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SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS TRANSIT FEASIBILITY STUDY

Initial Concepts Report

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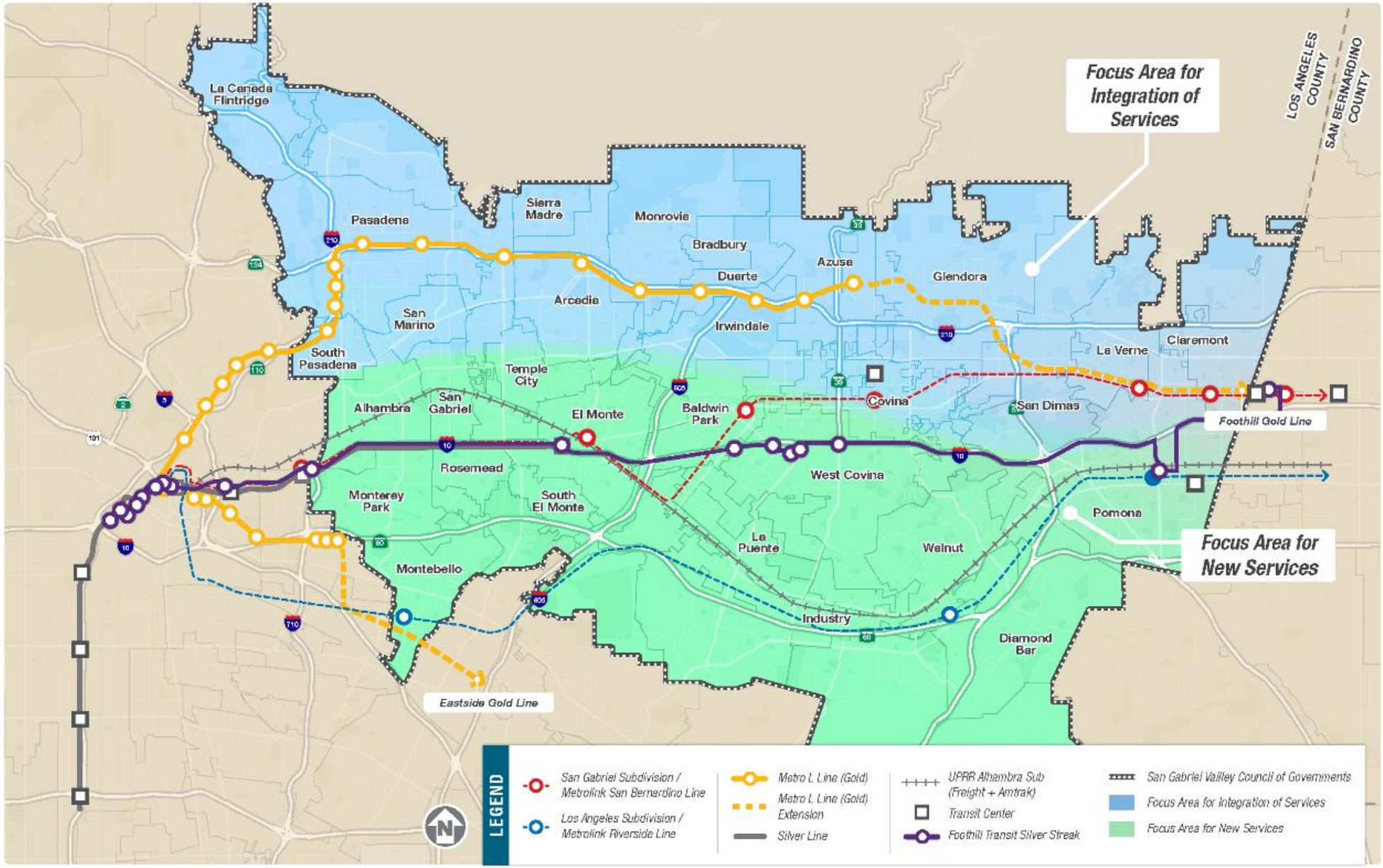
INTRODUCTION

The San Gabriel Valley (SGV) has more than two million residents and covers more than 375 square miles[1]. The general boundaries of the Study Area for the San Gabriel Valley Transit Feasibility Study (Study) are the City of Los Angeles and the San Fernando Valley to the west, San Bernardino County to the east, the San Gabriel Mountains to the north, and the gateway cities and Orange County to the south. The Study Area Definition Report details the Study Area which consists of 31 cities and unincorporated areas of LA County. This report defines the context of the Study Area in terms of land use patterns, demographics, and the existing transportation network and transportation services. The Mobility Problem Definition Report summarizes the prominent mobility issues for the SGV and defines the areas of need for transit mobility options.

The purpose of this Develop Initial Concepts Report is to define and describe potential transit service concepts in response to the areas of need per the mobility problem definition. These concepts include enhancements to existing services, modifications to planned service improvements, or entirely new services. For mode considerations, these concepts include candidate vehicle technologies such as dedicated shuttle busses or modified existing bus service, bus rapid transit, light rail transit, or monorail/aerial transit.

[1] San Gabriel Valley Council of Governments (2021). *About Us*. San Gabriel Valley Council of Governments. https://www.sgvcog.org/about

Figure 1 - Study Area Map



CANDIDATE VEHICLE TECHNOLOGIES

Overview

This section presents candidate vehicle technologies under consideration to provide high-quality transit service within the SGV. The candidate technologies are described in terms of key characteristics and their required support facilities. The approach for the report considers a range of vehicle technologies potentially suitable for each identified transit service concept rather than limit the evaluation of corridors to a particular vehicle technology. This is important so the concepts do not exclude a transit service due to the potential limitations of a technology.

Rubber-tired options have substantially lower capital cost, so these technologies could be used to initiate new or enhance service, and then subsequently upgraded to a rail mode option; or technologies may be recommended as a cost-effective solution in the long-term but may not generate high ridership in the short-term.

Rail options include both Light Rail Transit (LRT) such as the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold) Line which extends from Los Angeles Union Station to Atlantic Station in the southwestern quadrant of the Study Area, as well as Metrolink commuter rail, which generally parallels the State Route 60 (SR-60) freeway along the southern portion of the Study Area. Whereas LRT is a robust technology which can be provided along publicly owned streets and highways, as well as ROW (right-of-way) provided by land assembly or easement outside of existing ROWs. Where no suitable publicly-owned rights-of-way exist, commuter rail is generally provided along dedicated “railroad” corridors which may be privately or publicly owned.

Some consideration will be given to alternative technologies such as monorail and various aerial guideway transit technologies including cable-drawn or suspended. However, because of the unique characteristics of these alternative technologies, their use may be suitable for specialized conditions where point-to-point service or connections to major activity centers or transit hubs are needed, or where topography presents challenges.

Rubber-Tired Options

Rubber-tired transit options utilize buses: rubber-tired passenger vehicles are powered by diesel, gasoline, or alternative fuel engines contained within the vehicle.[2] It should be noted that Metro, which provides bus service in the western part of the Study Area, aims to have a 100 percent zero-emission bus fleet by 2030,[3], and Foothill Transit, which provides service in the

[2] Adapted from National Transit Database Glossary, Federal Transit Administration.
[3] Los Angeles County Metropolitan Transportation Authority (Metro), 2021. *Metro announces fully electric bus fleet on the G Line (Orange).* TheSource. https://thesource.metro.net/2021/10/13/metro-announces-fully-electric-bus-fleet-on-the-g-line-orange/

eastern part of the Study Area, currently operates 30 electric buses and is in the process of deploying double-deck electric buses.

Electric buses present different infrastructure needs, such as charging stations at bus terminals. While there are four tiers of bus service in LA County, for the purposes of this report, three tiers of bus mode are relevant. Local buses are not being considered as a mode choice as most of the initial concepts are currently served partly or wholly by existing local bus service. Additionally, a goal of the Study is to both implement new and enhance existing services that expand transit mobility options throughout the Study Area. Local bus service is limited in service and geographic region, and would not facilitate mobility across the entirety of the Study Area or meet the criteria of high-quality transit service.

