

San Gabriel 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.



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



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Bus Stop Optimization Plan

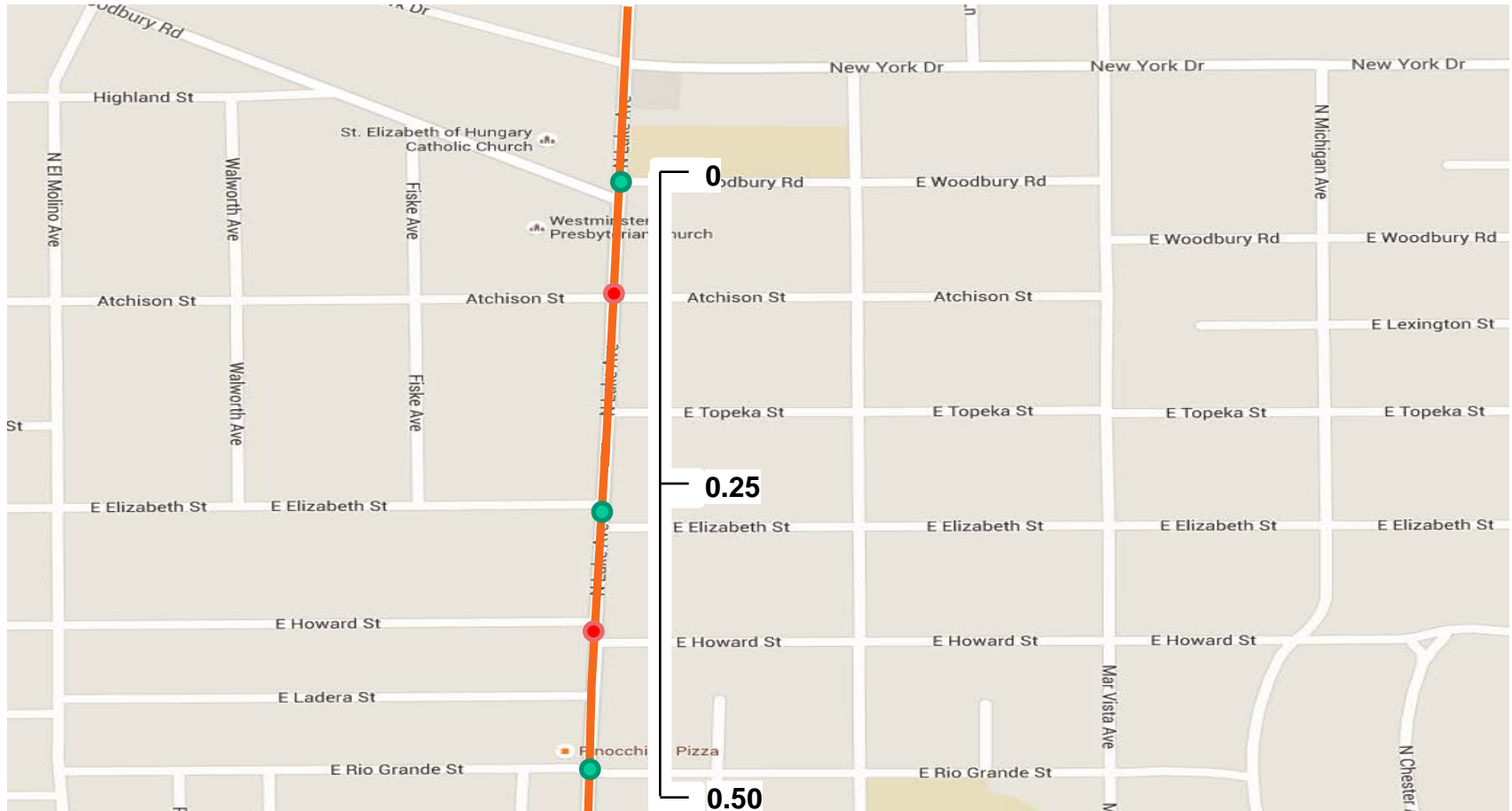
Expectations:

- 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:



— Lines 180, 256, 485

● 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 Express Line (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.



