



Metro

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TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

FROM: JAMES L. de la LOZA
CHIEF PLANNING OFFICER

SUBJECT: METROLINK ACCESS TO GRIFFITH PARK
AND BOB HOPE AIRPORT

ISSUE

At the April 20th meeting of the Planning and Programming Committee and the April 21st meeting of the Operations Committee, respectively, Director Tom La Bonge made two requests regarding improving Metrolink access. The first of the two requests was for staff to approach Caltrans and the cities of Burbank and Glendale on options for improving Metrolink access to Griffith Park, either by creating shuttle service from one of the existing stations to Griffith Park, or by constructing a new Metrolink Station near Griffith Park. The other request was for staff to explore with Metrolink the feasibility of hourly Metrolink service between Los Angeles Union Station and the Bob Hope (Burbank) Airport between 6:30 am and 6:30 pm.

DISCUSSION

Metro staff has discussed the two requests with the Southern California Regional Rail Authority (the SCRRA; which operates Metrolink services), Caltrans and the cities of Glendale and Burbank. The discussions are summarized below.

New Griffith Park Shuttle Service and/or Metrolink Station Near Griffith Park

Those contacted generally expressed concerns that adding a Metrolink station near Griffith Park may not be consistent with the SCRRA's station-spacing standards. The current station spacing (5 miles) between Glendale and Burbank is consistent with the standards.

Other concerns are that introducing a new station stop would add approximately 3 minutes to the travel time of passengers traveling through this area. Additionally, the Ventura County Line does not operate on weekends and the Antelope Valley Line only operates on Sundays. It may be advisable to defer consideration of establishing a station at Griffith Park until Metrolink weekend service on these lines is further developed. The surrounding uses for the prospective new station area are principally industrial, so the primary use of the

station would likely be oriented to the recreational uses in Griffith Park. As the distance would be more than one-half mile, a shuttle service would be required.

In light of the aforementioned discussion, providing a shuttle service from an existing station may be a more feasible solution. Staff from the cities of Burbank and Glendale have the following suggestions for the new Griffith Park shuttle service:

- The City of Burbank suggests that Glendale might be in a better position to serve Griffith Park, as the Glendale Metrolink Station is closer to it than the Burbank Station. Additionally, Glendale has a larger transit system that can support this new service.
- The City of Glendale supports increasing the ridership on Metrolink; however, the City does not currently have the financial or capital resources to support a new shuttle service from Glendale Metrolink station to Griffith Park, which is outside its city boundary. The City suggested that they could run a shuttle service on a trial basis, if funding is made available to them. Alternatively, they would welcome Metro to operate a new service from the Glendale Station.

Hourly Service to Burbank Bob Hope Airport on Weekdays Between 6:30 AM and 6:30 PM

Two Metrolink Stations provide access to the Bob Hope Airport: the Burbank-Bob Hope Airport Station (on the Ventura County Line) and the Downtown Burbank Station (on the Antelope Valley Line). Shuttles are available to access the airport from either station during the commute hours (6:00-10:00 am, and 3:00-7:00 pm), and Metrolink timetables include a special table showing the two options together in one integrated schedule. By combining the existing Metrolink service schedules between Los Angeles Union Station and the two stations in Burbank (Airport and Downtown), Metrolink could achieve an hourly service by adding one new northbound train and two southbound trains.

Alternatively, providing hourly service to the Burbank-Bob Hope Airport Station (on the Ventura County Line) on weekdays between 6:30 am and 6:30 pm would require nine additional train trips (new Ventura County northbound trains at 6:30 am, 11 am, 12 pm, 2:15 pm, and 6:30 pm; new southbound trains would be needed at 9:50 am, 12:45 pm, 1:45 pm, and 2:45 pm).

Funding is not available within the FY 2005-06 Metrolink and Metro budgets for either alternative. Also, neither the 2000 Long Range Transportation Plan nor the 2003 Short Range Transportation Plan included either service alternative.

NEXT STEPS

Staff will continue to work with the SCRRA to optimize service levels using the financial resources currently available. Should additional resources become available, further

consideration may be given to building the level of service between the Bob Hope Airport and Los Angeles Union Station.

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