- Local Bus (not currently considered in this report) – Local bus service operates in mixed traffic, usually on local roadways, serving stops which can be as closely-spaced as ¼ mile in dense urban districts. Because of operation in mixed traffic and closely-spaced stops at various locations, a typical speed for a local bus is about 10 miles per hour (mph). A standard (single-unit) bus typically has a seated capacity of 38 to 43 passengers depending upon configuration. Currently, many transit routes which are provided in the SGV utilize local buses. Local bus service is not being considered as a proposed mode for this report, however, the new services which are provided would rely upon the local bus network for coverage and connectivity.

- Bus Rapid Transit (BRT) – BRT is a premium rubber-tired service which emulates many of the features of light rail, including a dedicated running way (on-street bus lanes or off-street right-of-way), “stations” (as opposed to “stops”) with more amenities compared to a typical local bus stop, various Intelligent Transportation Systems (ITS) features including transit priority, driver-assist technology, dynamic passenger information (“Next Bus”) displays, and other high-tech features.[4] FTA considers that true BRT operates along dedicated running ways for at least 50 percent of the route. With transit priority, stations spaced at ¾ to 1 mile or more, and dedicated running ways, BRT services generally operate in the 15 – 20 mph range. Typically, BRT services use articulated buses with capacity for 60 or more seated riders.

- Rapid Bus – Rapid bus has some BRT elements (as described above) such as more widely-spaced stops, transit priority, and all-door boarding, but generally operates in mixed flow on local roadways. These improvements, however, can boost the operating speed to 15 mph or more. Rapid Bus is often a “branded” service with distinctive vehicles (usually articulated) and stops as well. The Wilshire Rapid Bus (Metro Line 720) was one of the first rapid services deployed by Metro – this line was upgraded to a BRT service with the implementation of dedicated bus lanes along much of the reach within the City of Los Angeles. Metro’s NextGen Bus Plan, which is an approved plan that aims

[4] Refer to Characteristics of Bus Rapid Transit for Decision-Making, Federal Transit Administration, Office of Research, Demonstration and Innovation, August 2004.

to provide faster, more frequent, more reliable, and more accessible bus services, has no future rapid lines serving the SGV[5]. However, a rapid bus type service with limited stops and various transit priority and loading features could provide a first step in a phased development of a BRT service.

- Express Bus – Express bus services are similar to commuter rail service with widely-spaced suburban stations, use of higher-speed highways and freeways (or busways) providing a faster connection between central business districts and residential zones. Within the SGV, express bus service to downtown Los Angeles is provided by Metro J Line (formerly Silver Line), Foothill Transit (*Silver Streak*) and Montebello Bus Lines (*Peak Express Service*). Express bus services often run "limited service" – only during peak periods with more service in the peak direction. Various vehicle types are utilized, and vehicles may include passenger amenities such as reclining seats to provide for a comfortable ride.

[5] Los Angeles County Metropolitan Transportation Authority (Metro), 2021. *NextGen Bus Plan*. https://www.metro.net/about/plans/nextgen-bus-plan/

Rail Options

Rail options under consideration include LRT and Commuter Rail: The Metro L Line extends along 3rd Street, with an existing terminus at Atlantic Boulevard in East Los Angeles. The Southern California Regional Rail Authority (SCRRA) operates two Metrolink commuter rail lines extending the entire length of the SGV: The San Bernardino Line which generally parallels Interstate 10 (I-10) and the Riverside Line which generally parallels SR-60. In addition, the Metrolink Orange County Line passes through the city of Commerce heading in a southwesterly direction generally following Interstate 5 (I-5), with a station west of Garfield Avenue. Formal definitions of the various rail options are provided below:

- Light Rail Transit – LRT is a transit mode that is an electric railway with a light volume traffic capacity compared to "heavy rail" (such as the Metro B (Red) Line). LRT is characterized by passenger rail cars operating singly (or in short trains) on fixed rails in shared or exclusive right-of-way (ROW) with low or high platform loading and with vehicle power drawn from an overhead electric line via a trolley or a pantograph.[6] LRT trains typically operate with top speeds of 55 to 60 mph delivering average travel speeds of 15 to 35 mph. The typical LRT car is an articulated unit about 90 feet in length, with seats for about 125 passengers. LRT train lengths can vary from a single unit to as many as 6 cars; however, platforms on the Metro system are designed to accommodate up to 3 cars.

- Commuter Rail – A transit mode that uses an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel between a central city and its adjacent suburbs. The Metrolink service is typically provided with trains consisting of a locomotive, 3 to 5 passenger coaches, and a "cab car" (with passenger seating and driver control cabin). Each passenger car seats about 140 riders; however, the newer "bicycle" cars have fewer seats (120) to allow for storage for bicycles. With a typical top speed of 79 mph and widely-spaced stations, average speeds on commuter rail systems range from 35 to 45 mph, or more. (The Metrolink Riverside line averages 40 mph between Pomona and Downtown Los Angeles.)

[6] Adapted from National Transit Database Glossary, Federal Transit Administration.

- Diesel (or Electric) Multiple Unit Train – Commonly referred to as “DMU” service, but also termed “EMU” when used on an electrified line, this train type is a hybrid between a conventional commuter rail train and a light rail train. Like commuter rail trains, the equipment can operate in mixed traffic with freight trains if “compliant” vehicles (meeting Federal Railroad Administration crash-worthiness standards) are used. Because all cars are individually powered, such trains are suitable for operation along conventional rail lines to provide service with frequent stops and high acceleration. Top speeds and effective operating speeds are similar to light rail. This type of mode could be used to serve added “local” stops along Metrolink lines.

Other Modes

Other modes which could be considered for the provision of new transit service include Monorail or Automated Guideway transit. This mode is defined as an electrically-powered mode of transit operating in an exclusive guideway over relatively short distance. The service is characterized by systems with human-operated vehicles straddling a single guideway (e.g., monorail), or by people-mover systems with automated operation. Examples include:

- Monorail – The Las Vegas monorail serves a 3.9 mile route between the MGM Grand Hotel and the Sahara Hotel with five intermediate stops. Similar to the Seattle Monorail connecting downtown Seattle with the Seattle Center and the Space Needle, electrically powered vehicles straddle a “track beam”. Although monorail systems may have a top speed of about 50 mph, the typical operating speed of the Las Vegas monorail is relatively slow, about 20 mph.

- Automated Guideway Transit (AGT) – The Oakland Airport Connector is an example of an AGT system. This facility provides point-to-point operation between the BART Coliseum station and the Oakland International Airport, a distance of 3.1 miles, with no intermediate stops. This system uses cable-drawn driverless trains similar to electrically powered people mover systems used for connecting terminals at larger airports.

The applicability of monorail and AGT technologies is limited due to the unique features of such systems. They are best suited to shorter distances where lower operating speeds are acceptable. Monorail trains can climb steeper grades than conventional LRT, and the “envelope” is smaller because the cars are typically more narrow than conventional rail cars and overhead wires are not required. In addition, switches allowing trains to transition from one track to another are cumbersome due to the configuration of the tracks. Most importantly, each of these alternative technologies requires specialized storage yards and maintenance facilities dedicated to the particular system.

Modal Comparison

Table 1**Table 1** on the following page provides a comparison of modes indicating typical running ways, speeds, headways, capacity, and rough order-of-magnitude cost ranges. These statistics, which have been compiled from national and local published data, have been developed to support assessment of opportunities within the Study Area leading to identification of the initial conceptual alternatives for provision of enhanced transit service within the SGV.

Rubber-tired options are lower generally in cost by an order of magnitude compared to rail options; however, concepts served by bus which utilize an aerial guideway, or which would require substantial modifications to freeway facilities (such as dedicated bus-HOV ramps), can approach the cost of rail options.

Monorail and AGT systems do not offer cost advantages compared to aerial LRT partly due to the fact that such systems must be fully grade-separated. In addition, many of these applications are considered “demonstration projects” or prototypes with relatively few installations compared to conventional rail technologies. Potential applications for these other specialized modes will be considered as the concepts are screened and refined.

