



METRO SAN GABRIEL VALLEY GOVERNANCE COUNCIL
June 13, 2006

SUBJECT: SAN GABRIEL VALLEY TRANSIT RESTRUCTURING MASTER PLAN

ACTION: APPROVE

BACKGROUND

The San Gabriel Valley Transit Restructuring Study was undertaken by Metro, in collaboration with Foothill Transit and the transit operators in the San Gabriel Valley. The study, which was concluded in March 2006, reviewed existing and planned services, and made recommendations for new services and changes to existing services in a master plan that can be implemented over time. Virtually all of the cities in the San Gabriel Valley provided funding for the study.

The San Gabriel Valley Transit Restructuring Study is part of the Metro Connections program that is focused on development of a unified Network Master Plan that Metro and the region's other transit operators can adopt as the optimal Metro network. The intent of the Metro Connections bus service restructuring effort is to move the region's predominately Downtown Los Angeles-focused grid system to a center and corridor bus service system, which would better reflect the region's multiple activity centers and destinations. This service delivery concept would use a network of community transit centers as the focal point of the regional transit system, connected by major travel corridors emphasizing transit speed and reliability. In addition, the restructuring effort seeks to provide better connectivity and more effective use of the strengths of the region's more than 30 transit providers.

The goals for the San Gabriel Valley Transit Restructuring Study were wide ranging as shown below.

- Ridership – Enhance Regional and Sub Regional Mobility
- Operational – Support Regional Services with Local Services Throughout the Study Area
- Economic – Improve Cost-Effectiveness and Use of Available Funds
- Metro Connections – Implement Service Concept and Transit Hubs
- Overall – Provide a Master Plan for Phased Implementation

The results of the San Gabriel Valley Transit Restructuring Study were the subject of the SGV Governance Council Work Session on May 25 in the City of San Gabriel. Based on the discussions at that session, the following is a summary of philosophy that will guide staff:

- Focus Metro service onto high demand corridors
- Work with other transit operators for consideration of operating sub-regional and community level transit service Metro is presently operating

- Improve bus operating speeds by:
 - Creating new express type service
 - Implementing new rapid bus lines
 - Developing a Bus Rapid Transit service along the El Monte Busway and Harbor Transitway
 - Implementing new limited stop service
 - Straighten out circuitous routes to reduce travel time
- Simplify bus routes and schedule to improve service reliability

Transit hubs were identified and classified within the SGV Metro service area are as follows:

Regional Hubs (major focal points for numerous bus lines):

- * El Monte Station
- * Downtown Pasadena (three hubs at Del Mar, Memorial Park, & Lake Ave. Gold Line Stations)
- * Future Atlantic/Pomona Gold Line Station

Sub-Regional Hubs (smaller centers for limited bus service)

- * Alhambra/CSULA area
- * Sierra Madre Villa Station
- * LAC/USC Medical Center

Community Hubs (street level of very small bus stations)

- * Arcadia Ctr.
- * East LA College
- * Montebello Town Ctr.
- * Cal Poly Pomona
- * El Sereno
- * Central Duarte
- * Highland Park Sta.

An adopted SGV Service Master Plan will guide staff in the development of proposed service changes that match Governance Council and Metro goals and objectives.

DISCUSSION

The following are examples of the type of service changes that were discussed at the May GC work session.

New Expedited Service:

- El Monte Station to Memorial Park or Del Mar Gold Line Station with only two or three stops between the hubs
- Pasadena to North Hollywood via Glendale and downtown Burbank

New Rapid Bus Lines:

- Pasadena to Artesia Station via Fair Oaks and Atlantic (Line 762 beginning June 2007)
- El Monte to downtown LA via Garvey & Chavez (Line 770 beginning Dec. 2007)

New BRT Lines:

- Between El Monte Station and the Harbor Transitway Artesia Sta./LAX with a limited number of stops in downtown LA
- Lines 484 & 490 would end at El Monte Station
- South Bay Sector Lines 444, 445, 446/447 and 450 ending at the Artesia Transitway Sta.
- Passenger fares at El Monte Station & Artesia Transitway Station, and possible at all stops, would be paid prior to boarding, allowing people to board and alight at all doors

New Limited Stop Service Along:

- Huntington Dr.
- Valley Bl. to Pomona
- Ramona Bl. to Covina

Work With Other Operators to Transition Service:

- Line 66 along Olympic Bl. east of downtown LA
- Line 85 on Verdugo Rd. north of Eagle Rock Bl.
- Line 170 between El Monte and Montebello
- Line 176 from Highland Park Station to Glassell Park
- Contract Line 177 to JPL
- Line 181 on Yosemite Dr.
- Line 255
- Contract Line 256 north of Highland Park Station
- Line 264 Lake Av. to Sierra Madre Villa
- Contract Line 270
- Line 490 between West Covina and Pomona
- Contract Line 605
- Line 620
- Line 686
- Line 687

The funding of other transit operators to assume more transit service responsibility must continue to be developed. Where Metro is already directly contracting for the operation of bus service, such as Lines 177 & 256, the agency has much more flexibility in directly contracting with public transit providers.

IMPLEMENTAION

The adoption of a San Gabriel Valley Sector Restructuring Master Plan will guide Sector staff in the development of specific proposals to bring to the Governance Council for approval. It is anticipated that the process of implementing these changes will take two to four years. The initial small-scale implementation could be as soon as December 2006.

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