Development of a master plan for restructuring Metro Bus system.

Goals are increasing ridership and improving efficiency.

Layered approach to service redesign:
- Express
- Tier 1/Rapid2
- Downtown Circulation
- Tier 2/Shuttles

Focus of on-going efforts is network structure, scheduling issues to be addressed later in the process.
WHY RESTRUCTURE?

- The current design of the Metro System is more than 25 years old
- Travel patterns have changed
- Unrealized ridership opportunities
- Funding shortfall
1. Increase efficiency
   - Reduce annual Bus System operating cost
   - Maintain market share
   - Strategy: Reduce Vehicle Hours by increasing bus system speed by 1 mile per hour

2. Attract riders
   - Increase boardings
   - Strategy: Increase seat utilization by 10%
SERVICE GUIDING PRINCIPLES

✓ SIMPLIFY SERVICE

Service should be easy to understand and to operate. Bus routes should provide direct service within a principal corridor and should not have branches, deviations, or one-way lengths in excess of 20 miles. When multiple routes serve common sets of origins and destinations, they should be consolidated. Short lines and excessive schedule patterns should be avoided.

✓ IMPROVE SPEED

The network should provide a larger share of expedited services consisting of freeway/arterial express, Metro Liner and Rapids operating in bus lanes. Bus stop spacing should conform to agency standards and time points should be kept to a minimum. The stated goal is to improve overall bus system speed by 1 mile per hour.
SERVICE GUIDING PRINCIPLES

✓ MAXIMIZE EFFICIENCY AND PRODUCTIVITY
Consolidate high service frequency on major bus corridor to encourage spontaneous use. Allocate resources (service hours and miles) in response to service demand, local development, and transit markets.

✓ IMPROVE COORDINATION OF SERVICES
Whenever practical, bus routes should begin and end at major destinations or points of origin, and point-to-point services should connect high demand markets.

✓ IMPROVE SERVICE RELIABILITY
Manage operations actively to ensure regularity of headway and on-time service performance, and to allow freeway/arterial express routes deviation to avoid congestion.
REGIONAL ACTIVITY CENTER TRAVEL FLOW (Estimated for Year 2001)

Total Daily Trips for All Travel Modes - Year 2001 (Estimated)

Daily Travel Volume

- **Red**: Heavy Volume (> 100,000)
- **Purple**: Medium Volume (50,001 - 100,000)
- **Green**: Low Volume (16,000 - 50,000)
- **Black Circle**: Regional Activity Centers

Map showing travel flow among various cities, including Warner Center, Burbank, North Hollywood, Glendale, Pasadena, Westwood, Hollywood, Santa Monica, West LA, LAX, Huntington Park, Norwalk Green, El Monte, East LA, Long Beach, and South Bay.
REGIONAL ACTIVITY CENTER TRAVEL FLOW
(Projected for Year 2009)

Total Daily Trips For All Travel Modes - Year 2009 (Projected)
REGIONAL ACTIVITY CENTER TRAVEL FLOW
(Projected for Year 2025)

Total Daily Trips for All Travel Modes - Year 2025 (Projected)
LOCAL & RAPID SERVICES

- Corridor versus route approach.
- Reevaluating Tier 1 lines based on boardings per route mile.
- Refocusing service on major activity centers.
- Simplifying service.
  - shortening route length (under 20 miles)
  - eliminating branching and deviations
- Incorporating ideas from the downtown plan.
- Reduce duplication of service with municipal operators.
EXPRESS SERVICE

- Redefine service to be super-limited (5-6 stops per route) arterial or freeway service.
- Ensure connections between major activity centers.
- Consolidate services that link the same origins and destinations:
  - Harbor Transit Way
  - El Monte Transit Way
- Revisit fare and branding issues.
- Promote Park and Ride lot usage.
POTENTIAL POINT TO POINT SERVICES

- Long Beach – South Bay – LAX
- Pasadena – El Monte
- LAX – West LA – USC – Huntington Park
- LAX – Mid Wilshire – Gateway Center
- West LA – Mid Wilshire – USC
- Westwood – West Hollywood – Hollywood
- North Hollywood - Glendale
DOWNTOWN PLAN