Table 1 - Modal Comparison

Mode	Running Ways	Operating Speed[a]	Frequency[a] (Peak Period)	Seated Capacity per Vehicle[b]	Typical Station Spacing	Capital Cost[c] ($-million/mi)
Rubber-Tired Technologies						
Local Bus	Local Roadways	8 – 12 mph	15 – 30 mins	40+	¼ to ½ mi	Very Low
Rapid Bus	Local Roadways	12 – 15 mph	5 – 10 mins	60+	½ mi	5 – 10
Bus Rapid Transit	Local Roadways Freeways Dedicated Busways	15 – 20 mph	5 – 10 mins	60+	¾ - 1+ mi	15 – 40
Express Bus	Local Roadways Freeways	20 – 30 mph	15 – 30 mins	40 – 60	Varies	Varies, ~25 for bus lanes[d]
Rail Technologies						
Light Rail Transit	At-grade Aerial Trench or Subway	15 – 35 mph	5 – 15 mins	175+ per car	¾ - 2+ mi	100 – 200[e]
Commuter Rail	Rail Corridor	35 – 45 mph	15 – 30 mins	180 per car	2 – 10 mi	10-40[f]
Other Modes						
Monorail	Aerial track beam	15 – 35 mph	5 – 15 mins	Varies[g]	½ mi to 1 mi	100 - 200
Automated Guideway Transit	Aerial guideway	15 – 20 mph	5 – 10 mins	Varies[g]	1 – 4 mi[h]	High

Notes:
a – Typical values, consistent with Metro and Foothill Transit and SCRRA timetables
b – Transit Cooperative Research Program Report 100, Transit Capacity and Quality of Service Manual; published data, SCRRA and other published sources
c – Compiled from National Transit Database; locally published project data; other published data
d – Dependent upon station and running way improvements, based on North Hollywood to Pasadena BRT
e – Primarily at-grade alignments
f – Metrolink Perris Valley Extension Redlands Rail Passenger Project, estimate dependent upon required track and station improvements
g – Dependent upon train configuration
h – May be "point to point" with only terminal stops (e.g., Oakland Airport Connector)

APPROACH TO IDENTIFY INITIAL CONCEPTS

Initial concepts have been identified based upon the following operational and design considerations:

- Increases the efficiency and effectiveness of transit while minimizing impacts on roadways, vehicle circulation, and parking.
- Serves the SR-60 corridor or other corridors in the focused Study Area (as defined in the Study Area Definition Report)
- Extends from Atlantic Station, (future relocation of Atlantic Station for the Eastside Phase 2 project would be considered), or other stations on the Metro L Line (Gold) alignment along E 3rd Street
- Connects between existing and/or planned transit centers and rail stations
- Serves both east-west and north-south travel needs
- Capable of extension to serve adjacent destinations in Los Angeles County and surrounding counties
- Avoids “near fatal” flaws identified in prior planning for the Metro L Line (Gold) transit extension

The initial concepts have been defined as at-grade, street-running, along existing public highways or along existing rail corridors (recognizing that use of existing rail corridors will require agreements to gain access, run parallel to existing corridors). Those concepts which are street-running could utilize one of the various rubber-tired modes (e.g., rapid bus, BRT, or express bus) or potentially LRT. Recognizing the substantially higher cost of LRT, service could potentially be initiated using buses then upgraded over time: For example, service could be initiated with Rapid Bus (with stations spaced further apart than existing local bus services and with transit priority) then upgraded in segments or end-to-end with dedicated bus lanes or guideway to provide a BRT service. In addition, a BRT service with dedicated lanes could potentially be upgraded to an LRT line with additional reconfiguration of the alignment and stations. Commuter rail concepts could utilize conventional locomotive-hauled commuter rail trains or could be operated using shorter Diesel Multiple Unit (DMU) trains consisting of self-propelled vehicles.

Throughout the Initial Concepts section, an average speed of 20 mph is assumed to calculate end-to-end travel times. The exception being Concept 14, a commuter rail concept, where an assumed average speed of 35mph was used. This is based on existing local timetables for Metro buses which feature existing bus routes with average speeds approaching 20 mph, as

well as industry standards for anticipated travel speeds. At this point in the project, transit speeds should be considered at their full potential. Traffic and travel time calculations will be conducted for the most promising concepts during subsequent stages of the project.

The subsequent screening analysis will identify the most promising concepts which will be refined and evaluated further to define the near term project(s) recommended to be funded with the identified capital budget established by Metro. The screened concepts will then be refined further, if necessary, prior to developing capital cost and ridership estimates.

The initial concepts have been defined irrespective of existing local bus routes and other bus lines within the Study Area, however, prior efforts that included research on the Study Area identified key mobility problems. This information helped inform the conceptual alternatives in this report. Certain takeaways from these previous efforts include, but are not limited to, highlighting north- south connectivity, servicing activity centers, increasing quality and frequency of east-west services, and developing high-quality transit service in EFC areas where travel by transit is a necessity. During subsequent steps, the most promising concepts will be evaluated taking into consideration existing transit services, as well as existing conditions such as roadway congestion, topography, and ROW limitations to determine whether the best implementation option is either modification of an existing route, or the new service should “overlay” the existing route system.

Finally, although alignments have been described following specified roadways and rail lines, and potential stations have been identified at specific locations, it should be noted that the future phases of the planning process will study a range of alternatives typically through a formal *Alternatives Analysis* leading to an ultimate Environmental Clearance Document. Therefore, the initial concepts should be viewed as potential connections between terminals in order to provide coverage and connectivity to key activity centers and transit hubs. Therefore, during this early planning process the corridor and key destinations served are more important than any particular route segment or stop.

INITIAL CONCEPTS

Summary

The following section discusses the 15 initial concepts for new and enhanced transit services in the Study Area. Six concepts provide east-west service, seven provide north-south service, and two services provide complimentary service along the Los Angeles Subdivision. Each concept and its key characteristics are displayed in **Table 2** and further discussed in this section.

Table 2 - Summary of All Initial Concepts

Concept #	Concept Name/Service Description	Number of Stops	Key Destinations Served	Estimated Travel Time (Minutes)	Total Distance (Miles)
1	Downtown Los Angeles to Downtown Pomona Via Valley Blvd	31	11	107	34.5
2	Atlantic Station to Downtown Pomona via SR-60	18	6	89	27.9
3	Atlantic Station to Pomona North Metrolink via I-10	14	7	97	32.3
4	Atlantic Station to Monrovia Station via Garvey & Peck	15	5	43	14.3
5	Atlantic Station to Downtown Pomona via Valley Blvd & Colima/Golden Springs	23	3	95	31.9
6	Atlantic Station to Downtown Pomona via Garvey & Amar	24	5	80	26.8
7	Maravilla Station to Del Mar Station via CSLA	9	3	27	9.1
8	East LA Civic Center Station to Memorial Park Station via Monterey Pass	9	3	26	8.8
9	Sierra Madre Villa Station to Downtown Long Beach via Atlantic	13	6	91	30.2
10	Sierra Madre Villa Station to CSLB via Rosemead Blvd & Lakewood Blvd	9	3	84	28.1
11	Monrovia Station to Whittier via Peck and Beverly	11	2	45	15
12	Azusa Downtown Station to Newport Beach via Azusa Ave & Harbor Blvd	18	4	111	36.9
13	APU / Citrus College Station to Anaheim via Citrus & Grand	11	9	63	21.2
14	Riverside Line Local Service to Downtown Pomona Metrolink	11	8	58	34
15	Riverside Line / SR-60 Express Bus Service	16	11	104	34.5

Concept 1: Downtown Los Angeles to Downtown Pomona via Valley Boulevard

Synopsis:

This route provides a connection between Los Angeles Union Station on its western end and the Pomona Transit Center on its eastern end. It travels along Valley Blvd for the majority of the route, but also runs on Grand Ave, Temple Ave, and Mission Ave for a portion of its eastern segment, as shown in **Figure 2**. The route is approximately 34.5 miles in length and has an end-to-end travel time of approximately 107 minutes, assuming an average operating speed of 20 mph. The route would serve multiple activity centers, including Los Angeles Union Station and its surrounding cultural districts; University of Southern California Health Sciences Campus; CSULA; Mount San Antonio College; California State Polytechnic University, Pomona; and Downtown Pomona. The service would also connect four important service hubs: Los Angeles Union Station, El Monte Metrolink Station, Industry Metrolink Station, and the Pomona Transit Center.

