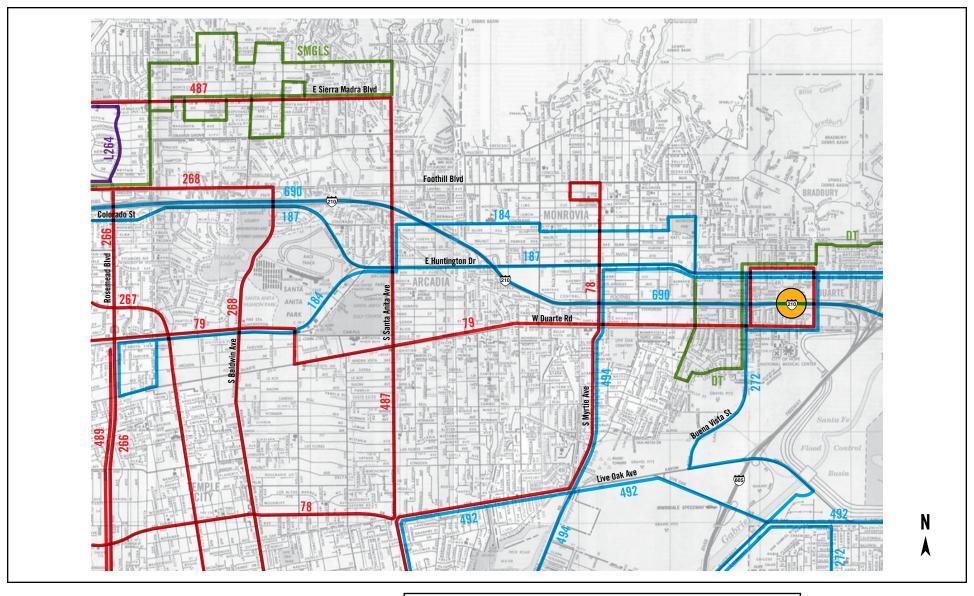
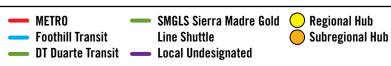


FIGURE A-6 CENTRAL VALLEY







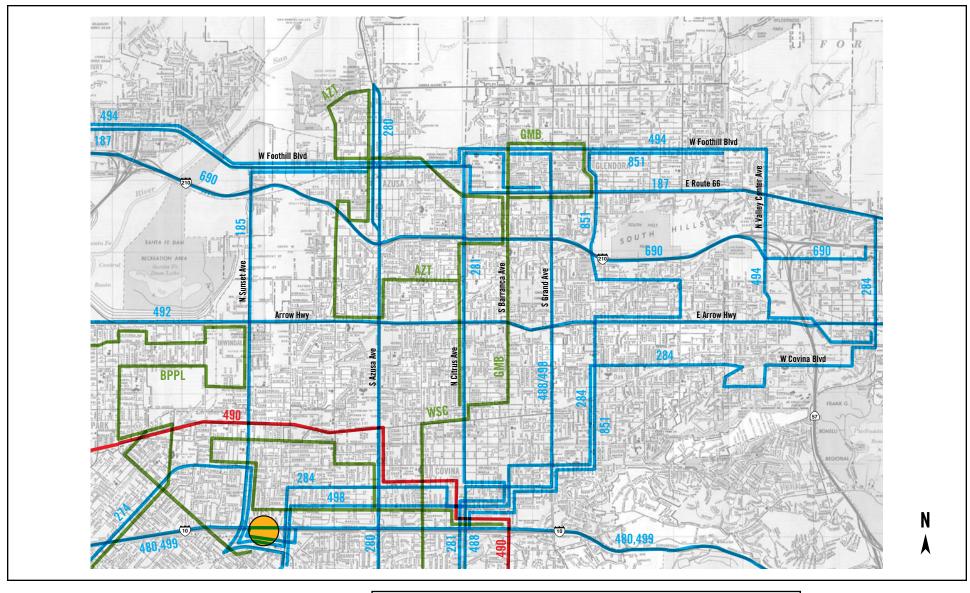


FIGURE A-7 EAST VALLEY





Appendix B - Service Change Tables

Exhibit A: SUMMARY OF MTA RESTRUCTURING STRATEGIES IN SAN GABRIEL VALLEY (x denotes early implementation)

1. IMPROVING REGIONAL MOBILITY AND CONNECTIVITY

- 30/31 x Consider 20-minute off peak service on the East Los Angeles sections of these two routes.
- 66/366 Consider splitting the route in Downtown Los Angeles and having a local operator supply the eastern portion of the service.
 - 68 x Consider better than 10-minute all day service on the East Los Angeles section of this route.
- 78/79/378 x Cut 79 back to Baldwin and extend in to the Duarte Road corridor terminating at the City of Hope hub in Duarte. Will enable 264 to be improved
 - x Extend 78 up Myrtle to Foothill (will enable 270 to be dropped)
- 81/381 x Restructure by having 81 serve the Yosemite/Eagle Rock corridor, and 381 the Genevieve/Colorado corridor as now. Or get a local operator to supply service on Yose
 - 83 x Separate from 28. Interline with 84
 - 84 x Separate from 28. Interline with 83
 - 85 x Separate from 28. Cut regional service to start at Verdugo & Eagle Rock. This is a possible local route because it operates mainly in Glendale.
 - 170 Convert to a local route.
 - 176 Convert Mount Washington section to a local route focused on Highland Park Station. Start regional route at the station.
 - 177 Contract to ARTS as a local route
- 180/181/780 x In Pasadena, extend 780 to Sierra Madre Villa Station and short-turn 181 at Lake. Provide 15-minute service in Lake corridor by blending the 180/ARTS 20 frequencie
 - x In Eagle Rock, take 181 off Yosemite and operate on Colorado. The Yosemite corridor can be served by a new local route or a restructured 81
 - 255 **x** Drop this route. The northern section is served by 46. The mid-section to/from the USC Medical Centre is served by DASH Boyle Heights. The southern section could be served by a new local route; possibly an extension of the DASH route out of the USC Medical Centre.
 - 256 Convert to local route between the Highland Park Sta. and the Del Mar Sta. Restructure to serve Orange Grove, Columbia, Raymond (will enable ARTS 70 to be drop)
 - 258 x Drop the north section of this route which is served by Alhambra Transit. Extend to Huntington & Garfield.
 - 266 x Divert route into Montebello Town Center via Rosemead, Pomona Freeway, Town Center Drive, and San Gabriel back to Rosemead.
 - 264 Convert to a local route in Pasadena and restructure to New York and Hastings Ranch corridors from Lake to SMV Sta.
 - x Drop the route east of SMV Station (to be covered by extending Route 79 into the Duarte corridor).
 - 267 x Drop interline with 264. Restructure to serve Old Pasadena and Del Mar Station. Remove SMV Sta deviation and operate limited stop on Del Mar to provide faster more direct service between Pasadena and El Monte Station
 - 268 x Have ARTS provide this service in Pasadena with 12/30 min. frequencies and service to JPL. Start the regional route at SMV Station. East of SMV Station, operate the regional route on Foothill to Baldwin without diverting to Sierra Madre Blvd.
 - 270 x Drop route north of El Monte Station. The section north of Live Oak would be served by an extended 78. The section between Live Oak and
 - x El Monte Station could be served by restructuring FT492 to operate on Peck into El Monte Sta. Section is also served by El Monte Trolley
- BRT (new) x Introduce new BRT route on Busway between El Monte Station and downtown with frequencies similar to the combined frequencies of 484 and 490.
 - 484 x Drop route west of El Monte Station when BRT is implemented. Passengers to downtown can transfer to BRT routes at Station (capacity will be available)
 - 485 Convert to a local route from Altadena&Lake with 15/30 minute service. Start the regional route at Huntington&Garfield
 - 490 Convert to a local route east of Eastland Center. Drop route west of El Monte Sta. when BRT is implemented. Passengers can transfer to BRT route.
- 605/620 Convert to a local route such as DASH Boyle Heights
- 686/687 Convert to local routes. Extend to Altadena&Allen. Restructure so that 686 and 687 it can be interlined in north end and downtown

2. STANDARDIZING SPANS AND FREQUENCIES

45 x 30 minute off-peak service to midnight
264 x 60 to 30 minute daytime service
170 x 60 to 30 minute daytime service
266 x 40 to 30 minute daytime service
176 x 60 to 30 minute daytime service
270 x 45 to 30 minute daytime service
270 x 45 to 30 minute daytime service
270 x 45 to 30 minute peak period service

3. ADDING OR EXTENDING SERVICE

- Drop in the immediate term. When supported by OCTA, extend to Pomona Park&Ride in the north, and to Fullerton Park&Ride and Metrolink Station in Orange County to the south. Improve frequencies. The new route would serve Park&Rides at Pomona, Diamond Bar, Brea and Fullerton.
- New As CE 549 should satisfy the market for direct service between Pasadena and Glendale/Burbank, assist LADOT in improving and marketing its service.

IMPACT ON OPERATIONS	Before	Early	Long Term
Weekday Revenue Hours	5,533	5,537	5,263
Peak Bus Requirement	424	423	402
Weekday Passengers	271,000	269,000	259,000
Passengers Per Hour	49	49	49

