



METRO SAN GABRIEL VALLEY GOVERNANCE COUNCIL
February 8, 2005

SUBJECT: POTENTIAL MINOR ROUTE MODIFICATIONS

ACTION: RECEIVE AND FILE

BACKGROUND

San Gabriel Valley Sector staff is investigating several service and route modifications to our bus lines that are not performing up to Metro standards. The Metro Performance Index uses Subsidy per Passenger, Passengers per Bus Hour, and Passenger Miles per Seat Mile as components of the index. The Metro system average by type of service for each component is given a weight of 1.00. Each bus line with an average performance of less than .600 for all three components is considered to be below standard.

For the San Gabriel Valley ten of our 33 bus lines are performing below this standard. Of these ten, four are contracted while six are directly operated. The performances of all SGV lines are shown in attachment A.

SGV Staff is evaluating minor route and schedule modifications to each of these ten lines to improve their performance. Any savings garnered from these lines would be reinvested into SGV lines that need additional resources to reduce overcrowding or improve on-time performance.

The following section will briefly describe each line and the potential service modifications that are being evaluated. Those that are deemed appropriate for continued analysis will become part of a review with impacted cities and the subject of community meetings. Those that are determined to be appropriate for implementation would be returned to the SGV Governance Council in March for approval and for implementation in June 2005 or later.

DISCUSSION

San Gabriel Valley bus lines that are performing below the .600 standard are listed below in descending order of their performance.

Line 268 (El Monte Sta. – JPL via Baldwin Av.-Washington Bl.) carries nearly 2,500 passengers per weekday, with a high percentage of these being students in the Pasadena area. This line operates service about every 45 minutes during mid-day periods. Staff will consider reducing this to hourly service levels.

Line 201 (Silverlake Bl. – Glendale) operates between the Chevy Chase/Glenoaks area of Glendale to the Vermont/Wilshire Red Line Station via, Atwater and Silverlake. This line operates service in the range of every 40-45 minutes, using 4 buses. The proposal is to shorten the line by about 1.2 miles at the Glendale Adventist Hospital. There are 45 passenger boardings at the 9 paired bus stops on this segment of route. This is less than one boarding per bus trip. Line 201 totals about 1,200 passenger boardings per weekday.

Line 270 (Monrovia – Norwalk via El Monte Sta.) Discussions are underway with Foothill Transit and Norwalk Bus Lines regarding the operation of this contracted bus line.

Line 258/259 (Fremont Av.-Alhambra/Fremont Av.-El Sereno) Operates from Firestone Bl. to Fremont Av. and Commonwealth Av. in Alhambra. At this point, Line 258 turns east and operates to downtown Alhambra, while Line 259 turns west and operates thru the El Sereno community to Huntington Dr. & Monterey Rd. The City of Alhambra has requested that SGV staff investigate removing Line 259 bus service from west Commonwealth. Staff is proposing to eliminate Line 259 service and to route these buses over Line 258 to downtown Alhambra. There are a total of about 180 weekday boardings along this segment of Line 259, out of a total ridership for Line 258/259 of 1,800. Of the 3.2 miles of potential route reduction, the El Sereno DASH and Metro Line 78/378 presently serve 2 miles. The 1.2-mile segment that would be without direct bus service is generating about 20 boardings at the five-paired bus stops.

Line 170 (El Monte St. – Cal State LA via Montebello Town Center) operates along 22 streets between El Monte Station and Cal State LA. Service is provided every 50 minutes with about 1,200 boarding passengers per day. The proposal is to reduce service to hourly, and to eliminate service to about 2.3 miles of route by using Peck Road between Elliott & Rush. This would remove Metro service to 9 paired bus stops that are boarding about 100 riders per weekday. All but three of these bus stops is serviced by one of two City of El Monte shuttle buses.

Line 267-264 (El Monte-Altadena via Temple City & Del Mar - Altadena-City of Hope via Duarte Rd.) This combination of bus lines provides service to about 2,500 passengers per day. Most of the bus trips continue from one line to the next at Lake and Altadena, after the buses take a layover. Service operates every 40 minutes. The proposal is to directly link these lines, allowing for a short 3-minute pause, and to reduce service levels to every 50 minutes during the mid-day.

Line 255 (Rowan Av. – Griffin Av.) this short 7.4 miles bus line operates every 45-50 minutes. For about 3 of these miles, the Boyle Heights DASH presently duplicates it. For over $\frac{3}{4}$ of its route north of the hospital, other Metro bus lines duplicate it. Since the beginning of this DASH service about one year ago, ridership has dropped from about 1,200 per day to 800. Staff will investigate eliminating Line 255 service south of County USC Hospital.

Line 256 (Eastern Av.-Av. 64-Hill Av.) This contracted bus line operates from East LA near Eastern & Olympic to Altadena every 35 to 45 minutes. Staff will work with the City of Pasadena regarding the operation of the northern segment of this line.

Line 254 (Willowbrook-Gage Av.-Lorena St.) This contracted bus line runs from County USC Hospital to the Imperial Blue/Green Line Station. The northern 4.5 miles, of this 17-mile bus route, are mostly duplicated by the El Sereno/City Terrace DASH. This line provides hourly bus service. Staff will work with LADOT regarding this route.

Line 177 (JPL-Pasadena-City of Hope) While the performance of this contracted line is lagging, it has potential to be a very good line. With the beginning of the Gold Line, this line was modified to provide freeway service to JPL from Old Town Pasadena. While only about 300 people per day are using this line, ridership to JPL represents about $\frac{2}{3}$ of this. This line operates every 50 minutes and as a result does not coordinate well with the Gold Line. Staff will explore operating 30-minute frequency service between JPL & Pasadena City College with hourly or 90-minute service to City of Hope. This would reduce service and make much better connections to the Gold Line for JPL and PCC.