This concept would pass through concentrations of Equity Focus Communities (EFCs) in the cities of Rosemead, El Monte, and Pomona. EFCs, as defined in the Study Area Definition Report, represent about 30% of LA County's population. Given the travel markets served and connections available, this concept would have high ridership potential. This route would most likely be served by Rapid Bus or BRT.

Route Description:

This route begins at Los Angeles Union Station. The route travels a short distance north on Vignes Street before turning right to head east on Cesar E Chavez Ave to Mission Ave. The service then travels northeast on Mission Rd until reaching Valley Boulevard. The route then heads east on Valley Blvd, continuing east and then southeast as Valley Blvd continues into the City of Industry. At Lemon Ave, the route travels southeast a short distance to Currier Rd, before connecting to Brea Canyon Rd. The route travels north on Brea Canyon Rd to Valley Blvd, then to Grand Ave. The route travels on Grand Ave then continues east on Temple Ave. then north on Mission Blvd until Main Street. At Main St, the route continues to Commercial St and terminates at the Pomona Transit Center.

Potential Stop/Station Description:

Concept 1 has 31 potential station/stop locations along its route. **Table 3** provides a list of the potential stations/stops, destinations served, and connecting transit services.

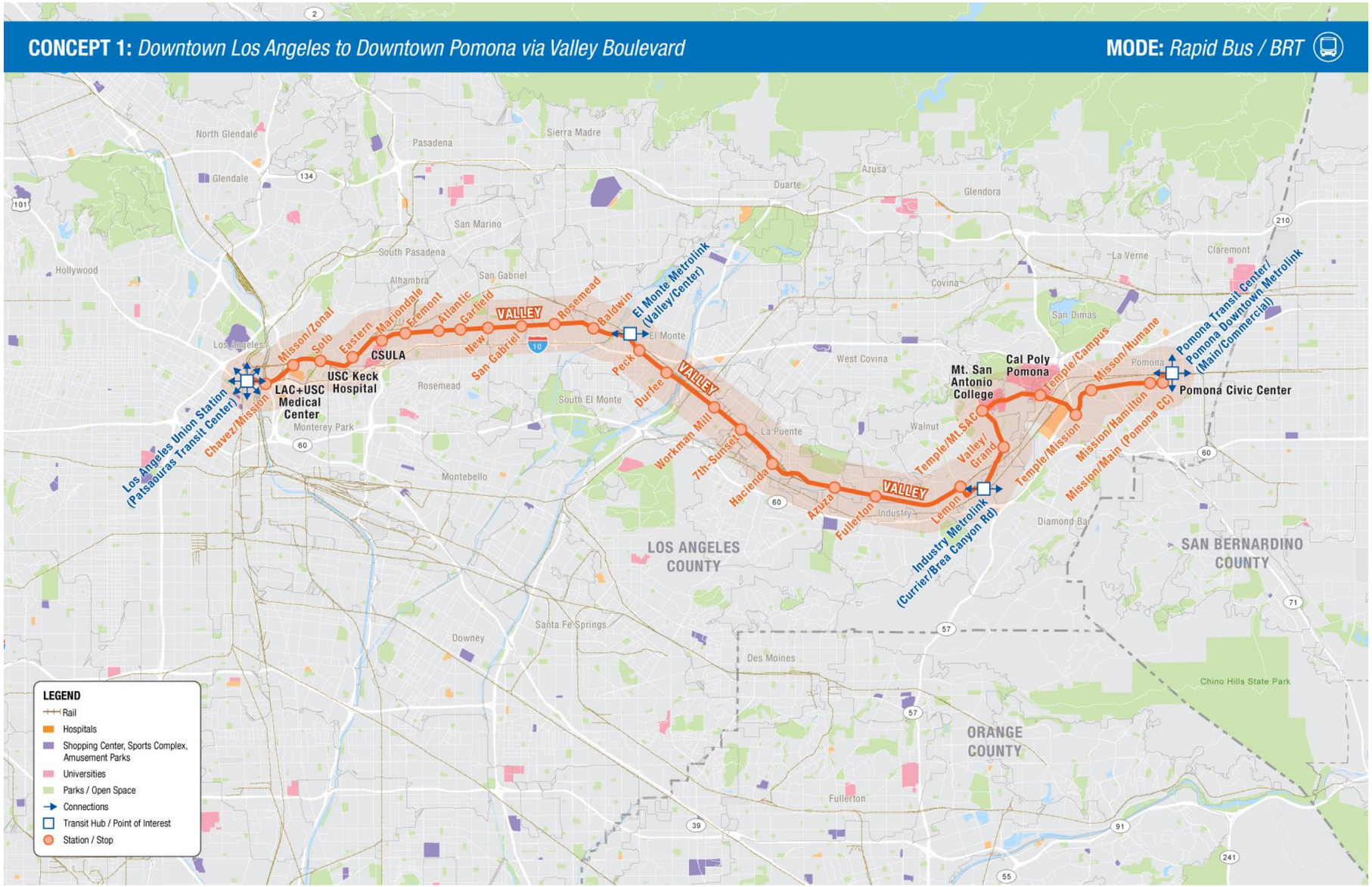
Table 3 - Concept 1 Stops and Connections

Potential Station/Stop	Major Destinations Served	Connecting Services[7]
Los Angeles Union Station	Region-wide and nation-wide bus and rail connections, Olvera Street, Chinatown	Metro (Rail and Bus), Metrolink, Amtrak, LAX Flyaway Bus, Dodger Stadium Express, Greyhound, Megabus, Uber/Lyft, Taxi
Chavez / Mission		Metro 70, 78, 79, 106
Mission / Zonal	LAC/USC Health Sciences Campus	Metro 78, 79, 605
Valley / Soto	Keck Hospital	Metro 76
Valley / Eastern		Metro 76
Valley / Mariondale	Cal State LA	Metro 76
Valley / Fremont		Metro 76, 258
Valley / Atlantic		Metro 76, 260
Valley / Garfield		Metro 76, Montebello 30
Valley / New		Metro 76, 487
Valley / San Gabriel		Metro 76, 489, Montebello 20
Valley / Rosemead		Metro 76, 266, 489
Valley / Baldwin		Metro 76, 267
Valley / Center	El Monte Metrolink Station	Metrolink San Bernardino Line, El Monte Trolley Blue, Green, Orange, Red, Yellow
Valley / Peck		Foothill Transit 178, 194, 282, Norwalk Transit 7, El Monte Trolley Green
Valley / Durfee		Foothill Transit 194, 282
Valley / Puente		Foothill Transit 194, 282
Valley / 7th Ave N Sunset		Foothill Transit 194, 281, 282
Valley / Hacienda		Foothill Transit 185, 194
Valley / Azusa		Foothill Transit 194
Valley / Fullerton		Foothill Transit 194
Valley / Lemon		Foothill Transit 194
Currier / Brea Canyon	Industry Metrolink Station	Metrolink San Bernardino Line, Foothill 482, 495 (in station parking lot)
Valley / Grand		Foothill Transit 194
Temple / Mt. SAC Way	Mount San Antonio College	Foothill Transit 190, 194, 289, 480, 486
Temple / Campus		Foothill Transit 190, 194, 195, 289, 480, 482, 486

[7] Source: Google Maps, November 2021

Potential Station/Stop	Major Destinations Served	Connecting Services[7]
Temple / Mission		Foothill Transit 195, 286, 482
Mission / Humane		Foothill Transit 480
Mission / Hamilton		Foothill Transit 286, 480
Mission / Main	Pomona Civic Center	
Main / Commercial	Pomona Transit Center	Foothill 195, 197, 286, 291, 292, 480, 482, Silver Streak, Metrolink Riverside Line, Amtrak

Figure 2 - Concept 1: Downtown Los Angeles to Downtown Pomona via Valley Boulevard



Concept 2: Atlantic Station to Downtown Pomona via SR-60

Synopsis:

This route runs east to west from Atlantic Station on the Metro L (Gold) Line on the western end to the Pomona Transit Center on the eastern end. It travels on and parallel to SR-60 freeway for the majority of the route, with the eastern-most portion travelling along Mission Blvd, as shown in **Figure 3**. The route is approximately 27.9 miles in length and has an end-to-end travel time of approximately 89 minutes, assuming an average operating speed of 20 mph. The route serves multiple activity centers, including the commercial areas around Atlantic Station (with East Los Angeles College a short distance away), The Shops at Montebello, Rio Honda College, the Puente Hills Mall, and Downtown Pomona. The service also connects to two important transit facilities at either end, being Atlantic Station (providing access to the L (Gold) line and Pomona – Downtown Station (providing access to the Metrolink Riverside Line). The service also connects four important service hubs: Los Angeles Union Station, El Monte Metrolink Station, Industry Metrolink Station, and the Pomona Transit Center, which has the potential to generate high ridership through transfers.