- Maintain through service where there is high demand.
- Focus other lines on major activity centers:
  - Union Station (Cesar Chavez/Alameda)
  - Staples Center (Flower/12th)
  - Civic Center West (Temple/Figueroa)
  - Financial District (7th/Metro)
- Central City West (5th/Beaudry), Wholesale District (6th/Alameda), and LA Trade Tech (Grand/Washington) are secondary focal points.
DOWNTOWN PLAN (Continued)

- Expand or implement additional bus lanes:
  - Figueroa
  - Hope/Flower
  - 5th/6th
  - Broadway
  - Sunset/Chavez
  - Vignes

- Broadway Transit Mall (2nd-9th Streets).
- Streetscape and signal programs.
- Possible DASH enhancements.
KEY ELEMENTS AND MILESTONES

- Network Master Plan .............. May 2006
- Implement Pilot Program ........ December 2006
- Resource Plan ..................... January 2007
- Marketing/Communications .... On-going thru 2007
- Capital/Facilities .................. November 2006
- Implementation Plan .............. April 2007
- Full Implementation .............. June 2009
CURRENT STATUS

- A network of activity centers have been identified to serve as focal points during the network design.
- Existing and current travel movements were reviewed and unserved linkages were identified as candidates for new point to point services.
- Consultant was hired January 2006 to facilitate the plan development process and support the Sectors.
- A formal kick-off meeting was held with the consultant and all the Sectors to initiate the network planning phase of the project.
The second round of Sector meetings were held in April and May.

Preliminary proposals have been developed for many of the Metro services.

A preliminary plan for downtown has been developed and there have been two coordination meetings with LADOT and with Metro’s Countywide Planning group.
NEXT STEPS

- Complete final round of sector workshops.
- Finalize recommendations by June 2006.
- Board approval of Route Network Master Plan.
- Begin plan resourcing in August/September 2006.
<table>
<thead>
<tr>
<th>Lines</th>
<th>Service Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-302</td>
<td>Truncate service in Westwood, at Le Conte/Westwood and the east end at Union Station (Terminal 31).</td>
</tr>
<tr>
<td>4-304-704</td>
<td>Truncate service in Westwood area at Santa Monica/Sepulveda and east end to Union Station (Terminal 31). Route 304 will be converted to Metro Rapid 704 and operate from Union Station to Santa Monica.</td>
</tr>
<tr>
<td>10-11-48</td>
<td>Merge Lines 10 and 11 retaining the 11 routing via the Vermont/Beverly Red Line station. Separate Line 10 from Line 48 and relocate the eastern terminus for Line 10 and the northern terminus for Line 48 at either LA Trade Tech (Grand/Washington) or Civic Center West (Temple/Beaudry).</td>
</tr>
<tr>
<td>14-37-714</td>
<td>Separate Line 14 from Line 37 at Staples Center and extend the west end to Century City (Constellation/Century Park West). Extend Line 714 from Beverly Hills to Century City. Eliminate Line 714.</td>
</tr>
<tr>
<td>16/316</td>
<td>Straighten east end route alignment to cross downtown on 5th/6th Streets versus 3rd/4th. to Central Avenue in downtown. Expand limited stop area from 3rd/La Cienega to 6th/St. Paul.</td>
</tr>
<tr>
<td>20-21</td>
<td>Discontinue Route 21 and truncate the west end of Route 20 at Wilshire/Veteran.</td>
</tr>
<tr>
<td>30-31-330-730</td>
<td>Break 30-31 into two routes. Operate Route 30 from Pico/Rimpau to Union Station. Operate route 31 from 5th/Beaudry to East L.A. College. Implement Metro Rapid Service on Pico from Santa Monica to downtown L.A.</td>
</tr>
<tr>
<td>33-333-733</td>
<td>Relocate the eastern terminus to Staples Center. Convert Line 333 to Metro Rapid service from Santa Monica to Union Station.</td>
</tr>
<tr>
<td>38-71</td>
<td>Separate Route 38 from Route 71 at either Union Station or LAC/USC Hospital. Combine Route 71 with Route 70. Alternative proposal would take Route 38 to Vernon Blue Line Station.</td>
</tr>
<tr>
<td>68-368-770</td>
<td>Break the service into two lines. Operate the first line from the West Los Angeles Transit Center to LA Trade Tech and the second line from Union Station to Montebello Town Center along Cesar Chavez and Pomona. When the Exposition Line opens, the western terminus will move to the La Cienega/Jefferson station. Implement Metro Line 770 Garvey – Chavez Rapid (El Monte Station/ East L.A. College / Downtown L.A.)</td>
</tr>
<tr>
<td>217</td>
<td>Truncate the north end at the Hollywood/Vine Red Line Station and move the southern end to La Cienega/Jefferson Exposition Line station when it opens.</td>
</tr>
</tbody>
</table>
### PRELIMINARY ROUTING PROPOSALS
#### WESTSIDE/CENTRAL SECTOR (Continued)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>220</td>
<td>Sunday service will be discontinued June 25, 2006. Weekday and Saturday service will operate to Venice/Culver on improved frequency of 40 minutes.</td>
</tr>
<tr>
<td>534</td>
<td>In December 2005 service from Union Station to West L. A. Transit Center was discontinued to eliminate duplication of service with 33/333.</td>
</tr>
<tr>
<td>720</td>
<td>Break the Line 720 into two routes. Operate the new Line 720 from Main/Pico to 7th/Metro Center and Line 718 from Wilshire/Western to the Montebello Metrolink Station. In the future, Line 718 will be cut back to the future Gold Line Station at Pomona/Atlantic.</td>
</tr>
</tbody>
</table>
Metro Connections – Line 2-302