SGV Staff will consult with the other operators and cities impacted by these potential changes. We will return to the SGV Governance Council with the results of those discussions.

Prepared By:

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Metro

Agenda Item 6

ATTACHMENT A

ANNUALIZED SAN GABRIEL VALLEY DATA													INDEX
LINE	Contract	Service Type	Peak Buses	Rev. Hrs	Psgs.	Est. Cost	Est. Cost per Hr.	Est. Psgr. Rev.	Est. Rev. Per Psgr.	Est. Subsidy per Psgr.	Psgs. / Rev. Hr.	Psgr. Miles / Seat Mile	
605	C	Shuttle	4	13,112	886,710	\$676,448	\$52	\$443,355	\$0.50	\$0.26	67.6	0.970	4.533
251		Local	15	66,889	5,855,788	\$6,996,600	\$105	\$3,864,820	\$0.66	\$0.53	87.5	0.610	1.868
489		Express	1	2,729	102,679	\$285,401	\$105	\$102,679	\$1.00	\$1.78	37.6	0.526	1.709
490		Express	11	39,336	1,294,460	\$4,114,567	\$105	\$1,294,460	\$1.00	\$2.18	32.9	0.414	1.410
484		Express	17	66,330	1,984,475	\$6,938,160	\$105	\$1,984,475	\$1.00	\$2.50	29.9	0.398	1.285
70		Local	23	93,767	5,044,449	\$9,807,976	\$105	\$3,329,336	\$0.66	\$1.28	53.8	0.530	1.124
28		Local	54	188,198	11,000,823	\$19,685,469	\$105	\$7,260,543	\$0.66	\$1.13	58.5	0.380	1.070
81		Local	33	121,240	6,683,195	\$12,681,725	\$105	\$4,410,908	\$0.66	\$1.24	55.1	0.417	1.049
620		Shuttle	3	10,328	456,660	\$1,080,257	\$105	\$114,165	\$0.25	\$2.12	44.2	0.195	1.018
76		Local	18	71,152	3,326,618	\$7,442,499	\$105	\$2,195,568	\$0.66	\$1.58	46.8	0.495	0.988
180		Local	22	111,426	5,735,527	\$11,655,107	\$105	\$3,785,448	\$0.66	\$1.37	51.5	0.404	0.981
260		Local	28	102,076	5,277,146	\$10,677,181	\$105	\$3,482,916	\$0.66	\$1.36	51.7	0.390	0.972
687		Shuttle	4	13,768	504,510	\$1,440,133	\$105	\$332,976	\$0.66	\$2.19	36.6	0.225	0.967
175		Local	4	7,344	405,988	\$768,182	\$105	\$267,952	\$0.66	\$1.23	55.3	0.281	0.934
485		Express	11	39,267	952,029	\$4,107,276	\$105	\$952,029	\$1.00	\$3.31	24.2	0.243	0.932
487		Express	15	40,171	900,228	\$4,201,918	\$105	\$900,228	\$1.00	\$3.67	22.4	0.269	0.901
78		Local	19	83,604	3,408,817	\$8,744,926	\$105	\$2,249,819	\$0.66	\$1.91	40.8	0.442	0.859
252		Local	3	12,582	657,092	\$1,316,077	\$105	\$433,681	\$0.66	\$1.34	52.2	0.230	0.843
266	C	Local	7	30,074	880,791	\$1,551,537	\$52	\$581,322	\$0.66	\$1.10	29.3	0.258	0.791
751		Rapid	13	39,812	1,400,000	\$4,164,335	\$105	\$924,000	\$0.66	\$2.31	35.2	0.341	0.665
684		Shuttle	3	13,184	310,000	\$1,379,046	\$105	\$204,600	\$0.66	\$3.79	23.5	0.181	0.648
176		Local	3	11,399	419,220	\$1,192,283	\$105	\$276,685	\$0.66	\$2.18	36.8	0.236	0.629
686		Shuttle	3	14,054	360,603	\$1,469,996	\$105	\$237,998	\$0.66	\$3.42	25.7	0.121	0.613
268		Local	11	23,091	698,939	\$2,415,319	\$105	\$461,300	\$0.66	\$2.80	30.3	0.265	0.570
201		Local	5	14,447	386,835	\$1,511,156	\$105	\$255,311	\$0.66	\$3.25	26.8	0.224	0.492
270	C	Local	5	20,968	405,034	\$1,081,739	\$52	\$267,322	\$0.66	\$2.01	19.3	0.172	0.480
259		Local	5	16,677	456,414	\$1,744,414	\$105	\$301,233	\$0.66	\$3.16	27.4	0.193	0.473
170		Local	4	14,459	310,295	\$1,512,411	\$105	\$204,795	\$0.66	\$4.21	21.5	0.219	0.424
267		Local	8	36,402	784,164	\$3,807,649	\$105	\$517,548	\$0.66	\$4.20	21.5	0.187	0.397
255		Local	2	10,974	265,475	\$1,147,880	\$105	\$175,214	\$0.66	\$3.66	24.2	0.122	0.373
256	C	Local	6	25,671	312,878	\$1,324,367	\$52	\$206,499	\$0.66	\$3.57	12.2	0.129	0.306
254	C	Local	4	14,692	173,928	\$757,960	\$52	\$114,792	\$0.66	\$3.70	11.8	0.121	0.293
177	C	Local	3	6,936	56,721	\$357,828	\$52	\$37,436	\$0.66	\$5.65	8.2	0.061	0.179
SGV Totals			367	1,376,156	61,698,489	\$138,037,824	\$100	\$42,171,414	\$0.68	\$1.55	44.8	0.373	

Potential Minor Route Modifications