Silver Line Public Hearing

As presented at September 16 Public Hearing:

1. Discontinue Line 450;
2. Create a new Line 950 Silver Xpress service that would mirror the Line 450 operation during the weekday AM and PM peak periods;
3. Extend the Silver Line to San Pedro when the Silver Xpress is not operating, seven days a week;
4. Due to turning issues of the 45-foot buses used on the Silver Line today, the route would operate south of the Beacon St Park & Ride lot on Harbor Bl, turn west on 7th St, terminate just east of Weymouth Av, and discontinue service south to Pacific Av and 22nd St;
5. The new Line 950 Silver Xpress would provide more frequent service than is provided by Line 450 today;
6. Current Silver Line patrons boarding at the Harbor Gateway Transit Center (HGTC) with destinations beyond Figueroa and 7th Sts will now be able to ride Line 950; and
7. To reduce confusion, the Silver Line would now display Line 910 on the headsign, and the Silver Xpress would display Line 950.



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Summary of Public Comment

- 39 emailed comments received from 32 individuals;
- 45 attended the PH; 19 provided public testimony, 6 provided written comments
- 6 comments made on article published on The Source, Metro's blog

	Number of Comments			Total
	Support	Oppose	Modify	
Extend Line 910 to San Pedro	2		2	4
Discontinue Line 450 and replace with Line 950	8	11	21	40
Grand Total	10	11	22	44

Public Hearing Follow-up

Requests by patrons included:

- 1) Maintain service on Pacific Av to 22nd St;
 - Metro staff conducted a second test trip with a 45-foot bus to San Pedro with staff from Councilman Joe Buscaino's office and two LADOT traffic engineers. Service will be maintained to Pacific Av and 22nd St.
- 2) Add an additional stop to the proposed Line 950 and existing Silver Line closer to the area of Figueroa St/Flower St at 6th St (the Silver Line turns east on 6th St from Figueroa St and has no stop to Olive and 5th Sts, a long distance)
 - Staff has committed to adding a new stop on 6th St at Flower St, thus assisting existing Line 450 patrons who have service to this area today. This stop will be served by both Lines 910 and 950. In order to reduce patron confusion and improve customer convenience, staff has reorganized stops in the downtown area. Four stops in total have been added, and two removed. The stop structure of the new Line 950 will maintain the same stops as Line 450 today from HGTC to Adams Bl and Figueroa St.

Public Hearing Follow-up

- 3) Maintain the same span of service and fare as Line 450 today;
 - Metro scheduling will maintain the same span of service as Line 450 today, however these patrons will actually have an improved express service that will operate more frequently.
- 4) Maintain the same stop structure on the Harbor Express Lanes as currently served by Line 450;
 - **The same freeway stop structure will be maintained.**
- 5) The buses are overcrowded and additional service is needed.
 - Passenger data shows the afternoon trips on both Lines 450 and Silver Line are crowded and underserved. Scheduling staff will be adding more service and extend the PM peak period later than is operated today.