Truncate service in Westwood, east terminal at Union Station
Metro Connections – Line 4-304-704

Truncate service in Westwood, east terminal end at Union Station
Metro Connections – Line 10-11-48

Combine Lines 10 & 11, eliminate service on Hoover
Metro Connections – Line 10-11-48

Relocate eastern terminal at L.A Trade Tech or Temple/Beaudry
Metro Connections – Line 14-37-714
Extend western terminal to Century City, eastern terminal end at Staples Center
Metro Connections – Line 14-37

Eastern terminal end at Staples Center
Metro Connections – Line 16
Modified downtown LA service, eliminate service between 5th and 3rd Streets, extend limited service to La Cienega
Metro Connections – Line 20-21

Truncate western terminal in Westwood, discontinue Route 21
Metro Connections – Line 30-31-330-730

Break line into 2 routes, Pico/Rimpau to Union Station, 5th / Beaudry to East LA College, implement Rapid 730
Metro Connections – Line 30-31-330-730
Implement Metro Rapid 730 between Santa Monica and Union Station
Metro Connections – Line 33-333-733
Relocate eastern terminal at Staples Center, Convert 333 to Rapid 733 from Santa Monica to Union Station
Metro Connections – Line 38-71
Separate route 38 and 71 at Union Station or USC Medical Center
Combine route 71 with Line 70, extend route 38 to Vernon Station

TO VERNON BLUE LINE STATION
Metro Connections – Line 68-368
Break line into 2 routes: WLA Transit to LA Trade Tech, and Union Station to Montebello Town Center, extend west terminal to La Cienega/Jefferson Expo Station,
Metro Connections – Line 68-70-770
Implement Metro Rapid between East LA College to Cesar Chavez
Metro Connections – Line 217

Truncate service at Hollywood/Vine Station, extend southern Service to La Cienega/Jefferson Station
Metro Connections – Line 220
Service remains the same as June 2006 implementation
Metro Connections – Line 717-780

Combined Line 717 and 780 service starting June 26, 2006
Metro Connections – Line 720

Break line into 2 routes: 720 Santa Monica to 7th Metro Station
718 Wilshire/Western Station to Montebello Metrolink Station

TO MONTEBELLO METROLINK STATION