	1		1		TR	IP TIME	F				A.1: RES		URING I	PLAN FO	OR MET	RO ROI	JTES IN	SAN G	ABRIEL	VALL	EY (W	eekday	2005)											
				l		T	T	1.																										
			Type of	AM Pk	Day	PM Pk	Eve C	Owl F	M k D	ay P		Owl		PEA	K VEHI	CLES			VE	HICLE	HOUF	RS			BO	ARDING	PASSE	NGERS		P/	ASSEN	GERS/	/EHICL	E HOUR
LINE/OFOMENT		0	Service	5-				12-	9a		6pm		AM DI-	Day	PM Pk	F	01	AM	Day	PM Pk	F	01	T-4-1	AM Pk	Day	PM Pk		01	Tatal	AM	Day	PM	F	Out Tatal
LINE/SEGMENT 30/31 1ST/FLORAL	\vdash	Sector	in SGV	9am	3pm	6pm 1	12a 5	am 5-9	am 3p	m 3-6	om 12ar	n 5am	AM Pk 30	Base 21	32 32	Eve 10	Owl 2	Pk 120	Base 126	128	Eve 50	Owl 10	Total 434	6,937	Base 10,979	8,486	4,335	Owl 145	Total 30,882	Pk 58	Base 87	Pk 66	Eve 87	Owl Total 15 71
Pico-Transit Center-1st&Soto	eb	Central Central		57 47	64 51					7		60 60	12.8 10.6	8.9 7.2	14.6 11.3	4.0 2.9	1.0 .7	51 42	53 43	58 45	20 15	5 4	188 148	3,158 2,558	4,872 3,944	3,864 3,462		85 53	14,050	62 60	91 92	66 77	104 119	17 75
(30) 1st&Soto-Rowan&Dozier	eb	Central Central Central		8 8	8 8	8	6	7	3		24	60 60	1.4	.9 .9	1.2	.2	./ .1 .1	5 5	5 5	45 5 5	1 2	1	148 17 18	42 329	3,944 192 481	71 224	24 80	0 7	11,738 329 1,121	8	92 37 93	14 45	119 19 49	15 79 0 19 14 63
(30) R.&Dozier-Collegian&ChavezviaFloral	eb	6	Connector	13	12	14	11	Ĭ 1	6 2	0 2	0 27	00	.8	.6	.7	.4		3	4	3	2	ó	12	130	182	92	36	,	440	40	51	33	18	38
(31) 1st&Soto-1st&Rowan	wb eb	6	Connector Connector	18	6	6	18 5	1	7 2	0 2	B 21		1.1	1.3	1.1	.7		5	8	1	3 1	0	20 6	408 47	604 62	354 31	181 16		1,547 156	90 34	81 34	83 24	55 14	79 27
(31) 1st&Rowan-Collegian&Chavez via 1st	wb eb wb	6	Connector	12	6 7 15	13	6 12 10	1	7 2	0 2 8 1 8 1	B 21		.4 .7	.3 .2	.3 .7	.2 .6		3	2 1 3	1 3 2	1 3 2	0 0 0	6 10 10	95 40 130	290 62 290	178 32 178	101 4 101		664 138 699	63 14 62	161 42 92	147 11 82	92 1 43	118 14 71
45/46 LINCOLN PARK/GRIFFIN	***	- ŭ	Connector	Ť									22	17	24	8.0	2	87	102	96	37	10	332	4,440	7,774	5,743	2,412	301	20,670	51	76	60	66	62
I-105 Station-North Broadway&Daly	nb	South LA South LA		77 60	74 75					0		60 60	10.9 8.5	7.4 7.5	10.3 10.8	3.4 2.7	1.0 1.0	44 34	44 45	41 43	17 14	5	151 140	2,093 1,761	3,027 3,572	2,453 2,571	1,471 724	187 114	9,231 8,742	48 52	69 80	60 60	87 53	37 61 24 62
(45)N.Broadway&Daly-Huntington&Collins	nb	5	Core	10	16	16	14	1	6 2	3 2	0 30	00	.6	.7	.8	.5	1.0	3	4	3	3	3	13	76	177	179	61	114	493	30	42	57	22	39
(46)N.Broadway&Daly-Ave42&Figueroa	sb nb	5 5	Core Core	16 8			16 10			1 2			1.1	.9 .3	1.0 .7	.5 .3		4 1	5 2	4 3	3		17 5	376 10	684 47	325 71	156		1,541 128	87 10	128 30	84 24	49	92 23
66/366 OLYMPIC	sb	5	Core	13	15	10	15	1	9 3	9 2	1 30		.7	.4	.5 31	.5		2	2	2	47		6	124	267	144	3.452		535	61 77	117	76	74	86
8th&Western-Olympic&Soto	eb	Central		46	50		48			3 7			29 18.0	15 5.9	7.1	8 2.3		116 72	90 36	124 28	14		377 150	8,918 5,499	7,516 3,050	7,853 2,045	868		27,739 11,462	76	83 86	63 72	64	74 77
Olympic&Soto-Olympic&Marianna	wb	Central	Core	30 11	33 13		33 10	1 5		3 2			4.6 2.3	4.1 1.4	16.2 2.1	3.1 .5		18 9	24 9	65 9	19 3		126 29	1,597 404	3,001 467	4,644 343	2,053 119		11,295 1,333	88 44	123 54	72 40	110 42	90 46
	wb	6	Core	14	14	13	12	7		9 5	16		1.9	1.6	2.5	.8		8	10	10	5		32	895 74	555 84	469 41	212		2,131	115	56 14	47 7	47	66 11
Olympic&Marianna-Montebello Metrolink	eb wb	6 6	Core Core	12 19	18 15		17 14	1 1		8 1 6 9			1.3	1.0 .9	1.4 1.7	.7 .6		4 5	6 6	6 7	4 3		19 21	449	359	311	18 182		217 1,301	20 87	65	46	5 58	63
68 CHAVEZ WLA Transit Center-Chavez&Soto	ah	Central		73	77	81	69	Ι,	,	9 7	21		22 10.4	20 8.3	29 11.7	8 3.2		88 42	120 50	116 47	39 16		363 154	6,078 2,460	9,883 4,033	6,350 2.813			24,865 10,450	69 59	82 81	55 60	66 71	69 68
	wb	Central		56	58	60	50	9)	9 6	21		6.0	6.3	9.9	2.4		24	38	40	12		114	1,999	3,170	2,093	806		8,068	83	84	53	67	71
Chavez&Soto-Chavez&Atlantic	eb wb	6	Core	17 17	21 20		18 17	9		9 7	21 21		2.4 1.8	2.2	2.9 3.3	.8 .8		10 7	13 13	12 13	4		39 38	588 875	971 1,433	441 831	132 396		2,132 3,535	60 120	73 110	38 63	31 96	55 94
Chavez&Atlantic-Montebello Town Ctr.	eb wb	6	Core	14 17	15 17	15	14 18	2		1 2			.5 .7	.5 .6	.5 .7	.3		2	3	2	1		8	33 123	84 192	30 142	5 71		152 528	15 41	29 55	14 54	5 65	19 52
70/370 GARVEY AVE.													17	14	24	7	2	68	84	90	37	10	289	4,692	6,437	3,683	1,738	243	16,793	69	77	41	47	25 58
Downtown-Marengo&Soto	eb	Central Central		29 31	33 34			20 9		2 7	23 19	60 60	3.4 3.5	2.8 2.8	5.0 3.8	1.2 1.6	.3 .3	14 14	17 17	19 14	6 8	2	57 55	965 324	1,642 459	1,266 176	675 104	101 36	4,649 1.099	71 23	100 27	68 12	108 13	61 82 22 20
Marengo&Soto-Garvey&Rosemead	eb	6	Core	25	32	36	29	29 9) 1	2 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 60
Garvey&Rosemead-El Monte Bus Sta.	wb eb	6 7	Core	30 15	36 16	16	15	27 9) 1	2 9	23	60 60	3.4 1.8	3.0 1.3	4.0 2.4	1.6 .7	.5 .2	14 7	18 8	15 9	8	1	57 29	1,347 233	1,624 267	837 182	317 53	25 8	4,150 743	99 33	90 33	56 20	39 15	11 73 9 26
76/376 VALLEY BLVD	wb	7	Core	18	17	29	14	11 9) 1	2 9	19	60	2.0	1.4	3.3	.7	.2	8 56	9 72	12 79	20	8	34 235	755 3.329	990 4.766	619 2,223	328 911	49 138	2,741 11.367	93 59	116 66	50 28	83 46	53 81 17 48
Downtown-Main&Chavez	eb	Central		24	25					5 8		60	1.9	1.7	3.1	.7	.1	7	10	12	4	1	34	422	693	460	239	52	1,866	56	69	38	64	78 55
Main&C.E.Chavez-Valley&Fremont	wb	Central 5	Core	23 22	24 21					5 1 5 8		60 60	1.8 1.7	1.6 1.4	1.5 3.3	.4 .7	.1 .3	7	10 8	6 13	2	0 1	25 33	101 245	136 405	45 259	8 134	3 10	293 1,053	14 36	14 48	8 19	4 41	7 12 8 32
	wb	5	Core	25	24	25	18	18 1	3 1	5 1	2 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 46
Valley&Fremont-Valley&Rosemead	eb wb	6	Core Core	23 23	23 25					5 t 5 1		60 60	1.8 1.8	1.5 1.7	3.5 2.2	.5 .4	.2 .3	7	9 10	14 9	3 2	1	34 29	441 636	930 1,024	336 368	133 134	17 15	1,857 2,177	61 89	101 102	24 42	52 72	15 55 11 75
Valley&Rosemead-El Monte Bus Sta.	eb	7	Core	14 26	14 24	16	11		3 1	5 t 5 1	33	60 60	1.1	.9 1.6	2.0	.3 5	.2	4	6	8	2	1	21 30	207 718	334 763	117 396	34 162	7 26	699 2,065	47 89	60 79	14 46	21 68	9 34 35 70
78/79/378 LAS TUNAS/HUNTINGTON	wo		Core													f Hope h	.∠ ub in Dua			nable 2	64 to be	e dropp					nill.	20						
Downtown -Chavez&Vignes	eh	Central		27	25	26	24	1	1 1	2 (18		20 2.5	14 2.1	22 4.2	9 1.3		80 10	84 12	88 17	63 9		315 49	2,951 364	4,625 834	2,430 593	1,722 617		11,728 2,408	37 36	55 67	28 35	27 66	37 50
	wb	Central	_	31	29	26	25		3 1	3 9	24		4.0	2.2	3.0	1.0		16	13	12	7		48	103	140	56	18		317	6	11	5	2	7
Chavez&Vignes-Huntington&Maycrest	eb wb	5 5	Core Core	23 18	22 17		20 16			2 (2.1	1.8 1.3	3.7 1.9	1.1 .7		9	11 8	15 8	8 5		42 29	441 787	794 868	419 274	342 100		1,996 2,029	52 85	73 112	28 35	44 21	47 69
(78)Hunt.&Maycrest-L Tunas&Rosemead	eb	6	Core	25 24	25 26	26	20 23		5 2	7 1	4 29		1.0	.9 1.0	1.8	.7 .5		4 5	6	7	5		22 18	199 406	410 562	222 365	125 177		956 1,510	49 84	74 93	31 94	26 53	44 84
(78) L Tunas&Rosemead-Myrtle&Foothill	eb	2	Core	28	24	29	27	2	5 2	7 2	2 29		1.1	.9	1.3	.9		5	5	5	7		22	41	95	42	27		205	9	18	8	4	9
(79) Hunt.&Maycrest-Hunt.&Rosemead	wb eb	1	Core Core	27 19	25 14	14	26 13	2	4 2	6 2 9 2	2 40		1.4 .8	1.0 .5	1.1 .6	.5 .3		5 3	6 3	4 3	4 2		19 11	207 109	214 168	145 79	90 46		656 402	38 34	37 58	32 30	24 20	34 37
(79) Hunt.&Rosemead-Duatre @CityofHope	wb eb	1 2	Core Core	19 29	13 30		10 37	2		4 2 9 2			.9 1.2	.4 1.0	.6 1.5	.2 .9		4 5	2 6	2 6	1 6		10 24	207 6	347 14	57 3	120 3		731 26	57 1	152 2	23 1	91 0	76 1
	wb	2	Core	28	33	30	40	2	1 3	4 2	4 53		1.3	1.0	1.2	.9 .8		5	6	5	5		21	81	179	175	57		492	15	31	36	11	23
81/381 FIGUEROA HarborFwy&I-105 StaFigueroa&Ave28	nh	South LA		Have 76.5			Yosen 81	nite and		e Color 2 (ado corri	dor	26 10.9	17 6.9	32 12.4	7 3.0		100 44	102 42	123 50	42 18		366 153	5,144 2,305	6,437 2,704	4,302 2,513			18,056 8,697	52 53	63 65	35 51	52 65	49 57
	sb	South LA		55	60	59	50		3 1	2	27		6.9	5.0	8.4	1.9		28	30	34	11		102	1,000	1,273	509	299		3,081	36	42	15	27	30
Figueroa&Ave28-Figueroa&York	nb sb	5 5	Core Core	14 13	16 16		14 11			0 5			2.0 1.7	1.6 1.6	3.2 2.2	.5 .4		8 7	10 10	13 9	3 2		34 27	229 1,000	481 1,273	267 509	100 299		1,077 3,081	29 150	50 133	21 59	31 137	32 114
(81) F&Yrk-Col.&Eagledale via Yosemite	nb	5	Core	17 17	17	17	14 16			0 1			1.1	.9	1.4 1.4	.7 .5		4	5	6	4		19 19	66	188	55 249	34 266		343	16 79	37	10 45	8 84	18 71
(381) F& Yrk-Col.&Eagledale via Colorado	sb nb	5 5	Core Core	17	21 17	17	14	1	3	1	2		1.1 1.3	1.1	1.4	.5		2	О	2	3		4	334 50	518	40	∠bb		1,367 90	26	82	19	84	22
	sb	5	Core	17	21	18	16	1	4	1	1		1.2		1.6 214			4		5			8 2710	160		160			320 162100	45		34		39