This route expands service to Equity Focus Communities in the cities of Montebello and Pomona. This route would most likely be served by Express Bus, Rapid Bus, or BRT. The route terminates at two important transit hubs, being Atlantic Station on the western end and the Pomona Transit Center on the eastern end, which has the potential to generate high ridership through transfers.

Route Description:

This route begins at Atlantic Station in East Los Angeles. Services travel east on Pomona Blvd. At Sadler Ave, Pomona Blvd Splits into separate eastbound and westbound segments that straddle SR-60. The eastbound segment becomes Via Campo, which the route follows traveling east. When travelling west, vehicles travel on E Pomona Blvd. The route continues to Vail Ave, where it will enter SR-60 via the Vail Ave on ramp. The route will travel east on SR-60 between Vail Ave and Paramount Blvd. The route exits SR-60 and turn right to head south onto Paramount Blvd for a short distance, before turning left and heading east on Montebello Blvd. Montebello Blvd curves around the Shops at Montebello and begins to head northwest. The route then turns right to briefly head east on Montebello Town Center, then turns right to head south on San Gabriel Blvd to SR-164. At SR-164, San Gabriel Blvd becomes Durfee Ave and turns east. The route follows Durfee Ave to the SR-60 on ramp just before Peck Rd. The route then turns left onto the ramp and rejoins SR-60 between Peck Rd and Hacienda Blvd, where it exits, turn left heading east on Three Palms St, then turns right heading south on Hacienda Blvd to Haliburton Rd. At Haliburton, the route turns left and head east and then south east to Colima Rd. The route turns left and heads east on Colima Rd, following it to Fairway Dr. At Fairway Dr, the route turns left and head north to SR-60. The route then turns right and re- joins SR-60, passing through the SR-60/SR-57 confluence, exiting at Temple Ave. The route makes a sharp right onto Temple and head southeast, then takes a left and heads northeast, then east, on

Mission Blvd. The route follows Mission Blvd until Main St, where it turns left and heads north before terminating at the Pomona Transit Center.

Potential Stop/Station Description:

Concept 2 has 18 potential station/stop locations along its route. **Table 4** provides a list of the potential stations/stops, destinations served, and connecting transit services.

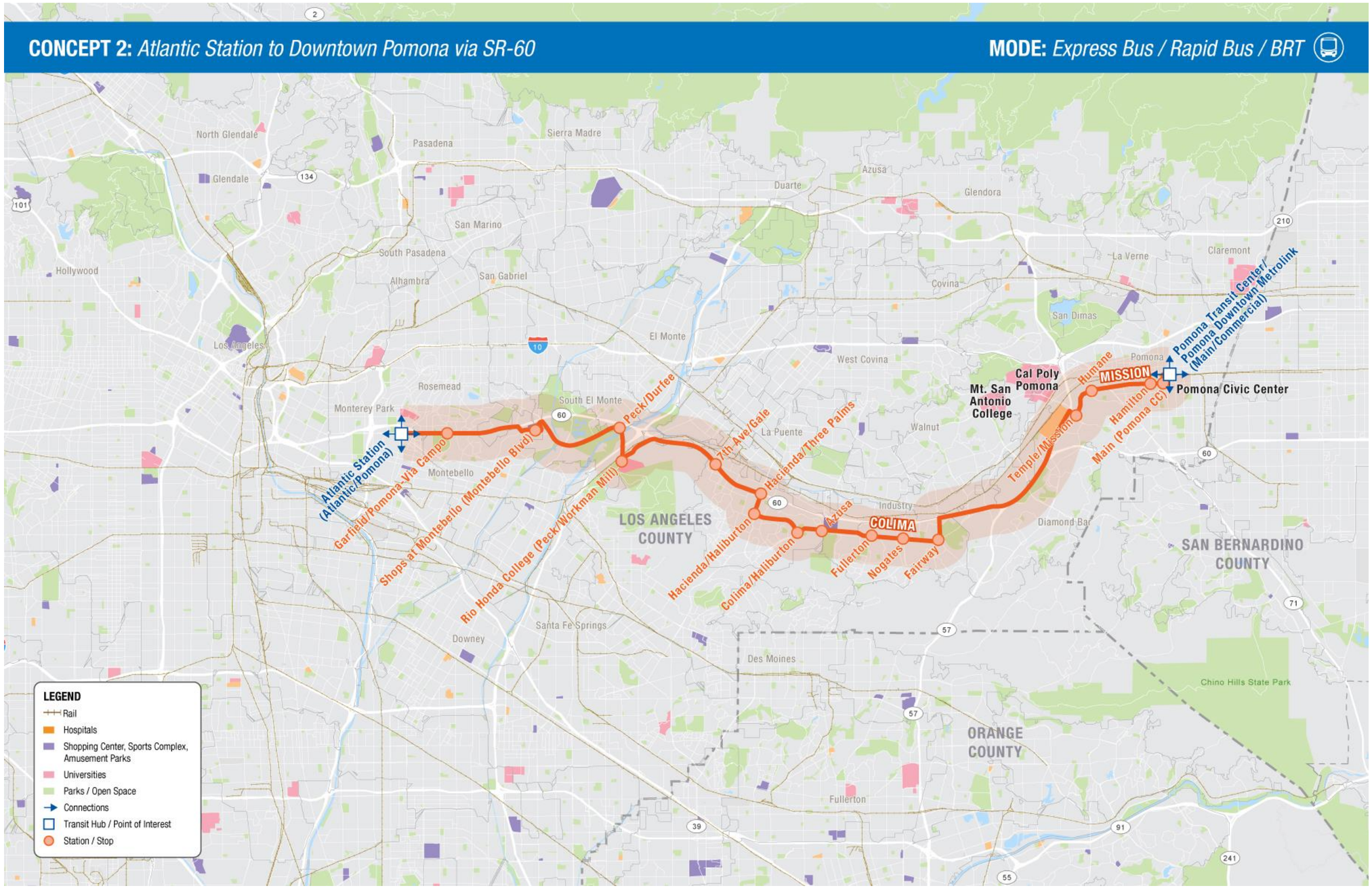
Table 4 - Concept 2 Stops and Connections

Station	Destinations Served	Connecting Services[8]
Atlantic / Pomona	East Los Angeles College, Kaiser Permanente East LA	Metro L Line, 106, 260, Montebello Bus Lines 10 Whittier Blvd, 40 Beverly Blvd, LA GO Bus Whittier Boulevard, City Terrace ELAC
Pomona – Via Campo / Garfield		Metro 106, Montebello Bus Lines 30 Garfield Ave
Montebello Blvd	Shops at Montebello	Metro 106, 287, Montebello Bus Lines 20 San Gabriel, 70 Wilcox Ave, Foothill Transit 269
Peck / Durfee		Norwalk Transit 7
Peck / Workman Mill	Rio Hondo College	Norwalk Transit 1, 7, Foothill Transit 274, Metro 577
7th Avenue / Gale		Foothill Transit 281,282
Hacienda Blvd / Three Palms		Foothill Transit 185, 282, 285, LA GO Bus Heights Hopper Shuttle
Hacienda Blvd / Haliburton		Foothill Transit 185, 282, 285, LA GO Bus Heights Hopper Shuttle
Colima / Haliburton		Foothill Transit 185, 282, LA GO Bus Heights Hopper Shuttle
Colima / Azusa		GO Bus Heights Hopper Shuttle
Colima / Fullerton		Foothill Transit 178, 289, 482, 493
Colima / Nogales		Foothill Transit 178, 289, 482
Colima / Fairway		Foothill Transit 482, 493
Temple / Mission		Foothill Transit 195, 286, 482
Mission / Humane		Foothill Transit 480

