

San Fernando Valley Service Changes For December 2015

Bus Stop Optimization Plan

Background:

- January 2015, APTA was invited to conduct a peer review and provide feedback on Metro's operating system.
- Metro's Peer Review Committee (formally known as The Blue Ribbon Committee) also convened to aid Metro staff in updating the Transit Service Policy.
- Metro's average bus speeds have steadily declined from 11.72 to 10.91 in the last 5 years.
- Both peer review groups endorsed the idea of increasing system-wide stops spacing with the purpose of increasing bus speeds.
- Bus Stop Optimization plan was created in response to peer review recommendations.



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Bus Stop Optimization Plan

Considerations:

- Stop removals should not be greater than the average distance allowed as indicated by Metro's Transit Service Policy.
- Street conditions should be such that the discontinued stop would not impede access to the stop removal location.
- Stops serving as unique connections to other transit services should not be discontinued.
- Stops should be consolidated whenever possible. On busy corridors with split stops, similar lines should share stops.

Maximum Avg. Stop/Station Spacing

Heavy Rail	1.50
Light Rail	1.50
BRT	1.25
Rapid	0.80
Express	1.25
Limited	0.60
Local	0.25
Shuttle	0.25

Bus Stop Optimization Plan

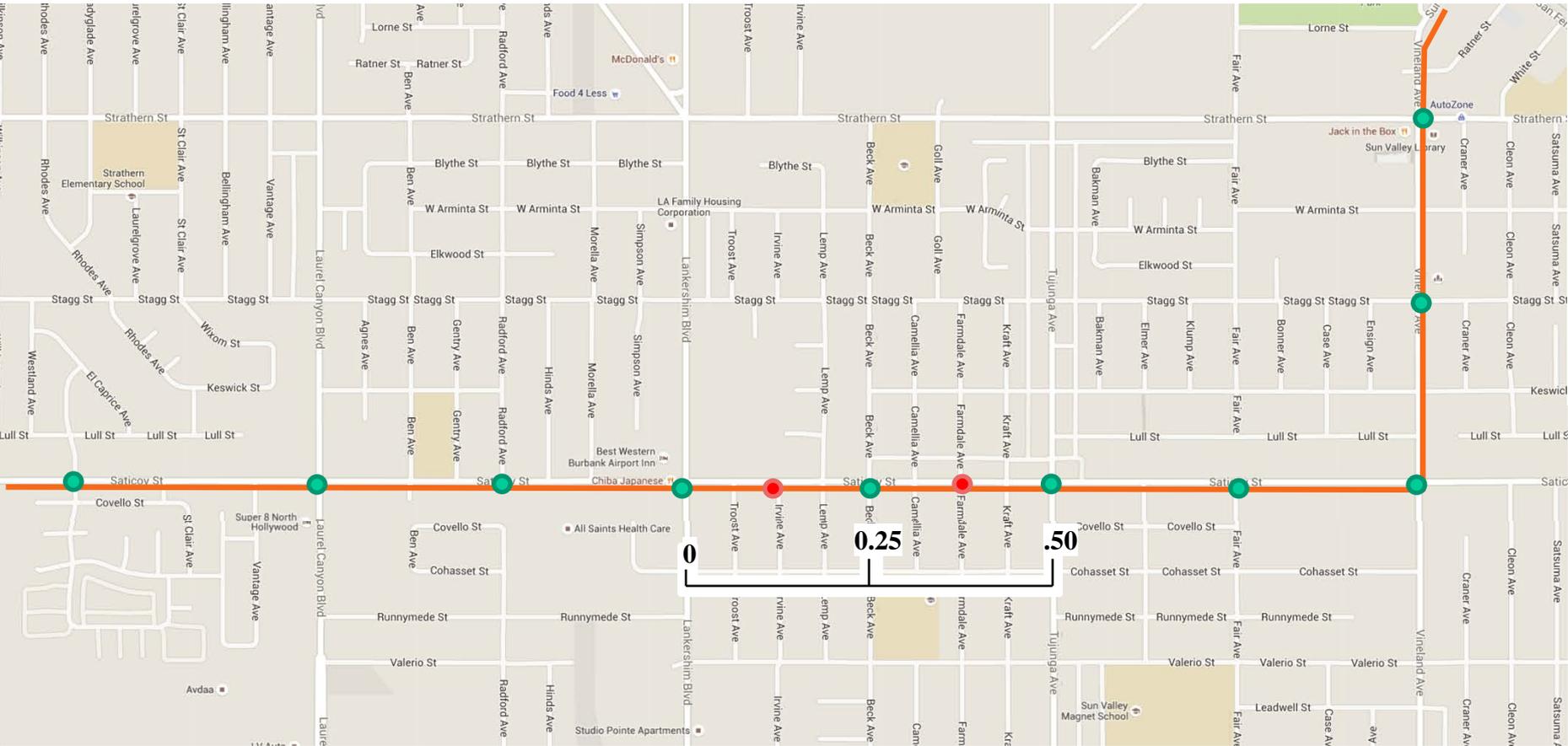
Expectations:

- Increase system-wide bus speeds by reducing the time lost on making unnecessary stops.
- Increase bus safety by reducing the amount of times buses merge in and out of traffic lanes.
- Increase safety at bus stops by gathering larger groups of patrons at a single location.
- Form more consistent stop patterns throughout Metro's bus network.



Bus Stop Optimization Plan

Sample:



- Line 169
- Stops not affected
- Stops proposed to be removed



Bus Stop Optimization Plan

Next Steps:

- Metro will alert patrons of the change in stops through signage at affected stops and on board Service Change Notices.
- Implementation will be phased over the next year.
- Each removed stop will remain as a place holder for three months so that if need be, it can easily be reinstated.

North Hollywood to Pasadena Express Line Update

Update:

- On October 22, 2015, staff will present to the Metro Board asking approval to operate and fund the proposed North Hollywood to Pasadena Express.
- The line will operate as a 180-day pilot bus service, allowing staff time to conduct a public hearing, and perform Title VI and Equal Justice and performance analysis of the line.

If approved:

- Implementation date would mirror Gold Line's Foothill Extension's initiation of service, expected in March 2016.
- During the first months of operation, staff will arrange public hearings, complete a Title IV analysis and examine the performance of the line.
- Pilot will be incorporated into marketing of the opening of the Metro Gold Line extension to Azusa.
- Service will be free on Gold Line Foothill Extension opening day and promoted as a new connection from the Valley to Pasadena as a way to also experience the new rail service.



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North Hollywood to Pasadena Line Update (continued)

- Information tables will be placed at NoHo, Memorial Park, and Sierra Madre Stations to announce the new service.
- A new New Flyer bus will be placed at the Memorial Park Station to show the public the type of equipment that will be used on the new service.
- Advertising will be placed in local newspapers.
- Brochures will be placed on buses, and distributed to Burbank, Glendale, and Pasadena for distribution on their buses.



Questions?