		ı —			TR	IP TIN	1E	1			ADWA		ING PL	AN FOR	RMETRO	ROUT	ES IN SA	N GAB	RIEL \	/ALLEY	(Week	day 200	5) 												
				AM Pk	Day	PM Pk	Eve O	AM vl Pk	Day	PM Pk	Fve	Owl		PF	AK VEHI	CLES			\/!	FHICI F	HOUR	s			ВОА	RDING F	ASSEN	GERS		Р	ASSEN	GERSA	/EHICLE	HOUR	
			Type of		Day	-	6pm-		1	I K					T VEIII	I					HOOK		1			Diivo	AUULIV	I .					I	11001	_
LINE/SEGMENT		Sector	Service in SGV	5- 9am		6pm	12a 12 m 5a	m 5-9ar	9am- n 3pm	3-6pm	6pm- 12am	12- 5am	AM Pk	Day Base	PM Pk	Eve	Owl	AM Pk	Day Base	PM Pk	Eve			AM Pk	Day Base	PM Pk	Eve	Owl	Total	AM Pk	Day Base	PM Pk			Total
83 NORTH BROADWAY / YORK BLVD Downtown - N.Broadway&Solano	nh	Central		Sepai 25			Interline 20 1		15	10	30	60	12 2.5	9 1.8	13 2.8	4	.2	48 10	51 11	50 11	18 3	4 .	171 36	1,702 213	2,470 773	1,152 395	250 12	112 35	5,686 1,428	35 21	48 72	23 35	14 4	28 81	33 40
	sb	Central		25	30	28	21 1	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
N.Broadway&Solano-Highland ParkSta.	nb sb	5 5	Core Core	21 19			23 1 17 1		15 15	10 10	30 30	60 60	2.1 1.9	1.5 1.5	2.3 2.2	.8 .6	.3 .3	8	9	9	4			339 489	175 410	116 100	13 85	28 35	671 1,119	40 64	19 47	13 11	3 30		22 39
Highland Park StaEagleRock&York	nb sh	5	Core	14 16	12 14	12 12	9 2	3 10	15 15	10 10	30 30	60 60	1.4	.8	1.2 1.2	.3	.5 .5	6	5	5	2		18 20	96 426	267 426	141 200	3 100	1 8	508 1,160	17 67	56 76	29 42	2 40	1	29 57
84 CYPRESS/EAGLE ROCK	au	3	Core	Sepa	rate fro	om 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		54
Downtown -N.Broadway&Solano	nb sb	Central Central		25 25			20 1		30 30	20 20	30 30	60 60	1.3 1.3	.9 1.0	1.3 1.3	.7 .7	.2	5 5	5 6	5 5	3 4		19 20	120 155	483 564	222 210	2 52	11 1	838 982	24 31	93 94	42 39	1 15		44 48
N.Broadway&Solano-Colorado&Eagledale	nb	5	Core	33 37	37 41	35 40	30 1 34 1		30 30	20 20	30 30	60 60	1.7 1.9	1.2	1.8 2.1	1.0	.3	7	7	7	5			375 710	526 684	252 662	6 183	1	1,160 2,246	57 96	71 83	35 81	1 32	2 12	43 75
85 CYPRESS/VERDUGO	au	3	Core				Cut sen						nd with	34			.0	,	0	0	0												32	12	
Proposed Regional Route Cypress&Figueroa-Verdugo&York	nb	5	Connector	19	15	20	13	20	30	20	30		3 1.0	.5	4 1.0	.4		12 4	12 3	16 4	10 2		50 13	398 144	921 276	488 163	66 0	0	1,873 583	33 38	77 92	31 41	7		37 45
Verdugo&York-Verdugo&Towne	sb	5 Glendale	Connector	19 10	15 14	20 20	14 17	20 20	30 30	20 20	30 30		1.0	.5	1.0 1.0	.5 .6		4 2	3	4	2		13 12	121 56	313 111	158 24	38		630 191	32 28	104 40	40 6	16		48 16
	nb sb	Glendale		12	16	20	16	20	30	20	30		.6	.5	1.0	.5		2	3	4	3		12	77	221	143	28		469	32	69	36	11		38
170 EL MONTE/MONTEBELLO TOWN CEN	NTRE	ı		No ch	nange t	to this	route as	modfied	by MT	A in Dec	cember	2005. C	Consider 4	ation sh 4	ould be g	given to o	converting	the ro	ute into 24	a local 12	route. 6		58	203	195	154	51		603	13	8	13	9		10
MontebelloTownCenter-ElMonte Sta.	eb		Connector	60 60	60 60		60 60	30 30	30 30	30 30	60 60		2.0 2.0	2.0	2.0 2.0	1.0 1.0		8	12 12	6	3		29 29	102 101	81 114	69 85	11 40		263 340	13 13	7 10	12 14	4		9
176 MISSION	WD		Connector			unt Wa	ashingto		to a lo	cal route		ed on I	lighland	Park S	tation. St		nal route		tation		3												13		
Proposed Local Route Cypress&Division-Highland Park Station	eb	5	Local	30	30	30	30	30	30	30	60		1.0	2 1.0	2 1.0	.5		7	12 6	6 3	3 2		28 14	106 83	124 51	59 26	29 9		318 169	15 23	10 9	10 9	10 6		11 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
Proposed Regional Route Highland Park StaGarfield&Atlantic	eb	1	Connector	18	18	19	23	30	30	30	60		.6	.6	.6	.4		14 2	24 4	12 2	6 1		56 9	292 44	447 40	198 30	66 10		1003 124	20 20	19 11	17 16	11 9		18 14
Garfield&Atlantic-Rosemead&Valley	wb	1 6	Connector Connector	17 18	17 19	17 19	18 17	30 30	30 30	30 30	60 60		.6 .6	.6 .6	.6 .6	.3 .3		2	3	2	1		8	16 60	35 68	15 34	5 8		71 170	8 28	10 18	9 18	6 9		9 20
	wb	6	Connector	21	22	22	20	30	30	30	60		.7	.7	.7	.3		3	4	2	1		10	35	80	35	18		168	14	18	16	18		17
Rosemead&Valley-El Monte Sta.	eb wb	7	Connector Connector	23 23	23 21		21 21	30 30	30 30	30 30	60 60		.8 .8	.8 .7	.7 .7	.4 .4		3	5 4	2	1		11 10	68 69	95 129	58 26	8 17		229 241	25 25	21 31	26 12	8 19		22 24
177 LA CANADA-SIERRA MADRE VILLA Jet Pro.Lab-Sierra Madre Villa Sta.	ah	1	Connector	No ch 47			route as 46	modified 30	by MT 30	A in De 30	cember 30	2005.	3.0 1.6	3.0 1.5	3.0 1.5	3.0 1.5		9	18 9	9	6 3		42 21	85 60	91 64	92 67	0		421 191	9 13	5 7	10 15	0		10 9
Jet Flo.Lab-Siella Madre Villa Sta.	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
180/181 COLORADO/LAKE				Turn f corrid		0 Lake	Branch	at FairO	aks, De	el Mar, L	ake so	that it c					he 30 mii													_					1
Hollywood/Vine-Los Felix&SanFernando	eb	Hollywood		28	32	37	33 2		16	13	13	60	12.0 2.0	13.0 2.1	16.0 2.8	10.0 2.6	2 .4	48 8	78 12	64 11	50 13	2	47	2,337 465	4,730 726	2,433 435	2,320 716	211 64	12,031 2,406	49 59	61 59	38 39	46 54	21 32	48 52 44
L.Felix&SanFernando-Colorado&Figueroa	wb	Hollywood 5	Core	24 25	29 31	31 33	30 2 26 2	3 13 3 14	15 16	13 13	25 13	60 60	1.9 1.8	2.0	2.4 2.5	1.2 2.1	.4 .4	8 7	12 12	10 10	6 10	2	37 41	353 317	705 709	337 373	199 469	34 19	1,628 1,887	47 45	59 59	35 38	33 45	18 10	44 46
_	wb	5	Core	23	27	28	25 2	1 13	15	13	25	60	1.8	1.8	2.2	1.0	.4	7	11	9	5	2	34	482	1,044	472	355	48	2,401	67	94	54	71	27	71
Colorado&Figueroa-Colorado&Lake	eb wb	1	Core Core	11 11	15 16	16 16	13 1: 12 1:		16 15	13 13	13 25	60 60	.8 .9	1.0 1.1	1.2 1.3	1.0 .5	.2 .2	3	6 7	5 5	5 2		20 19	135 101	277 290	144 179	123 174	8 38	687 782	43 29	48 44	30 36	24 73		34 42
(180)Colorado&Lake-Altadena and Lake	nb	1	Core	16 19			15 15	27 25	31 29	26 26	30 54		.6 .8	.6 .8	.8 .9	.5 .3		2.4 3.0	3.9 4.8	3.1 3.8	2.5 1.4		12 13	87 144	171 257	67 127	60 64		385 592	37 47	44 54	22 34	24 46		33 46
(181)Colorado&Lake-SierraMadreVillaSta.	eb	1	Core	20	23	23	16	27	31	26	30		.7	.7	.9	.5		3	4.6	4	3		14	85	192	90	58		425	29	43	25	22		31
251/252 SOTO/DALY	wb	1	Core	21	24	26	16	25	28	26	54		.9 15	.9 15	1.0 15	.3 7		3 61	5 90	59	1 35		14 245 :	168 3,790	359 5,570	209 3,022	1,948		838 14330	49 62	70 62	52 51	69 56		60 58
(251)LongBeach&I-105Sta Pacific&Florence	nb	Central Central		40 24			38 27	21 19	24 12	30 23	33 30		1.9	2.3	1.7	1.2		8	14 14	7	6		34 28	886 451	1,441 1,073	913 568	626 261		3,866 2,353	59 32	60 41	61 44	69 34		61 39
(251)Pacific&Florence- Soto&Olympic	nb	Central		21	21	23	18	11	13	11	28		1.9	1.7	2.0	.7		7	10	8	3		29	401	1,013	500	201		∠,353	32	41	44	J* +		33
(251/252)Soto&Olympic-Soto&Morango	sb nb	Central 6	Core	22 10	24 11	28 11	21 10	10 8	12 9	14 7	32 19		2.3 1.3	2.0 1.3	2.0 1.5	.7 .5		9	12 8	8 6	3		33 22	605	1,002	686	478		2,771	119	130	112	181		129
	sb	6	Core	13	16 9	15 9	12 9	8	9	7 11	21 28		1.6	1.8	2.1	.6 .3		6	11 5	8	3		29 12	1,052 16	1,071	474 3	286		2,883	165	98	57	99		101
(251)Soto&Marango-USCMedical Center	sb	5 5	Core	4	4	4	4	14	12	12	30		.3	.3	.8 .3	.1		1	2	1	1		5	26	161	39	7		233	23	81	29	11		45
(251)USCMedical Center-Ave28&Idell	nb sb	5 5	Core Core	12 22			12 22	18 11	24 24	18 25	30 39		.7 2.0	.5 .9	.7 .9	.4 .6		3 8	3 6	3 4	2		10 20	163 364	197 330	86 190	58 201		504 1,085	62 45	66 60	32 54	29 70		49 54
(252)Soto&Marango-Huntington&Monterey	nb sh	5	Connector	9	9	9	9	20	30	20	25 25		.5	.3	.5 1.1	.4		2	2	2	2		7	22	30 250	17 46	6		75 526	12	17 57	9	3		10
	SD	5	connector		this ro	ute. No						tion to/f		USC M		re is serv	ved by D/	SH Boy	yle Heiç	ghts. So	uthern:							ich as ai		- 10			vhich ha	ıs 25	J2
255 BOYLE HEIGHTS Proposed Local Route				min.fr	requen	icies.		ı				1	2.0	2	2	2		8	12	6	5		31	202	258	177	63		700	25	22	30	13		23
Herbert&Whittier-USC Mediacl Centre	nb	6	Local Local	24 26		24 26	24 26	25 25			25 25		1.0	1.0	1.0	1.0		4	6	3	2		15 16	118 84	135 123	121 56	42 21		416 284	31 20	23 20	42 18	18		28 18
USC Med. Centre-HeritageSq./ArroyoSta.	SD	6 5	Locai	Drop	this se	ection (served b	y 46 and	DASH	Boyle I	leights)	1		1.0	1.0																	18	8		ıŏ
256 EASTERN/HILL Proposed Local Route				Conv	ert to a	local	route be	ween th	e Highla	and Par	k Sta. ir	Highla	nd Park	and the	e Del Mar 3	Sta.in P	Pasadena	. Restru	cture to	serve 12	Orange 8	Grove, 0	Columi 50	bia, Ray 171	mond to 329	o Colora 130	do (Will e 66	enable A	ARTS 70 696	to be di	ropped) 18	11	8		14
Woodbury&Hill-Raymond∇ Mar	sb	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
Raymond∇ Mar-Highland Park Sta.	nb sb	1	Local Local	23 22		22 23	25 23	30 30	30 30	30 30	45 45		.8 .7	.7 .8	.7 .8	.6 .5		3	4 5	3	2		13 13	38 33	89 55	31 19	21 11		179 118	12 11	20 12	11 6	9 5		14 9
Proposed Regional Route	nb	1	Local	21	22	22	21	30	30	30	45		.7	.7	.7	.5		3	4 18	3 12	2		12 50	47 324	59 450	17 212	1 81		124 1067	17 27	13 25	6 18	10		10
Proposed Regional Route Highland Park StaCSULABuswaySta.	sb	5	Connector	25			21	31	40	40	50		.8	.8	.7	.4		3	5	3	2		12	108	142	55	17		322	33	32	19	10		26
CSULABuswayStaEastern&UnionPacific	nb sb	5 EastLA	Connector	22 23	28 30	29 30	24 27	31 31	40 40	40 40	50 50		.7 .7	.7 .8	.7 .8	.5 .5		3	4 5	3	2		12 13	112 32	171 56	78 31	28 10		389 129	39 11	41 12	27 10	15 5		33 10
2222 Soundyou. Lasternatorion Achic	nb	EastLA		23	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
													69		75							1	127						43954						