[8] Source: Google Maps, November 2021

Station	Destinations Served	Connecting Services[8]
Mission / Hamilton		Foothill Transit 286, 480
Mission / Main	Pomona Civic Center	Foothill Transit 286, 480
Main / Commercial	Pomona Transit Center / Pomona – Downtown Metrolink	Foothill Transit 195, 197, 286, 291, 292, 480, 482, Silver Streak, Metrolink Riverside Line, Amtrak

Figure 3 - Concept 2: Atlantic Station to Downtown Pomona via SR-60



Concept 3: Atlantic Station to Pomona North via I-10

Synopsis:

This route runs east to west from Atlantic Station on the Metro L (Gold) Line on the western end to Pomona Transit Center on the eastern end. It travels on I-10 freeway for a substantial portion of the route, and travels a notable distance on Garvey Ave, as shown in **Figure 4**. The route is approximately 32.3 miles in length and has an end-to-end travel time of approximately 97 minutes, assuming an average travel speed of 20 mph. The route serves multiple activity centers, including the commercial areas around Atlantic Station (with East Los Angeles College a short distance away), Plaza West Covina, Eastland Center, Cal Poly Pomona, Fairplex, Pomona- North Metrolink Station, and Downtown Pomona. The service also connects to two important high-capacity transit facilities at either end, being Atlantic Station (providing access to the L Line) and Pomona – Downtown Station (providing access to the Metrolink Riverside Line). The service would also connect to three important service hubs, including Atlantic Station, Pomona – North Metrolink Station (with a future connection to the Metro L (Gold) Line , and Pomona Transit Center. The route directly serves EFC communities in South El Monte and Covina, and indirectly serves those in Montebello and Covina. The route's connectivity with multiple transit centers and connecting bus routes has the ability to generate high ridership. This route would most likely be served by BRT or Rapid Bus, with the potential for LRT between Atlantic Station and Garvey/San Gabriel only.

Route Description:

The route begins at Atlantic Station in East Los Angeles. The route heads east on Pomona Blvd, to the point where it splits into W Pomona Blvd and Via Campo. Eastbound vehicles use Via Campo, while westbound vehicles use W Pomona Blvd. Eastbound vehicles continue to Markland Dr, turn left and head north on Markland Dr, then turn right to head northeast on Potrero Grande Dr. Westbound vehicles instead continue straight on Potrero Grande Dr, which becomes E Pomona Blvd. The route continues northeast to San Gabriel Blvd, then turns left to head north on San Gabriel Blvd. At Garvey Ave, the route turns right and continues east to where the road ends at the I-10 eastbound on-ramp.

The route uses the ramp to merge onto I-10 east. The route exits I-10 at W Covina Parkway, then turns right and heads southeast on W Covina Pkwy. Vehicles turn left on Vincent Ave and head north, then use the ramp to merge back onto I-10 east. Vehicles exit again at Citrus Street and use Citrus Street travelling North. Vehicles then turn right on Workman St and head east, then turn right and head south on Barranca St.

Vehicles turn left and head east on Garvey Ave, then turn left onto the I-10 east ramp. Once again, vehicles exit at Kellogg Dr, then turn right to head south on Kellogg Dr, passing by Cal Poly Pomona. The route takes a left to stay on Kellogg Dr, then turns left to head north east on Campus Dr. The route then makes a left turn onto the I-10 east ramp once again. The route exits I-10 one final time, before turning left on Burdick Dr then left to head north onto White Ave. Vehicles follow White Ave to Bonita Ave, then turn right to head north east on Bonita Ave, and

then right again to head south on Garey Ave. The route travels south on Garey Ave to Commercial St, where it will turn right and terminate at the Pomona Transit Center. Potential

Stop/Station Description:

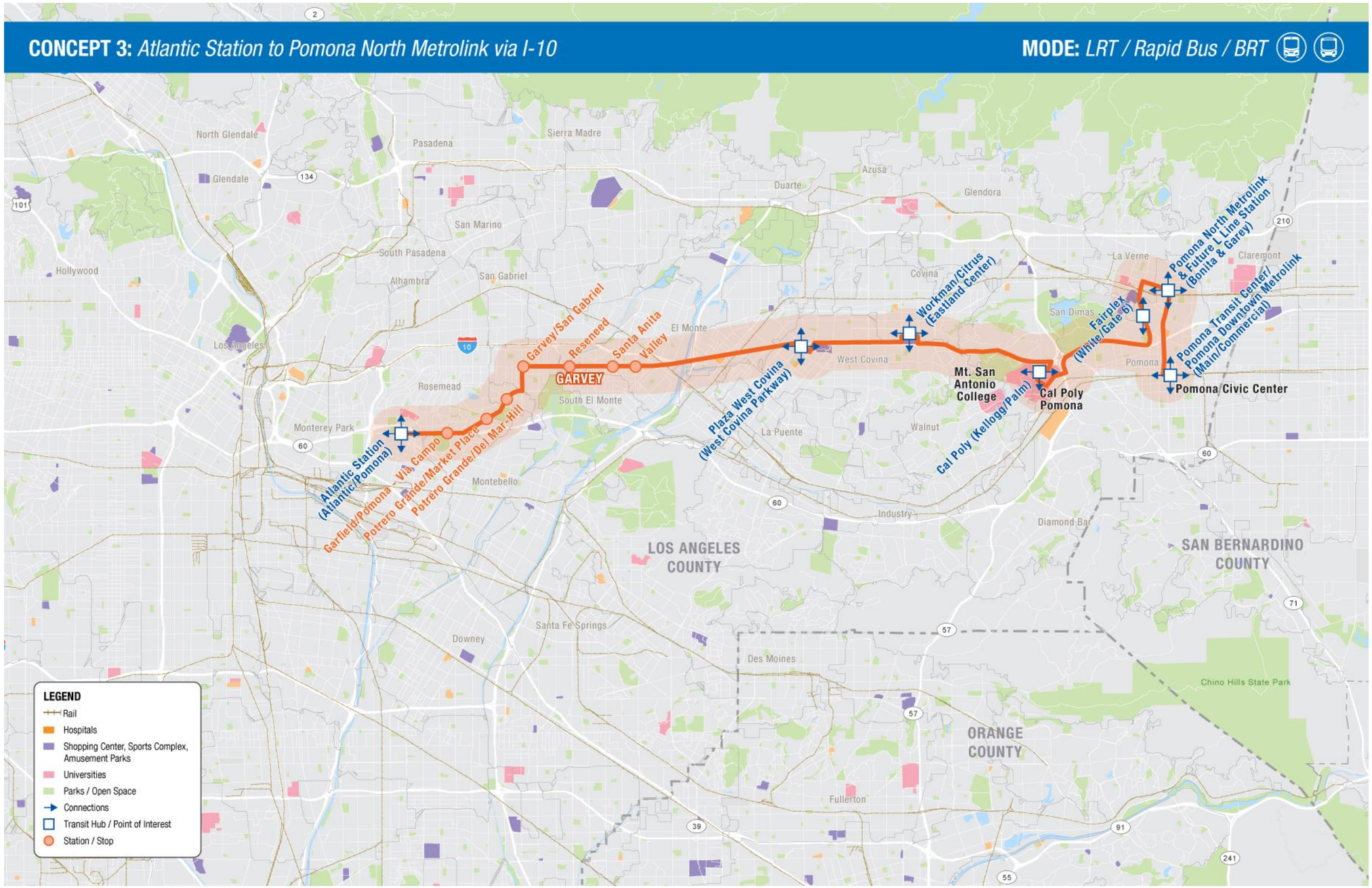
Concept 3 has 14 potential station/stop locations along its route. **Table 5** provides a list of the potential stations/stops, destinations served, and connecting transit services.