Title VI and Equal Justice / Next Steps

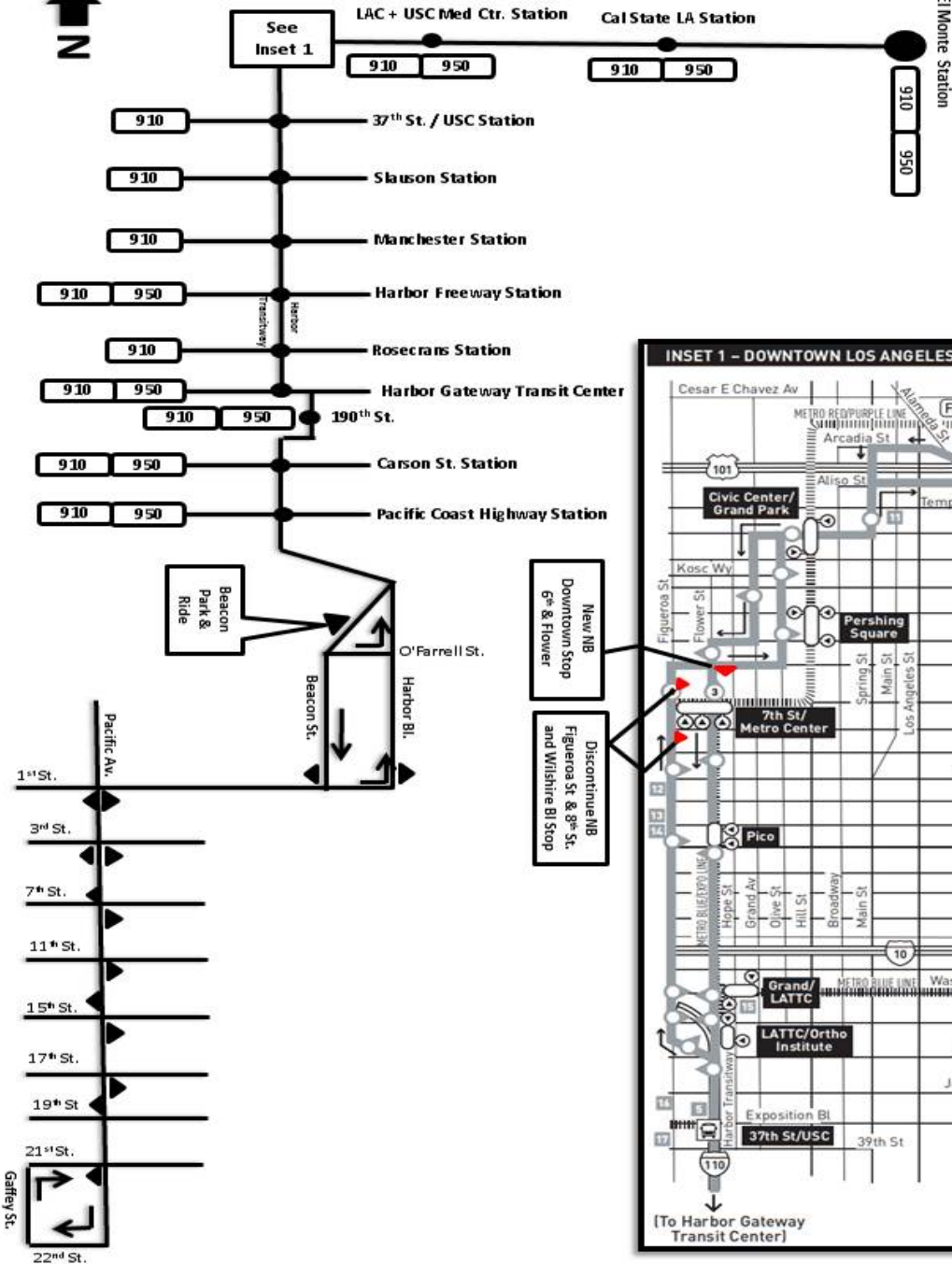
Title VI and Equal Justice Review:

All changes that require a public hearing also require a Title VI and Equal Justice review. There were no Disparate Impacts from these proposals. Similarly, there is no Disproportionate Burden on poverty level persons. Approval of the Title VI and Equal Justice analysis is required by the Service Council.

Next Steps:

With Service Council approval of the Public Hearing findings and modifications, the extension of the Line 910 Silver Line will begin service on Sunday, December 13, 2015, and the new Line 950 will begin service on Monday, December 14, 2015. Staff will notify customers with on-board brochures describing the service changes, as well as be on hand at the HGTC prior to the beginning of the new services. New timetables with schedule and route modifications will be available on Metro buses prior to implementation.

MAP NOT TO SCALE



New NB
Downtown Stop
6th & Flower

Discontinue NB
Figueras St & 8th St.
and Wilshire Bl Stop



Questions?