					TDI	D TIL	_					JCTUR	ING PL	AN FOR	METRO	ROUT	TES IN S	AN GA	BRIEL	VALLE	Y (Week	day 2005)											
				AM I	IRI	PM I	E	AM A	AVERA	GE HE	ADWAY																						
			Type of	Pk	Day	Pk E	Eve Owl	Pk	Day	Pk	Eve	Owl		PEA	K VEHI	CLES			V	EHICLE	HOUR	S		BOA	ARDING	PASSEN	IGERS		PA	SSEN	GERS/	/EHICLE	HOUR
LINE/SEGMENT		Sector	Service in SGV			3- 6 6pm 1	pm- 12- 12a 5am	5-9am	9am- 3pm	3-6pm	6pm- 12am	12- 5am	AM Pk	Day Base	PM Pk	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
258/259 EASTERN/FREMONT	П						west bran						monwea		west bra		erved by		El Sere	no. The		anch is serve	ed by Alh	ambra T	ransit.								
													4	4	4	3		14	24	12	6	56	419	442	491	103	0	1,855	29	19	41	17	33
Firestone Pl&Garfield-Telegraph&Atlantic	nb	Southgate Southgate	Connector	28 27			25 26	45 45	33 33	45 45	45 45		.6 .6	.8 .8	.7 .6	.6 .6		2	5 5	2	1	10 10	105 17	83 71	145 48	47 5		380 141	47 8	18 16	73 26	42 4	38 14
Tele & Atlantic-Fremont & Commonwealth	SD nh	Southgate 6	Connector	23			23	25	33	30	45		.9	.8	.8	.5		3	5	3	1	11	166	100	178	31		475	50	22	71	30	42
reie.dAttaniic-i remontacommonweatti	sb	6	Connector	21			21	25	33	30	45		.8	.7	.8	.5		3	4	3	1	11	131	188	120	20		459	43	43	48	21	42
Frem.&Commwealth-Huntington&Garfield	nb	6	Connector	13			20	25	33	30	45		.5	.5	.5	.4		2	3	2	1	7						200					29
	sb	6	Connector	13			20	25	33	30	45		.5	.5	.5	.4		2	3	2	1	7						200					28
(258)Fremont&CommBayState&Garfield		6			this bra this bra																												
(259)Fremont&CommHunt.&Monterey 260/361 FAIR OAKS/ATLANTIC	Н	5					gher frequ	encies t	n he nr	rovided	hv MTA	north	of Colors	do in De	ecember	r 2005 r	no further	chang	es are r	ecomm	ended												
200001 TAIN GAILGAI EARTIG				00.101	domig	u.og	g.101 110q0	1	о во р.	oriaca	.,		20.0	17.0	26.0	9.0	10 1011101	90	102	78	56	326	4,670	6,901	4,600	2,008		18,179	52	68	59	36	56
ArtesiaStation-Atlantic&King	nb	LongBeach		63			61	12	19	12	27		5.3	3.8	6.3	2.3		24	23	19	14	79	1,466	1,712	1,265	709		5,152	62	75	67	52	65
	sb	LongBeach		64			53	14	16	11	25		4.6	4.4	6.5	2.1		21	27	19	13	79	1,084	1,588	932	284		3,888	53	60	48	22	49
Atlantic&Whittier-Huntington&Garfield	nb	6	Core	24			21	10 11	15	10 9	27		2.4	1.8	2.9	.8		11 9	11	9	5 6	35	590	1,074 1,336	644 732	269 270		2,577	55 75	97	74 76	57 46	73 81
Huntington&Garfield-FairOaks&Colorado	nh	1 1	Core Core	22 17	28 20		24 12	10	13 15	10	25 27		2.0 1.7	2.1 1.4	1.8	1.0		8	13 8	10 5	3	38 24	690 108	207	221	61		3,028 597	14	104 25	76 41	23	25
gioridodinoid i dirodiodololida	sb	1	Core	15			14	11	13	9	25		1.4	1.5	2.4	.6		6	9	7	3	26	144	346	295	104		889	23	38	41	30	34
FairOaks&Colorado-FairOaks&Mendocino	nb	1	Core	26	29	29	29	20	29	16	28		1.3	1.0	1.8	1.1		6	6	5	7	25	171	258	290	191		910	29	44	54	26	37
	sb	1	Core	21			25	16	27	18	33		1.3	.9	1.2	.8		6	5	4	5	20	417	380	221	120		1,138	70	72	60	22	56
264 ALTADENA/DUARTE				Conve	ert to a	local r	oute in Pa	asadena I	and re	estructu	re to ser	rve Nev					dors from				2	00	I ee	100	0.5	44		224		1.1	1.1	7	40
Proposed Local Route New York&Lake-SierraMadraVillaSta.	eb	1	Local	30	26	24	25	30	30	30	60		2	.9	.8	.4		8 4	12 5	6 2	0	28 12	66 46	162 86	85 57	11		324 189	8 12	14 17	14 24	7 0	12 16
New Torkacake-Sierrawauravillasta.	wb	1	Local				35	30	30	30	60		1	1.1	1.2	.6		4	7	4	1	16	20	76	28	11		135	5	11	8	9	9
Regional Route Section				Drop 1	this se	ction a	nd serve	oy exten	ding R	oute 79	into Du	atre co	rridor to	City of I	Норе Ни	b.																	
SMVStation-City of Hope Hub				Discount		: 14-				:- D				T	- 0	Dai				n													
266 ROSEMEAD				Divert	route	into Mo	ontebello	I own Ce	enter vi	ia Rose	mead, F	omon:	a ⊦reewa 7.0	ay, Towr 8.0	n Center 8.0	Urive,ar 4.0	nd San G	abriei i 28	back to 1	Roseme 24	ead. 18	118	1,153	1,779	963	582		4,477	41	37	40	32	38
S.M.Villa&Foothill-Rosemead&Las Tunas	sb	1	Core	17	20	21	21	30	30	30	50		-6	.7	.7	.4		20	4	2	2	10	69	166	151	85		471	30	42	72	45	46
	nb	1	Core	19			17	30	30	30	50		.6	.7	.7	.3		3	4	2	2	10	44	46	20	11		121	17	12	10	7	12
Rosemead&Las Tunas-Rosemead&Garvey	sb	6	Core	10	12		10	30	30	30	50		.3	.4	.4	.2		1	2	1	1	6	85	136	70	28		319	64	57	58	31	55
	nb	6	Core	12	13		9	30	30	30	50		.4	.4	.4	.2		2	3	1	1	6	99	145	37	31		312	62	56	28	38	49
Rosemead&Garvey-LakewoodCenterMall	sb	Lakewood Lakewood		79 72	88 87		73 70	30 30	30 30	30 30	50 50		2.6	2.9	2.9	1.5 1.4		11 10	18 17	9	7	44 42	359 497	630 656	361 324	176 251		1,526 1,728	34 52	36 38	41 38	27 40	35 41
267 LINCOLN/DELMAR/TEMPLE CITY	IID	Lakewood					264. Rest					a and D			Remove		Aadre Vill				perate lir	mited stop or			ide faster		rect servi		Nonte S		30	40	41
		1						l				Ī	5.0	5.0	5.0	5.0		20	30	15	10	75	652	909	718	91		2,370	33	30	48	9	32
Altadena&Lake-Huntington&Sunset	sb	1	Connector	50			53	30	30	30	30		1.7	1.7	1.8	1.8		7	10	5	4	26	233	299	409	12		953	35	30	77	3	37
	nb	1	Connector	48			48	30	30	30	30		1.6	1.6	1.6	1.6		6	10	5	3	24	138	280	133	30		581	22	29	28	9	24
Huntington&Sunset-ElMonteStation	sb nb	2	Connector	17 35			19 30	30 30	30 30	30 30	30 30		.6 1.2	.6 1.1	.6 1.0	.6 1.0		2	4	2	1 2	9 16	82 199	87 243	76 100	2 47		247 589	36 43	24 36	40 33	2 24	27 36
268 JPL/WASHINGTON/BALDWIN	1110		Connector		_		oute west					e servi		sadena.	and res		to serve	·	na from			Foothill. The		uld basi			30 route	with high					50
Proposed Local Route	ı							1					5.0	4.0	5.0	2.0		49	72	39	38	73	917	773	606	71		2,367	19	11	16	2	32
JPL-Lincoln&Woodbury	sb	1	Core	9		9		30		30			.3		.3			1		1	0	2	46		46			92	34		51		41
	nb	1	Core	5		5		30		30			.2		.2	_		1	_	1	0	1	20		26			46	27		52	_	37
Lincoln&Woodbury-Altadena&Washington	sb	1	Core Core	18 18	18 18		18 18	12 15	15 15	15 12	30 30		1.5 1.2	1.2 1.2	1.2 1.5	.6 .6		7 5	7 7	4 5	4	21 21	625 164	458 218	227 176	25 23		1335 581	93 30	64 30	63 39	7 6	63 28
Altadena&Washington-SierraMadreVillaSta.	sb	l i	Core	12			12	12	15	15	30		1.0	.8	.8	.4		5	5	2	2	14	42	47	39	3		131	9	10	16	1	9
and the same and t	nb	11	Core	12	12		12	15	15	12	30		.8	.8	1.0	.4		4	5	3	2	14	20	50	92	20		182	6	10	31	8	13
	П			Opera		ng Foot	thill from		ation to	Baldwi	n. Drop	Sierra					equencie																
Proposed Regional Route				٠.	00	0.4	00	00	00	00	45		3	4	4	2		14	24	12	13	62	148	218	181	77		624	11	9	15	6	10
SierraMadreVillaStaSantaAnita&L.Asuza	sb	2	Core	31 28			29 27	30 30	30 30	30 30	45 45		1.0 .9	1.1 1.0	1.1 1.1	.6 .6		5 4	6 6	3	4	18 17	28 10	48 24	18 31	6 19		100 84	6	8	5 9	2 5	5 5
SantaAnita&L.Asuza-ElMonteStation	nb sb	7	Core Core	15			16	30	30	30	45 45		.5	.9	.9	.6 .4		2	6	3	2	17	54	37	10	19		102	24	7	4	0	8
	nb	7	Core	16			18	30	30	30	45		.5	1.0	.9	4		2	6	3	3	14	56	109	122	51		338	23	19	45	18	25
270 PECK				Drop	route n	orth of	El Monte	Sta. Se	ction n	orth of I	live Oal	k would	be serv	ed by a	n extend	led 78. S	Section be	etween	Live Oa	ak & El I	Monte S	ta. could be	served b	y EMT									
Cancelled Route								1										1															
Magnolia&Foothill-El Monte Sta.	\vdash			<u> </u>				 					3.0	3.0	3.0	3.0		12	18	9	9	48	262.0	449	245	54		1,010	22	25	27	6	21
Proposed Regional Route ElMonteStaWorkman Mills&Beverly	şh	2	Connector	15	17	16	16	30	30	30	50		.5	.6	.5	.3		2	3	2	1	48 8	86	156	245 96	32	ı	370	43	25 46	60	33	46
	nb	2	Connector	19			21	30	30	30	50		.6	.6	.6	.4		3	4	2	1	9	84	120	68	10		282	33	32	36	8	30
Workman Mill&Beverly-Los Cerritos Ctr	sb	EastLA					57	60	60	60	50		1.0	1.0	.9	1.1		4	6	3	3	16	44	126	51	4		225	11	22	18	1	14
	nb	EastLA					56	60	60	60	50		.9	.9	.9	1.1		4	5	3	3	15	48	47	30	8		133	13	9	11	2	9
NEW BRT ROUTE				Dedic	ated B	KI ser	rvice on th	ie buswa I	ау. Соц	uld be in	iterlined	with F	lyway se 5.0	rvice at 4.0	Union St 5.0	tation. 2.0		20	24	15	12	71	1,344	1,407	1,049	589		4,389	68	59	70	50	62
ElMonteBusStation-Downtown LA	wb	Central	Core	29	30	30	27	10	15	15	30		2.9	2.0	2.0	.9		12	12	6	5	35	790	471	213	239		1,713	68	39	36	44	49
	eb	Central	Core				32	15	15	10	30		2.1	2.0	3.0	1.1		8	12	9	6	36	554	936	836	350		2,676	67	78	93	55	75
													54		62							857						35595					