Table 5 - Concept 3 Stops and Connections

Stations	Destinations Served	Connecting Services[9]
Atlantic / Pomona	Atlantic Station	Metro L Line, 106, 260, Montebello Bus Lines 10 Whittier Blvd, 40 Beverly Blvd, LA GO Bus Whittier Boulevard, City Terrace ELAC
Pomona Via Campo / Garfield		Metro 106, Montebello Bus Lines 30 Garfield Ave
Potrero Grande / Market Pl Dr		Montebello Bus Lines 70 Wilcox Ave
Potrero Grande / Del Mar – Hill		Montebello Bus Lines 70 Wilcox Ave
Garvey / San Gabriel		Metro 70, Montebello Bus Lines 20 San Gabriel
Garvey / Rosemead		Metro 70, 266, 287
Garvey / Santa Anita		Metro 70, Foothill Transit 269, 486, El Monte Bus Green Line
Garvey / Valley		Foothill Transit 486
West Covina Pkwy	Plaza West Covina	Foothill Transit 178, 185, 272, 281, 480, Silver Streak
Workman / Citrus	Eastland Center	Foothill Transit 190, 281
Kellogg / Palm	Cal Poly Pomona	
White / Gate 6	Fairplex	Foothill Transit 197
Bonita / Garey	Pomona – North Metrolink Station	Foothill Transit 291, 492, Metrolink San Bernardino Line
Commercial / Main	Pomona Transit Center	Foothill 195, 197, 286, 291, 292, 480, 482, Silver Streak, Metrolink Riverside Line, Metrolink Riverside Line, Amtrak

[9] Source: Google Maps, November 2021

Figure 4 - Concept 3: Atlantic Station to Pomona North via I-10



Concept 4: Atlantic Station to Monrovia Station via Garvey & Peck

Synopsis:

This route runs mainly northeast to southwest from Atlantic Station on the Metro L (Gold) Line to Monrovia Station on the Metro L Line. It primarily travels along Atlantic Blvd, Garvey Ave, and Peck Rd, as shown in **Figure 5**. The route is approximately 14.3 miles in length and has an end-to-end travel time of approximately 43 minutes, assuming an average operating speed of 20 mph. The route would serve multiple activity centers, including the commercial areas around Atlantic Station, East Los Angeles College, Downtown El Monte, and the commercial area surrounding Monrovia Station. The service connects to two important transit centers at either end, being Atlantic Station and Monrovia Station, both serving Metro's L (Gold) Line. It also connects to a transit hub toward the middle of the route at El Monte Transit Center, offering a connection to the Metro J Line, Silver Streak, and Greyhound buses. It also connects to El Monte Metrolink Station, offering a connection to the San Bernardino Line. This route would most likely be serviced by LRT, BRT, or Rapid Bus.

Route Description:

The route begins at Atlantic Station in East Los Angeles. Services travel east on Pomona Blvd for a short distance before turning left and heading northeast on Atlantic Blvd toward Garvey Ave. Services turn right on Garvey and head east to Santa Anita Ave, before turning left to head north on Santa Anita Ave. The route turns right and head southeast on Valley Blvd, then takes a slight left to travel east a short distance on Romana Blvd. The route then takes a left and heads northeast on Peck Rd, continuing onto Myrtle Ave. At Duarte Rd, the route turns left and terminates at Monrovia Station.

Stop/Station Description:

Concept 3 has 15 potential station/stop locations along its route. **Table 6** provides a list of the potential stations/stops, destinations served, and connecting transit services.

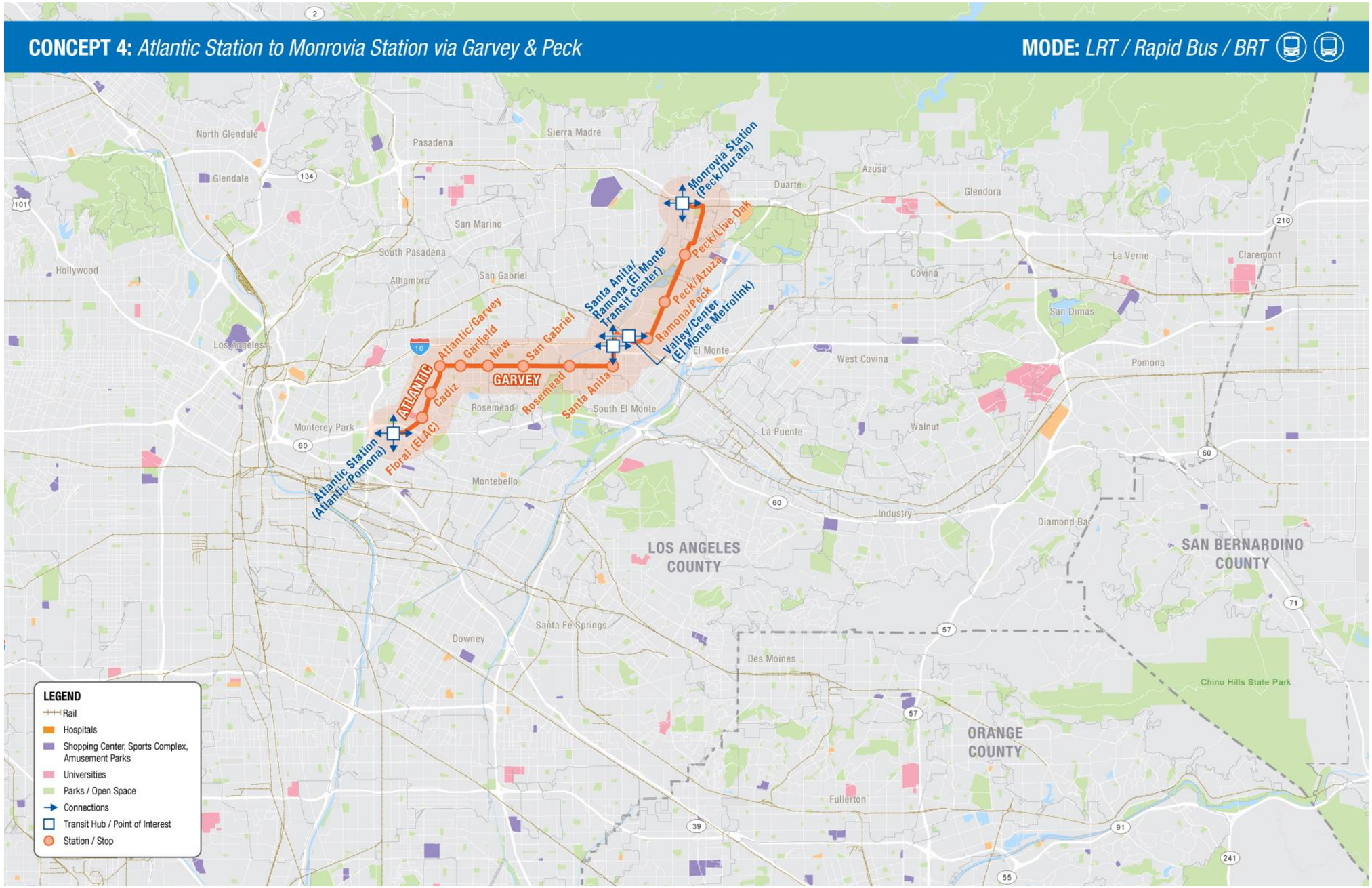
Table 6 - Concept 4 Stops and Connections

Stations	Destinations Served	Connecting Services[10]
Atlantic / Pomona	Atlantic L Line Station	Metro L Line, 106, 260, Montebello Bus Lines 10 Whittier Blvd, 40 Beverly Blvd, LA GO Bus Whittier Boulevard, City Terrace ELAC
Atlantic / Floral	ELAC	Metro 70, 260
Atlantic / Cadiz		Metro 70, 260
Atlantic / Garvey		Metro 70, 106, 260