								EX	HIBIT A	1.4: RE	STRU	CTURIN	G PL/	N FOR	METR	O ROUTI	S IN S	AN G	ABRIE	L VAL	LEY (V	Veekda	y 2005	i)											
				Pk	_	RIP TII Pk	ME Eve Ov	vl Pk	_	AGE HI						01.50						_								١.			0.4511		
			Type of Service	5-	9am-	_	12a 12	_	Day 9am	_	Eve 6pm	_	AM		K VEHI PM	LES	А	мІг	_	PM	HOUR	<u>ъ</u>		1	Dav	RDING F	ASSE	NGERS	Г	AM	Day	_	_	ICLE HO	TUR
LINE/SEGMENT		Sector	in SGV	9am	3pm	6pm	m 5ar	m 5-9ar	m 3pm	3-6pr	12an	5am	Pk	Base	Pk		Owl F	k B	Base	Pk	Eve		Total	AM Pk	Base	PM Pk		Owl	Total	Pk	Base			Owl	Total
485 LAKE EXPRESS				Conv	ert to	a loca	I route in t	he Pasa	adena s	ector b	etween	Altaden	a&La I 4	ke and 2	Hunting 4	ton&Garfi 1				te serv 12	rice. St	art the r	egiona 47	I route at 428	Hunting 792	gton&Ga 452	rfield. 233		1905	27	66	38	33		41
Proposed Local Route Fontanet&Lake-Woodbury&Lake	sb	1	Core	5	5	5	5	15	30	15	60		.3	.2	.3	.1				1.0	0.6		47	428 64	98	452 45	233		234	48	98				60
	nb	1	Core	3	3	3	3	15	30	15	60		.2	.1	.2	.1				0.6	0.4		2	0	1	0	1		2	0	2	0	3		1
Woodbury&Lake-Colorado&Lake	sb	1	Core Core	11 9	11 11	11 10	11 10	15 15	30 30	15 15	60 60		.7 .6	.4 .4	.7 .7	.2 .2				2.2	1.3		9	162 69	245 170	112 110	51 48		570 397	55 29	111 77		40 41		66 51
Colorado&Lake-Huntington&Garfield	sb	1	Core	10	13	14	13	15	30	15	60		.7	.4	.9	.2	-			3	2		10	69	137	99	58		363	26	53	35	38		38
L	nb	1	Core	22	17	17	18	15	30	15	60	-11 -1	1.5	.6	1.1	.3		6	3	3	2		15	64	141	86	48		339	11	41	25	23		23
Proposed Regional Route				Resti	ructure	e the r	egional se	ction of	this rou	ite by n	aving it	start at	Huntir 6	igton & 4	Garrielo 8	to take tr 3				ai route 24	e and c	otner rou	utes in 93	the corri	or.										
Huntington&Garfield-LACBuswaySta.	sb	6	Core	16	18		15	12	30	15	53		1.3		1.3	.3	- -	5	4	4	2		15	313	163	181	58		715	59	45				48
LACBuswavStaDowntown	nb	6 Central	Core	21	22 38	24 42	19 43	18 12	25 30	15 15	35 53		1.2	.9 1.3	1.6 2.8	.5 .8			5 8	5 8	4 6		19 30	111 30	144 8	94 4	39 7		388 49	24 4	27 1	20	10 1		21
LACBUSWAYSIADOWNTOWN	nb	Central		27	31	34	48	18	25	15	35		1.5	1.2	2.3	1.4		6	7	7	10		30	227	228	176	93		724	38	31	26	10		24
487/489 SIERRA MADRE/ROSEMEAD	П						frequenci						11	7	15	5	3			45	15		138	1,278	983	863	450		3,574	37	23				26
Downtown-USC BuswayStation	eb	Central Central		30 29	32 26	37 31	28 29	25 13	30	11 31	45 38		1.2 2.2	1.1 .9	3.2 1.0	.6 .8	- 1 :			10 3	2		22 17	119 14	159 16	380 25	58 27		716 82	33 2	25 3	39 8	31 10		33 5
USC BuswayStaDelMar&Valley	eb	6	Core	10	9	10	10	25	30	11	45		.4	.3	.9	.2			2	3	2		8	6	13	23	5		47	4	7	9	3		6
	wb	6	Core	10	8	9	8	13	30		38		.7	.3	.3	.2	:	2	2	1	1		5	306	75	31	53		465	137	47		72		86
(489)DMar&Valley-Rosemead&Huntington	nb sh	1	Connector Connector	27		32		27		35			1.0		.9		- 1 :	2		2			2	149		34			34 149	75		15			15 75
(487)DMar&Valley-SanGabriel&Huntington	eb	6	Core	18	20	18	16	25	30	11	45		.7	.7	1.6	.4		3	4	5	1		13	102	124	50	9		285	40	31	11	6		23
(107) O t 5 10 1 t 1 0 t 1 0 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	wb	6	Core	18	19	20	19	21	30	31	38 45		.8	.6	.6	.5		-	4	2	2		10	143 48	131 49	45	51 5		370	57	34		29		37
(487)sGabriel&HuntSierraMadre&Baldwin	nb sb	1	Core	12 15	15 17	15 17	11 15	24 21	30 30	11 31	38		.5 .7	.5 .6	1.3	.2 .4	- 1 :		3	2	1		10 9	48 76	49 80	19 57	5 67		121 280	27 31	16 24		6 57		13 32
(487)SierraMadre&Baldwin-ElMonteSta.	sb	2	Core	33	32	39	33	26	30	11	45		1.3	1.1	3.4	.7	.	4	6	10	2		23	123	144	84	15		366	28	23		7		16
484 LAPUENTE/POMONAEXPRESS	nb	2	Core	31 Dron	32	39	35 of El Monte	21	30	31	38	ntown c	1.5	1.1	1.3	.9	Station	5	6	4	3		18	192	192	115	160		659	38	30	31	58		37
464 LAPUENTE/FUMUNAEAFRESS				Біор				Colalio				IIIOWII C	8.0	6.0	10.0	4.0		6		30	28		130		1,605	773	1,050		5,226	50	44		38		40
ElMonteBusStation-Valley&Durfee	eb	7	Core Core	18 16	17 18	19 19	24 17	12 16	10	14 11	30 30		1.5 1.0	1.7	1.4 1.8	.8			10 5	4 5	6 4		27 18	626 112	648 118	317 26	253 75		1,844 331	95 25	62 26		45 19		69 18
Valley&Durfee-Valley&Lemon	eb	3	Core	28	28	31	25	17	24 26	18	30		1.7	.8 1.1	1.8	.6 .8			7	5	6		25	384	293	185	75 79		941	50	26 45		19		37
	wb	3	Core	33	29	33	25	19	26	13	30		1.7	1.1	2.5	.8	- 1 :		7	7	6		28	521	429	191	502		1,643	66	64 5				59
Valley&Lemon-Valley&Temple	eb wb	8 8	Core Core	20 17	20 15	20 20	15 14	17 19	26 26	18 13	30 30		1.2	.8 .6	1.1	.5 .5		5 4	5 3	5	3		17 15	17 138	23 94	14 40	6 135		60 407	3 34	5 27	4	2 41		4 27
490 COVINA/POMONA EXPRESS				Conv	ert to		I route eas	st of Eas	stland C	enter.	Drop ro	ute wes				(passenge	ers to d					ew BRT	route										_		
Proposed Local Route Cal Poly-EastlandCenter	wb	8	Local	28	29	29	30	30	30	30	60		.9	2 1.0	2 1.0	.5	- 1 :		12 6	6	6		31 14	60 44	202 182	84 77	49 48		395 351	8 16	17 31	14 27	9 19		13 25
	eb	8	Local	32	31	31	30	30	30	30	60		1.1	1.0	1.0	.5			6	3	3		17	16	20	7	1		44	4	3	2	0		3
Proposed Regional Route	Γ.	_	_	17	18	20	15	30	30	30	30		5 .6	3	5 .7	3 .5	2		18 4	15 2	17 3		70 10	1025 159	1326 216	815 132	306 60		3472 567	51 70	73 60		18 24		50 55
EastlandCenter-Ramona&Puente	eb	3	Core Core	17	19	19	16	30	30	30	30		.6	.6 .6	.6	.5			4	2	3		11	107	111	39	12		269	47	29				24
Ramona&Puente-ElMonteStation	wb	7	Core	29	26	27	26	15	30	15	30		1.9	.9	1.8	.9	1		5	5	4		23	412	366	94	55		927	53	70		13		41
605 GRANDE VISTA SHUTTLE	eb	7	Core	29 Conv	28	29 a loca	33 I DASH-ty	15	30	15	30		1.9	.9	1.9	1.1	1	_	18	6 18	7		26 55	347 702	633 928	550 762	179 118		1,709 2,510	45 41	113 53		27 59		66 46
GrandeVista&Olympic-USC Medical Center	nb	6	Local	28	25			10	20	10	30		2.8	1.3	3.6	1.2	- 1 3			11	1		30	352	382	250	44		1,028	42	38				34
	sb	6	Local	22	25	24	24	10	20	10	30		2.2	1.3	2.4	.8		9	8	7	1		24	350	546	512	74		1,482	40	73	71	93		61
620 BOYLE HEIGHTS SHUTTLE USC Medical CtrUSC Medical Ctr.	ccw	6		Conv	ert to	a loca 45	I DASH-ty 42	pe route 21	15	15	21		2.0	3.0	3.0	2.0	Ι.	6	18	q	4		37	262	765	458	85		1,570	44	43	51	21		42
684 POMONA/BREA MALL/FULLERTON	-			Exter			omona Pa	&R , and		to Fulle		R in O.0	6.0	3.0	6.0		17			28.3			63.3	200	231	223			654	12	13				10
PomonaP&R-PomonaRTC	sb	4	Connector Connector	5 5		5 5		30 30		30			.2		.2			1		1			1												
PomonaRTC-Templeton&Pomona	sb	4	Connector	22	20	16		30	60	30			.7	.3	.5		- 1 :	2	2	3			7	90	69	66			225	41	35	25			33
· ·	nb	4	Connector	21	21	19		30	60	30			.7	.4	.6				2	3			7	11	36	30			77	5	17				10
Temp.&Pomona-Diamond Bar&Pathfinder	sb	8	Connector Connector	22	21 24	23 24		30 30	60 60	30			.7 .7	.4	.8 .8				2	4			8	29 16	31 35	19 39			79 90	13 7	15 15				10 10
Diamond Bar&Pathfinder-FullertonP&R	sb	NE O.C.	Connector	41	46	40		30	60	30			1.4	.8	1.3		:		5	7			15	17	20	15			52	4	4	2			3
	nb	NE O.C.	ļ	42	48	48	lt- =	30	60	30		to coto	1.4	.8	1.6	the end of 20	007	4	5	8	da		17	37	40	54			131	9	8	7			8
686 ALLEN/DEL MAR STA. Proposed Local Route				Conv	ert to	a loca	I route. Ex	tena to	Altaden	a & Alle	en. Res	tructure	so tha 4.0		be inte	lined with 2.0			rtn ena 12	and 6	downto	own	41	259	406	295	120		1,080	19	34	49	13		26
Raymond&Glenarm-Altadena&Allen	nb	1	Local	26	28	28	24	15	30	30	30		1.7	.9	.9	.8	- -	6	6	3	4		18	105	174	151	70		500	17	31	54	19		28
687 LOS ROBLES/DEL MAR STA.	sb	1	Local	34 Conv	32	32	36 I route. Ex	15	30 Altador	30	30 n Bo	etruoti :==	2.3	1.1	1.1	1.2	696 in	_	6	3	5 downto	1400	23	154	232	144	50		580	19	36	45	9		25
Proposed Local Route	ı			Conv	en to	а юса	i route. Ex	tena to	Altaden	ia & Alli	en. Re	structure	4.0	at it car 2.0	1 be inte 4.0	2.0				12	ownto 9	wn	49	309	429	338	165		1,241	19	36	28	18		25
Raymond&Glenarm-Altadena&Allen	nb	1	Local	30	30	30		15	30	15	30		2.0	1.0	2.0	1.0	- -	В	6	6	5		25	70	197	198	117		582	9	33	33	26		24
780 COLORADO/HOLLYWOOD RAPID	sb	1	Local	30	30	30	30	15	30	15	30		2.0	1.0	2.0	1.0	3	_	60	6 39	5 18		25 152	239 1.492	232	140	48 446		659 6.268	30 43	39 43		11 25		27 41
Hollywood&Vine-LosFeliz&SanFernando	eb	Hollywood	1	25	27	30	29	13	13	11	16		1.9	2.1	2.7	1.9				8	4		31	600	924	529	191		2,244	90	75	66	51		73
	wb	Hollywood	1 _	24	26	26	26	13	15	11	16		1.8	1.7	2.3	1.7	- 1 :		10	7	3		27	175	297	245	33		750	27	28		10		28
LosFeliz&SanFernando-Colorado&Ave.64	eb wb	5 5	Core	27 26	28 29	28 29	28 27	13 13	13 15	11 11	16 16		2.1	2.1 1.9	2.5 2.6	1.8 1.7				7 8	4		31 30	178 221	296 370	195 300	46 55		715 946	25 32	23 32		13 16		23 32
Colorado&Ave.64-Colorado&Hill	wb	1	Core	14	14	15	14	13	13	11	16		1.1	1.1	1.3	.9		4	6	4	2		16	106	185	59	14		364	28	29	15	8		23
	wb	1	Core	15	15	18	16	13	15	11	16		1.1 67	1.0	1.6 78	1.0		4	6	5	2		17 906	212	507	423	107		1,249 27,895	53	84	88	52		74
												Total	٠.		78 429								5600						269544						48

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.

		Af	ter
IMPACT ON OPERATIONS	Before	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

			EXI	HIBIT				TURIN				THILI				ES IN	SAN				EY (Weel											
			Type of			RIP TI				EADW				AK VEH						E HOU			BOARD							RS/VEI		
LINE/OFOMENT		0	Service				Eve O			PM	Eve O				Eve	Owl		Mid		Eve		AM	Mid		Eve	Owl	Check	AM Mi		Eve	Owl	Check
LINE/SEGMENT	+-	Sector	in SGV	PK	Day	/ PK		PK	Day	PK		PK			7.0	1			PK	22	Total	PK	Day	PK			Total	PK Da	ay PK			Total 20.8
178 PUENTE HILLS MALL/EL MONTE STA. Puente Hills Mall-Baldwin Park Metrolink	wb	7	Connecto	or 60	60	64	60	30	30	30	30	7.0					25 7	12	21 6	23 7	110 32						2,288 828					26.0
Puente niis Mail-Baidwin Park Metrolink	eb	7	Connecto				59	30			30	2.0					7	12	6	6	32						550					17.4
Baldwin Park Metrolink-El Monte Sta.	wb	3	Connecto	or 45			45	30			30	1.5					5	9	4	5	23						338					14.6
Baldwill Fark Wetfollik-El Worlde Sta.	eb	3	Connecto				46	30			30	1.5					5	9	5	5	24						572					24.2
184 DUARTE/MONROVIA/PASADENA	CD	3	Connecto	40		40	40	- 00	- 00	- 00	00	2.0					8	12	7		27	+					317	 				11.7
Huntington&Highland-Huntington&Rosemead	wb	2	Connecto	or 60	60	60		60	60	60		1.0					4	6	4		14						145					10.7
Fluridingtonian lightanu-riuntingtonia (Osemeau	eb	2	Connecto					60				1.0					4	6	4		14						172					12.7
185 AZUSA/WEST COVINA/vialrwindale	100		Cominoto	00	- 00	- 00		- 00		- 00		5.0			6.0		18	30	18	24	90	+					1,935	 				21.6
Puente Hills Mall-Hacienda&Valley	nb	8	Core	29	25	26	29	30	30	30	30	1.0			1.0		3	5	3	4	15						280					18.9
	sb	8	Core	25			25	30			30	.8	.8		.8		3	5	3	3	14						110					8.0
Hacienda&Valley-Irwindale&Arrow	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												13.0	14.0	14.0	14.0		59	80	42	84	264						3,238					12.2
ClaremontTC-LoneHill&Rte66	wb	4	Core	51	53		53	20	20		20	2.6	2.7	2.7	2.7				8	16	51						420					8.3
,	eb	4	Core	51	70		70	20			20	2.6	3.5	3.1	3.5		11	17	9	21	59						134					2.3
LoneHill&Rte66-Huntington&Highland	wb	3	Core	15	16		16	20			20	.8	.8		.8		3	5	2	5	15						555					36.6
	eb	3	Core	18			18	20			20	.9	.9		.9		4	5	3	5	18	1					397					22.6
Huntington&Highland-Colorado&Rosemead	wb	2	Core	22			24	20			20	1.1					5	7	4	7	23						517					22.9
	eb	2	Core	25			26	20			20	1.3					6	8	4	8	25						425					17.1
Colotrado&Rosemead-Raymond&Walnut	wb	1	Core	40			42	20			20	2.0						12	6	13	40						162					4.0
	eb	1	Core	38			31	20		20	20	1.9	1.6	1.9	1.6		9	11	6	9	34						628					18.4
189 CLAREMONT/GLENDORA	Ι.			Dro	p this i	route b	ecause o	f very lo	w ride	rship																						
ClaremontTC-LoneHill&Gladstone	wb																															
	eb	4																														
LoneHill&Gladstone-Glendora&Rte66	wb																															
	eb	3						_									L					_						Ļ—				
190 MONTCLAIR/POMONA		١.		45	45	45	45		-00	00	00	3.5					11		11	2	32						331					10.5
MontclairTC-Valley&Humane Way	wb		Connecto				45	30			60	1.5					5	5	5	1	14						192					13.5
tos poutous à passage	eb	4	Connecto	or 60	45	60	45	30	60	30	60	2.0					6	5	6		17	-					139	├				8.1
195 POMONA via Reservoir				45	45	45	4E		60	60	60	1.5					5	9	5	2 1	20 10						489					24.1
PomonaTC-Valley&Humane Way	wb eb	4	Local	45 45			45	60 60			60	.8 8.	.8		.8		3	5 5	2	1							255 234					25.2
tot Bollons : O O	eb	4	Local	_		45	45	60	60	60	60		.8		.8 1.0		3				10	+					378	├				23.1 18.0
191 POMONA via Orange Grove PomonaTC-Valley & Humane Way	wb	4	Local	30 21		22	22	30	60	30	60	2.0	1.0 .4		.4		2	6 2	6 2	2 1	21 8						206					27.2
Pomona I C-valley & Humane way	eb	4	Local	39			38	30			60	1.3					5	4	4	1	13						172					12.8
193 POMONA via Ninth	CD		Local	00	- 00	- 00	00	- 00	00	- 00	00	2.0					7	6	6	2	21	+					449					21.4
PomonaTC-Valley&Humane Way	wb	4	Local	30	30	30	30	30	60	30	60	1.0					4	3	3	1	11						219					20.9
1 omonaro vanoyanamano vvay	eb	4	Local	30			30	30			60	1.0					4	3	3	1	11						230					21.9
269 EL MONTE STA/MONTEBELLO TC	100		Looui					- 00				2.0					5	12	6	8	31	+					605	 				19.5
El Monte StaMontebello TC	sb	7	Connecto	or 31	31	31	31	30	30	30	30	1.0					3	6	3	4	16						349					21.8
	nb	7	Connecto				29	30			30	1.0					2	6	3	4	15						256					17.1
272 WEST COVINA/BALDWIN PARK/DUARTE								+				2.0					5	12	6	8	31						680	†				21.9
Glendora&Lakes-Huntington&Highland	nb	7	Connecto	or 42	42	42	42	60	60	60	60	.7	.7	.7	.7		2	4	2	3	11						340					31.3
l	sb	7	Connecto	r 78	78	78	78	60	60	60	60	1.3	1.3	3 1.3	1.3		3	8	4	5	20						340					16.9
274 WEST COVINA/INDUSTRY/WHITTIER				Imp	rove fr	equen	cies					4.0	2.0	4.0	2.0		14	12	12	3	41						528					12.9
W.CovinaPkwy&California-Puente&Amar	sb	3	Connecto	or 54	58	52	51	30	60	30	60	1.8	1.0	1.7	.9		6	6	5	1	19						199					10.7
	bb	3	Connecto	or 24		26	27	30	60	30	60	.8	.3	.9	.5		3	2	3	1	8	1					90	1				11.1
Puente&Amar-Beverly&Norwalk	sb	8	Connecto				21	30			60	.7	.4		.4		2		2	1	7	1					72					10.0
	nb	8	Connecto	r 21	21	21	21	30	60	30	60	.7	.4		.4		2	2	2	1	7	<u> </u>					167	<u></u>				23.3
280 AZUSA/PUENTE HILLS MALL via Azusa Ave.	1		1									6.0					21	36	18	30	105	1					4,338	1				41.3
SierraMadre&SanGabriel-Puente Hills Mall	sb	3	Core	60			60	20			20	3.0							9	15	53	1					2,169					41.3
	nb	3	Core	60	60	60	60	20	20	20	20	3.0					11	18	9	15	53						2,169					41.3
281 GLENDORA/WEST COVINA/PUENTE HILLS MALL	1.											5.0	5.0		5.0		16	30	15	18	79	1			_		1,603					20.4
Grand&Rte66-Gale&7th	sb	3	Core	60		60	60	30			30	2.0					6		6	7	31	1					732	1				23.6
	nb	3	Core	58			58	30			30	1.9					7		6	7	31	1					610					19.7
Gale&7th-Puenta Hills Mall	sb	8	Core	17			17	30			30	.6	.6		.6		2		2	2	9	1					54	1				6.1
	nb	8	Core	15			15	30			30	.5	.5		.5		2	3	2	2	8	₩					207	-				25.9
284 WEST COVINA/COVINA/SAN DIMAS	1	l		Dro	p 283	and us	e saved b	uses to	impro	ve trec	uencies					rvea by				7	40	1					670					45.3
W.O. in Phys. 60 (French Obs. dom.)	ah	١.,		or 43	42	12	42	20	60	30	20	4.0	2.0		4.0		12 4	12 4	12 4	7	43	1					676	1				15.7 20.1
W.CovinaPkwy&California-Glendora&Covina	sb	3	Connecto				42	30			30	1.4					4	4		3	16	1					316	1				
Olas Israel Oscilla Frank 110 Oscilla Control	nb	3	Connecto				31	30	_		30	1.3							4	2	13 7	1					176					13.6
Glendora&Covina-Foothill&San Dimas via Covina	sb	4	Connecto				20	30				.6 7	.3		.7		2	2	2	1	7	1					66	1				9.4
OOF DUPNITE HILLO MALL AND THE COOP	nb	4	Connecto	or 20	20	20	27	30	60	30	30		.3		.9				2			+-					118	\vdash				16.1
285 PUENTE HILLS MALL/WHITTIER HOSP.	L		L	1			70				00	2.0					7	12	6	12	37	1					567					15.3
D		8	Connecto	r 73			73	60				1.2					4	7	4	7	23	1					285	1				12.7
Puente Hills Mall-Beach&La Habra	nb	-																									000					
Puente Hills Mall-Beach&La Habra	sb	8	Connecto	or 47	47	47	47	60	60	60	60	.8 61	.8	.8 63	.8		3	5	2	5	14 952						282 18422					19.5

EXHIBIT B.2: RESTRUCTURING PLAN FOR FOOTHILL TRANSIT ROUTES IN SAN GABRIEL VALLEY (Weekday 2	2005)
--	-------

	_			ПІВІ				UKII				UII					S IN S					-1 (VV	eekday 2005)	
			Type of	***		RIP TIM				ADW				AK VE							OURS		BOARDING PASSENGERS	PASSENGERS/VEHICLE HOUR
LINE/SEGMENT		١.	Service	AM PK	Day	PM PK	Eve Owl	AM PK	Mid Day	PK	Eve Ov		M M		PK	Eve Ov	WI AIV				Owl	Tatal	AM Mid PM Eve Owl Check PK Day PK Total	AM Mid PM Eve Owl Che
289 PUENTE HILLS MALL/WALNUT/POMONA	+	Sector	in SGV	PK	Day	PK		PK	Day	PK		2				2.0	6			4		Total 28	359	12 PK Day PK 10
Puente Hills Mall-Temple&South Campus	eb	8	Local	60	60	60	60	60	60	60	60		.0 1			1.0	3		3	2		14	192	13
Puente Hills Mail-Temple&South Campus	wb		Local	60	60	60	60	60	60	60	60	Ιί				1.0	3		3	2		14	192	11
291 LA VERNE/POMONA/S.PAMONA via Garvey	WD	۰	LUCAI	00	00	00	00	15	15	15	15	6				2.0	24		_			90	2.489	27
Towne&Marketplace-Foothill&White	nb	4	Connector	49	46	50	59	16	15	16	60	3				1.0	12			6		45	1,354	29
Towneawarkerplace-Pootiniia.writte	sb		Connector		44		60	16	15	16	60	3				1.0	12			6		44	1,135	25
292 CLAREMONT/POMONA	30	-	COIIIIECIOI	71	77	70	00	10	10	10	00	3			3.5	1.0	7	. 10	5	- 0		12	199	16
Pomona TransCenter-Claremont TransCenter	nb	4	Shuttle	53		53		30		30		1			1.8		4		3			6	92	14
Tonora Harbooker Olderholt Harbooker	sb	4	Shuttle	52		52		30		30			.7		1.7		3		3			6	107	17
855 POMONA/CLAREMONT	- 0.0	_	Onditio	- 02				- 00		- 00		2			2.5		7		8			15	164	10
Pomona TransCenter-Mountain&Harrison	nb	4	Shuttle	58		46		36		60			.6		.8		5		2			7	75	10
Tomora Hariocona Mountaina lamon	sb	4	Shuttle	53		57		60		32			9		1.8		3		5			8	89	11
851 COVINA/GLENDORA via Glendora Ave.	1	<u> </u>			the ro		wn to Foot		dem:		Sierra Ma	ndre o	orridor)			all day s	ervice	· will e	nable	283 to	he dror	ned		1
SOT SOTHINGEENDONA THE CHARGE ATC.						outo at	10 1 001	I (J 40		Oloria mi	1 4			4	an aay a	8				, 50 a.o.	30	602	20
West Covena TransCenter-FoothillValley Center	nb	3	Local	60	60	60		30	60	30			.0 1		2.0		4	6	5			15	300	20
, , , , , , , , , , , , , , , , , , , ,	sb	3	Local	60	60	60		30	60	30		1 2			2.0		4	6	5			15	302	20
NEW BRT ROUTE (Silver Streak)	1						etween Mo				ter and do					usway s	ervina	Clare	mont .	West	Covina		te, CSULA and USC Transit Centers.	
	1		I	1				1				22				6.0 3.0			66	36	18	294	6,240	21
MontclairTransitCenter-WestCovinaTransitCenter	wb	4	Core	58	58	58	46 46	10	15	10	30 60					1.5 .8				9	5	78	1,500	19
	eb	4	Core	48	51	54	51 48	10	15	10	30 60) 4	.8 3	.4		1.7 .8			16	10	5	70	800	11
WestCovina TransitCenter-Downtown LA		Central		60	56	55	48 44	10	15	10	30 60					1.6 .7						78	2,438	31
	eb			54	45	53	35 42	10	15	10	30 60					1.2 .7			16		4	69	1,502	21
480 MONTCLAIR/W.COVINA	1						xpress to a														T servic			
					•			ı				12	.0 6.	0 1:	2.0	5.0	72	18	36	30		156	1.783	11
MontclairTransCenter-Temple&South Campus	wb	4	Core	58	58	58	46	15	30	15	30	3				1.5	23		12	9		50	811	16
	eb	4	Core	48	51	54	51	15	30	15	30	3	.2 1	.7 :	3.6	1.7	19	5	11	10		45	500	11
Temple&South Campus- W.Covina TransCenter	wb		Core	39	37	35	29	15	30	15	30	2			2.3		16		7	6		32	53	1.
	eb	3	Core	35	35	33	25	15	30	15	30	2	.3 1.	.2 2	2.2	.8	14	4	7	5		29	419	14
486 POMONA/EL MONTE				Chan	ge fro	m an e	xpress to a	local	route.	Term	inate at El	l Mon	e Sta. (passe	ngers	would to	ransfer	r to 10	-min B	RT se	ervice at	the Stat	ion)	
	1							1				8.	3 9.	0 8	3.5	5.0	33	54	34	27		148	4,120	27
Temple&SouthCampus-Amar&Puente	wb	3	Core	37	40	38	40	15	15	15	30	2	.5 2	.7 2	2.5	1.3	10	16	10	8		44	2,012	45
	eb	3	Core	34	34	36	36	15	15	15	30	2	.3 2	.3 2	2.4	1.2	9	14	10	6		38	743	19
Amar&Puente-El Monte Sta.	wb	6	Core	31	39	31	39	15	15	15	30	2	.1 2	.6 2	2.1	1.3	8	16	8	8		40	501	12
	eb	6	Core	22	22	22	34	15	15	15	30	1	.5 1.	.5 '	1.5	1.1	6	9	6	6		26	864	33
482 POMONA/HACIENDA HEIGHTS/EL MONTE				Chan	ge fro	m an e	xpress to a	local	route.	Term	inate at El	l Mon	e Sta. (passe	ngers	would to	ransfer	r to 10	-min B	RT se	ervice at	the Stat	ion)	
	1	1	I	l				l				8.				4.0	40		32	22	0	142	4,802	33
Holt&Indian Hill-Lanterman Dev. Center	wb	4	Connector	39	41	39	41	30	30	30	60	1	.3 1.	.4	1.3	.7	7	8	5	4		24	799	33
	eb	4	Connector		41	41	41	30	30	30	60		.4 1			.7	7	8	5	3		24	517	21
Lanterman Dev. Center-El Monte Sta.	wb		Connector		79	81	82	30	30	30	60	2				1.4	13					48	1,960	40
	eb	8	Connector		80	80	76	30	30	30	60	2				1.3	13			6		46	1,526	32
488 GLENDORA/WEST COVINA/EL MONTE			I	Chan	ge fro	m an e	xpress to a	local	route.	Term	inate at El										ervice at			
	1.	1	I	۱				١				6.				3.0	22		19	9		67	2,465	36
Foothill&Barranca-Grand&Arrow	wb		Core	54	54	54	54	30	60	30	60	1				.9	7	5	4	4		20	667	33
	eb	3	Core	68	68	68	68	30	60	30	60	2				1.1	8	7	9	2.3		26	387	14
Grand&Arrow-El Monte Sta.	wb		Core	23	23	23	23	30	60	30	60		8 .		.8	.4	3		2	2		8	343	42
	eb	7	Core	35	35	35	35	30	60	30	60	1			1.2	.6	4	4	5	1.2		13	1,068	79
492 MONTCLAIR/ARCADIA/EL MONTE			I	Chan	ge tro	m an e	xpress to a	iocal	route.	ıerm	inate at El					would to					ervice at			20
	1	Ι.		24	22	22	20	200	20	20	20	6.				6.0	24	33 7	18	18		93	3,353	36
MontclairTransCenter-Bonita&San Dimas	wb		Core	31	33	33	33	30	30	30	30		.0 1			1.1	4	6	3	3		17	460	26
	eb		Core	30	30	30	30	30	30	30	30		.0 1			1.0	4	•	·	3		16	219	13
Bonita&San Dimas-ArrowHwy&Irwindale	wb		Core	27	27	27	27	30	30	30	30 30		9 .		.9 .9	.9 .9	4	5 6	3	3		14	808	56
	eb		Core	28	28	28	27	30	30	30							4		_	_		15	587	39
ArrowHwy&Irwindale-ElMonte Sta	wb		Core	34 30	31 31	31	31 32	30 30	30	30 30	30 30	1				1.0	5	3 6	3	3		14 17	286 993	20 60
L	eb	/	Core	30	31	31	3 Z	30	30	30	30	1	_			1.1	4	Ö	3	3				60
												8	J		30		- 1					1,076	26,576	

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

				BIT B.3: RESTRUCTUI	KING P				N SAL				DAGOENIOEDOA/ELHOLE :::::
			Type of	TRIP TIME	Di. L	HEADWAY		PEAK VEHICLES Mid PM Eve Owl	Di		HOURS	BOARDING PASSENGERS Pk Mid PM Eve Owl Check	PASSENGERS/VEHICLE HOUR
LINE/SEGMENT		Sector	Service in SGV	Pk Mid PM Eve Owl PK Day PK		Mid PM Eve Ov Day PK	PK	Day PK	PK	Day PK	Eve Owl Total	PK Day PK Total	PK Mid PM Eve Owl Check PK Day PK Total
493 PHILLIPS RANCH/PUENTE HILLS MALL TC/LA EXP				l			11.0	8.0	39	36	75	326	4.4
Rio Rancho&77 Expressway-Puente Hills Mall TC	wb	8	P&R Exp.	38	12.5	40	3.0	0.0	11	4.0	11	70	6.6
Puente Hills Mall TC-Downtown LA	eb wb	8 Central	P&R Exp.	43 100	12.5	19	8.0	2.3	28	10	10 28	68 70	6.7 2.5
Puente Hills Mail TC-Downtown LA	eb	Central		109	12.5	19	0.0	5.8	20	26	26	118	4.6
494 SAN DIMAS/GLENDORA/LA EXP	CD	Central		103		10	5.0	5.0	7.5	5.0	12.5	323	25.9
San Dimas Park&Ride-Huntington&Highland	wb	3	P&R Exp.	30	30		1.0	0.0	2	0.0	2	71	47.3
	eb	3	P&R Exp.	32		30		1.1	-	1	1	2	1.9
Huntington&Highland-Peck&Live Oak	wb	2	P&R Exp.	18	30		0.6		1		1	57	63.3
	eb	2	P&R Exp.	20		30		0.7		1	1	10	15.0
Peck&Live Oak-El Monte Sta	wb	7	P&R Exp.	17	30		0.6		1		1	36	42.4
	eb	7	P&R Exp.	15		30		0.5		1	1	20	40.0
El Monte StaDowntown LA	wb	Central		84	30		2.8		4		4	29	6.9
	eb	Central		83		30		2.8		2.8	3	98	35.4
497 CHINO/INDUSTRY P&R/CSULA/USC/LAEXP.				l	15	20	9.0	6.0	27.0	27.0	54.0	325	6.0
ChinoTC-Industry Park&Ride	wb	Chino		41	15		2.7		8		8	52	6.3
	eb	Chino		40	4.5	22	4.0	1.8		8	8	0	0.0
Industry Park&Ride-CSULA	wb	8	P&R Exp.	29	15	22	1.9	1.2	6	6	6 6	137 1	23.6
CSULA-Downtown LA	eb wb	8 Control	P&R Exp.	29 65	15	22	4.3	1.3	13	ь	ь 13	1 0	0.2 0.0
CSULA-Downtown LA	eb	Central Central		63	15	22	4.3	2.9	13	13	13	135	10.5
498 CITRUS COLLEGE/LA EXP	CD	Central		- 63	12	15	10	9.0	29.9		70	1,111	15.8
Barranca&Foothill-Grand&Covina	wb	3	P&R Exp.	23	10	10	2	5.0	7	40	7	260	37.1
Darrandadi Godini Granda Godinia	eb	3	P&R Exp.	23		12	~	1.9	1	9	9	5	0.6
Grand&Covina-Downtown LA	wb	Central		81	10		8		23		23	242	10.5
	eb	Central											
499 SAN DIMAS P&R/LA EXP.							8.0	5.0	24.0	22.5	46.5	654	14.1
San Dimas Park&Ride-Via Verde Park&Ride	wb	4		13	13		1.0		3		3	169	56.3
	eb	4	P&R Exp.	13		20		0.6		3	3	0	0.0
Via Verde Park&Ride-CSULA	wb	8	P&R Exp.	26	13		2.0		6		6	183	30.5
	eb	8	P&R Exp.	26		20		1.3		6	6	7	1.2
CSULA-Downtown LA	wb	Central		65	13		5.0		15		15	0	0.0
	eb	Central		63		20	0.0	3.1	0.0	14	14	295	21.2
690 MONTCLAIR/PASADENA EXP via 210	wb	4	P&R Exp.	29	31		3.0 0.9	3.0	9.0	13.5	22.5 3	264 55	11.7 19.8
Montclair TransCenter-Lone Hill Park&Ride	eb	4	P&R Exp. P&R Exp.	34	31	30	0.9	1.1	1 3	5	5	55	19.8
Lone Hill Park&Ride-Azusa&1st	wb	3	P&R Exp.	16	31	30	0.5	1.1	2	3	2	66	43.1
LUITE TIII FAIRARIUE-MZUSAX IST	eb	3	P&R Exp.	10	l "'	30	0.5	0.3		2	2	0	0.0
Azusa&1st-Fair Oaks & Walnut	wb	1	P&R Exp.	49	31	-	1.6	0.0	5	-	5	8	1.7
	eb	1	P&R Exp.	46	l * .	30	1	1.5	1	7	7	134	19.4
699 MONTCLAIR/FAIRPLEXP&R/CSULA/LA EXP.	wb		- T	·			9.0	7.0	27.0	31.7	58.7	1,096	18.7
Montclair TransCenter-Fairplex Park&Ride	wb	4	P&R Exp.	11	13		0.8		2		2	278	111.4
	eb	4	P&R Exp.	18		16		1.1	1	5	5	0	0.0
Fairplex Park&Ride-Downtown LA	wb	Central		108	13		8.2		25		25	347	14.2
	eb	Central		95		16		5.9		27	27	471	17.7
853/854 DIAMOND BAR						<u> </u>	1.0	1.0		-	5.0	143	28.6
Copley&Golden Springs - Diamond Ranch HS	nb	8	Local		4 trips	1 trip	1.0		2.5		2.5	59	23.6
	sb	8	Local	27	I trip	4 trips		1.0	Ь	2.5	2.5	84	33.6
855 INDIAN HILL				50 00	20.0	00	1.0	1.0			15.0	164	10.9
Pomona Transit Center-Mountain&Harrison	nb sb	4	Local Local	53 60 60 60	26.8 60	60 60	2.0 1.0	1.0 1.0	6	3	9	75 89	8.4 14.8
	SD	4	Local	00 00	00	00	57	45	3	3	359	4,406	14.8
						Tot	al 198	189			2,387	49,406	20.7
						100	ai 190	109			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)

	I EXHIBIT C.T. KI	1					DWAY	57111 07151			•	uu,		ı	
			Type of		AM DI			F		PEA			WEEKDAY		
	LINE	l_		One-Way		Day Base		Eve		VEHIC		-	REVENUE	WEEKDAY	Passengers
LINE	NAME	Sector	in SGV	Trip Time	5	9am-3pm	3-6pm	6pm-12am	AM Pk	Mid.	PM Pk	Eve	HOURS	PASSENGERS	/ Rev. Hr.
ARTS PASADENA ROUTES IMMEDIATE															
10	COLORADO/GREEN-ALLEN			No route of											
	Orange Grove&Green-Allen&Corson	1	Local	22	15	15	15		3	3	3		42	377	9.0
20	FAIR OAKS			No route of											
	Fair Oaks &Woodbury-California&Lake	1	Local	30	30	30	30		2	2	2		30	1,090	36.3
20	LAKE				-	lend ARTS		ays with MT		eadways t		2 15-m	inute service	on Lake.	1
	Lake &California-Woodbury&Fair Oaks	1	Local	30	30	30	30		2	2	2		30	1,111	37.0
						gton service	e is remov	/ed, drop 32 l	New Yor	k branch	(to be co	vered	by MTA 264)	. Extend to JPL.	ncrease
31	WASHINGTON			frequencie											
	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			No route of											1
	Raymond&Holly-SMV Sation	1	Local	30	20	30	15		3	2	4		33	944	29.0
51/52	OLD PASADENA/ACC/JPL			No route of											1
	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
	HASTINGS RANCH			Drop this r	oute (to b	e covered	by MTA 2	64). Low ride	rship 4 p	assenge	rs per ho	ur			
70	ORANGE GROVE			Drop this r	oute (to b	e covered	by MTA 2	56). Very low	riidersh	ip 3 pass	engers a	day.			
								After	17	12	19		204	6,143	30.1
								Before	17	12	18		202	5,050	25.0
ARTS F	PASADENA ROUTES LONG TERM														
	COLORADO/GREEN-ALLEN												1		
	Orange Grove&Green-Allen&Corson	1	Local	22	15	15	15		3	3	3		42	377	9.0
20	FAIR OAKS		Looai							Ť	Ŭ		·-	· · · ·	0.0
-	Fair Oaks &Woodbury-California&Lake	1	Local	30	30	30	30		2	2	2		30	1,090	36.3
20	LAKE	 	Looai			- 00							- 00	1,000	00.0
-	Lake &California-Woodbury&Fair Oaks	1	Local	30	30	30	30		2	2	2		30	1,111	37.0
31	WASHINGTON	<u> </u>	Local	- 00		- 00	- 00						- 00	1,111	07.0
"	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	<u>'</u>	Core	50	12	10	12		3				40	2,000	77.2
40	Raymond&Holly-SMV Sation	1	Local	30	20	30	15		3	2	4		33	944	29.0
51/52	OLD PASADENA/ACC/JPL	 '	LUCAI	30	20	30	10	 	3		 	-	33	J-1-1	20.0
] 31/32	Raymond&Holly-JPL-Art Center Campus	1	Local	34	68		48		1.0		1.4	l	7	60	8.9
	Raymond&Holly-Art Center Campus	'	Local	30	00	60	105		1.0	1.0	.6	l	11	388	34.4
<u> </u>	MTA LOCAL ROUTE 256	1	Local	ARTS to o	norato th		100			1.0	.0	-	- ''-	300	34.4
1		1	101	22.5	perate tn 30	s route 30	30	45	1.5	1.5	1 5	10	25	354	14.2
1	Woodbury&Hill-Raymond∇ Mar	1 1	Local		30			45 45			1.5	1.0			I .
	Raymond∇ Mar-Highland Park Sta.	1	Local	22.5		30	30	45	1.5	1.5	1.5	1.0	25	242	9.7
	MTA LOCAL ROUTE 264	Ι.	Ι.,	ARTS to o			20	00	2.0		20	4.0	20	224	146
<u> </u>	New York&Lake-SierraMadraVillaSta.	1	Local	30	30	30	30	60	2.0	2.0	2.0	1.0	28	324	11.6
l	MTA LOCAL ROUTE 485	l .		ARTS to o			45	00	_		_ ا		l _	000	17.0
	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
	MTA LOCAL ROUTE 686			ARTS to o	i							l			1
	Raymond&Glenarm-Altadena&Allen	1	Local	30	30	30	30	30	2.0	2.0	2.0	2.0	34	1,080	31.8
	MTA LOCAL ROUTE 687			ARTS to o	i							l			1
	Del MarStation-LosRobles&Woodbury	1	Local	15	15	30	15	30	2.0	1.0	3.0	1.0	28	1,241	44.3
								After	30	22	33		391	11,289	28.9
								Before	17	12	18		202	5,050	25.0

EXHIBIT C.2: RESTRUCTURING PLAN FOR CITY ROUTES IN SAN GABRIEL VALLEY (Weekday 2005)															
		Type of HEADWAY PEAK WEEKDAY													
	LINE	l	Service	One-Way	AM Pk	Day Base	PM Pk	Eve		VEHIC			REVENUE	WEEKDAY	Passengers ,
LINE	NAME	Sector	in SGV	Trip Time	5	9am-3pm	3-6pm	6pm-12am	AM Pk	Mid.	PM Pk	Eve	HOURS	PASSENGERS	Rev. Hr.
LADO	LADOT ROUTES IN HIGHLAND PARK AND EAST LOS ANGELES Existing Routes														
	DASH El Sereno/City Terrace	5	Local	50	20	30	20	30	5	3	5	2	63.0	3.528	56.0
	DASH Highland Park/Eagle Rock	5	Local	60	20	20	20	20	6	6	6	3 6	69.0	3,059	56.0
	DASH Lincoln Heights/Chinatown	5	Local	60	20	20	20	20	6	6	6	6	79.5	3,332	44.3
	DASH Boyle Heights/East LA	5	Local	25	25	25	25	25	2	2	2	2	79.5 24.8	1,042	41.9 42.0
	DASH Boyle Heights/East LA	5	Local	25	25	25	25	Z5 Total	_	17	19	17	236.3	10,961	42.0 46.4
	Proposed Routes in Long Term							Total	19	17	19	17	230.3	10,961	46.4
	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
			Loodi	l				Total	29	25	29	25	372.3	16,059	43.1
ALHA	ALHAMBRA COMMUNITY TRANSIT ROUTES														
	Existing Routes														
	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
								Total	6	3	6		61.4	1,879	30.6
_	Proposed Routes i n Long Term 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
	Green Line	U	Lucai	40	20	20	20	Total	6	3	6		79.4	2,001	25.2
MON	TEREY PARK SPIRIT BUS ROUTES							10101	Ü	Ü	Ü		70.1	2,001	LUL
	Existing Routes														
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 20	40 40	40 40	40 40		1	1	1		11.8 11.8	285 273	24.2 23.2
4	City Hall - Atlantic/Garvey CSULA	6 6	Local Local	20 15	30	30	30		1	1	1		11.8 12.0	2/3 172	14.3
6	Metrolink Shuttle	6	Local	10	20	30	20		1	'			7.0	62	8.8
	Motorial Critica	Ů	Loodi			L		Total	6	5	6		66	1,418	21.4
	Proposed Routes in Long Term														
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 20	30 30	30 30	30 30		1.5 1.5	1.5 1.5	1.5 1.5		17.7 17.7	285 273	16.1 15.4
4 5	City Hall - Atlantic/Garvey CSULA	6	Local	15	15	30	15		1.5	1.5	2		17.7	273	13.0
1 3	CSULA	٥ ا	Local	15	15	30	15			'			10.0	234	13.0
				l	L	L	l	Total	8	7	8		89	1,418	16.0
EL M	ONTE TROLLEY ROUTES														
	Existing Routes														
	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 Red Route	7 7	Local Local	20 20	40 40	40 40	40 40		1	1	1		13.5 13.5	423 238	31.3 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 CenterShuttle	7	Local	27	20-40	1	20-40		1		1		5.2	66	12.7
								Total	7	6	7		85.0	2,128	25.0
_	Proposed Routes in Long Term														
	Blue Route	7	Local	15	30	30	30		1	1	1		13.5	321	23.8
	Yellow Route Green Route	7 7	Local Local	20 20	30 30	30 30	30 30		1.5 1.5	1.5 1.5	1.5 1.5		20.3 20.3	540 423	26.7 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
1	Metrolink Flair Park Shuttle	7	Local	25	25-40	36-39	25-27		1	1	1		12.0	155	12.9
	Metrolink Civic CenterShuttle	7	Local	27	20-40	<u> </u>	20-40	L	1		1		5.2	66	12.7
	<u> </u>							Total	9	8	9		111.7	2,128	19.1
DUA	RTE TRANSIT ROUTES														
	Existing Routes	2	Local	1	60	60	60		2	2	2		26.0	1.042	40.1
ш	Blue and Green Lines, Red Commuter Line Proposed Routes in Long Term		Local	·	60	60	60						26.0	1,043	40.1
	Blue and Green Lines, Red Commuter Line	2	Local		30	30	30		4	4	4		52.0	1,043	20.1
		-													
WAL	NUT TRANSIT ROUTE														
	Existing Route (MTA)														
Ш	MTA 490 (Cal Poly-Eastland Center)	8	Local	30	30	30	30	60	2	2	2	1	31.0	395	12.7
_	Proposed Route in Long Term (Foothill Transi											-	0/-		
$ldsymbol{ld}}}}}}}}}$	MTA 490 (Cal Poly-Eastland Center)	8	Local	30	30	30	30	60	2	2	2	1	31.0	395	12.7