[10] Source: Google Maps, November 2021

Stations	Destinations Served	Connecting Services[10]
Garvey / Garfield		Metro 70
Garvey / New		Metro 70
Garvey / San Gabriel		Metro 70, Montebello Bus Lines 20 San Gabriel
Garvey / Rosemead		Metro 70, 266, 287
Garvey / Santa Anita		Metro 70, El Monte Bus Green Route, Foothill Transit 269, 486
Santa Anita / Ramona	El Monte Transit Center	Metro Silver Line, 70, 76, 176, 267, 268, 287, 487, 577X, 770, Foothill Transit Silver Streak, 178, 190, 194, 269, 270, 282, 486, 488, 492, El Monte Transit Green Route, Red Route, Rosemead Commuter Connection, Greyhound
Valley / Center	El Monte Metrolink	Metrolink San Bernardino Line, El Monte Bus Blue Route, Orange Route, Red Route, Yellow Route, Green Route
Ramona / Peck		Foothill Transit 190, 270, 488, El Monte Bus Blue Route, Orange Route, civic Center, Flair Park
Peck / Lower Azusa		Foothill Transit 270, El Monte Bus Blue Route, Red Route
Peck / Live Oak		Foothill Transit 70, 492
Myrtle / Duarte	Monrovia L Line Station	Foothill Transit 270

Figure 5 - Concept 4: Atlantic Station to Monrovia Station via Garvey & Peck



Concept 5: Atlantic Station to Downtown Pomona via Valley Blvd & Colima/Golden Springs

Synopsis:

This route runs east to west from Atlantic Station on the Metro L (Gold) Line on the western end to Pomona Transit Center on the eastern end. It travels primarily on Valley Blvd, Colima Rd, and Golden Springs Dr., as shown in **Figure 6**. The route is approximately 31.9 miles in length and has an end-to-end travel time of approximately 95 minutes, assuming an average operating speed of 20mph. The route serves multiple activity centers, including commercial areas around Atlantic Station, Puente Hills Mall, and Downtown Pomona. Additionally, the route serves two transit hubs on either end, being Atlantic Station and the Pomona Transit Center.

The route directly serves EFCs in Pomona, South El Monte and Industry, and also indirectly serves those communities in Montebello. Connections to the L (Gold) Line at Atlantic Station and to Metrolink at Pomona Station has the potential to generate high ridership. This route would most likely be served using BRT or Rapid Bus.

Route Description:

The route begins at Atlantic Station in East Los Angeles. The route heads east on Pomona Blvd, to the point where it splits into W Pomona Blvd and Via Campo. Eastbound vehicles use Via Campo, while westbound vehicles use W Pomona Blvd. Eastbound vehicles continue to Markland Dr, turn left and head north on Markland Dr, the turn right to head northeast on Potrero Grande Dr. Westbound vehicles instead continue straight on Potrero Grande Dr, which becomes E Pomona Blvd.

The route continues on Potrero Grande Dr as it becomes Rush St. and turns east. The route then turns left to head north on Walnut Grove Ave, turning right at Garvey Ave and travelling east. Vehicles continue east to Valley Blvd, where the route turns slightly right and heads southeast on Valley Blvd. The route continues to Azusa Way, where it turns left and briefly heads north to access the Azusa Ave overpass. Vehicles make a 180 degree right turn onto Azusa Ave and continue south to Colima Rd. Vehicles turn left onto Colima Rd and head east, continuing northeast as Colima Rd becomes Golden Springs Dr. Vehicles turn left onto Temple Ave and head northwest, then turn right onto Mission Blvd heading northeast then east. At Main St., vehicles will turn left and head north to commercial street, where they will turn right and end and terminate at the Pomona Transit Center.

Stop/Station Description:

Concept 5 has 23 potential station/stop locations along its route. **Table 7** provides a list of the potential stations/stops, destinations served, and connecting transit services.

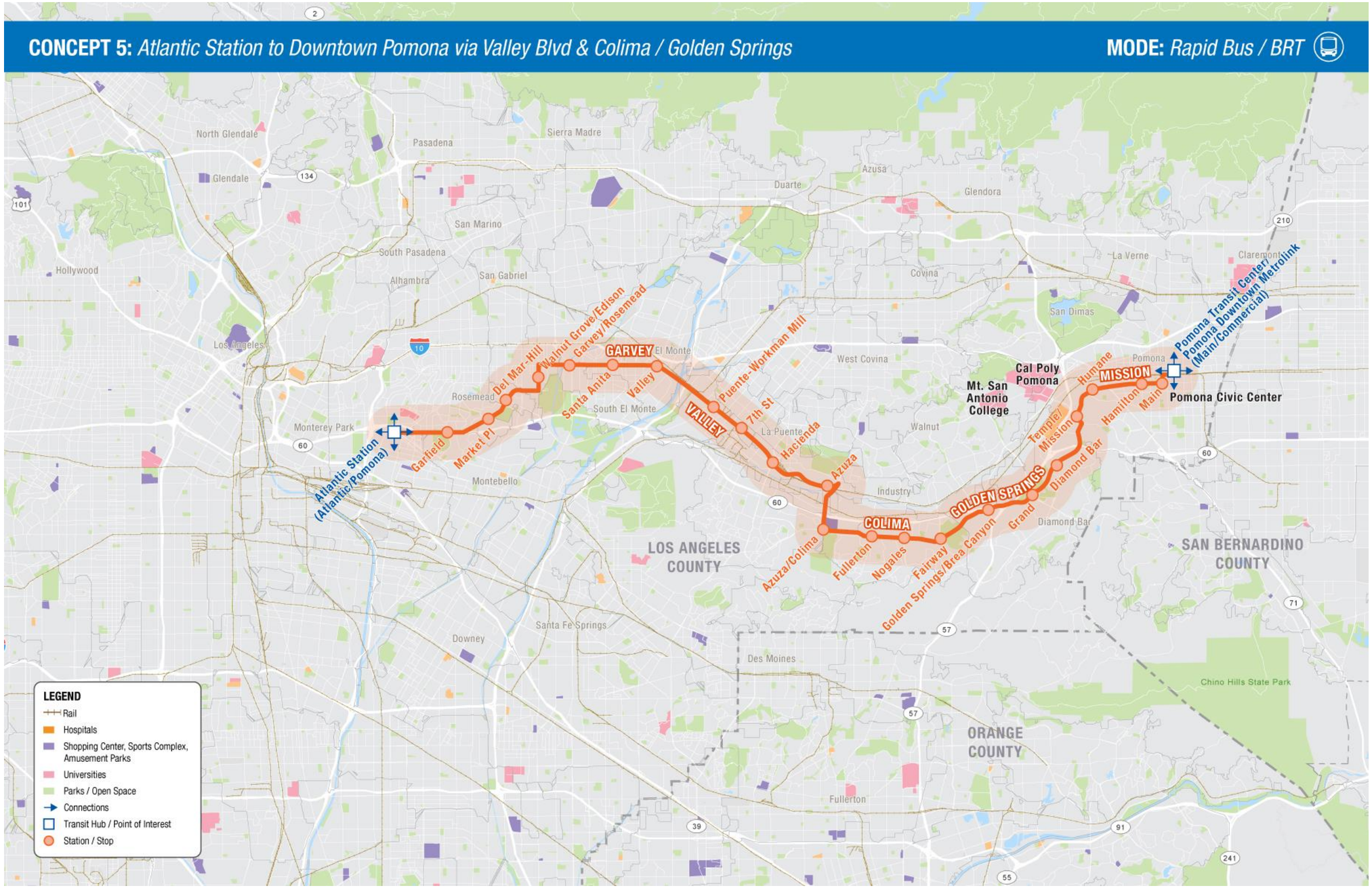
Table 7 - Concept 5 Stops and Connections

Stations	Destinations Served	Connecting Services[11]
Atlantic / Pomona	Atlantic Station	Metro L Line, 106, 260, Montebello Bus Lines 10 Whittier Blvd, 40 Beverly Blvd, LA GO Bus Whittier Boulevard, City Terrace ELAC
Pomona / Via Campo – Garfield		Metro 106, Montebello Bus Lines 30 Garfield Ave
Potrero Grande / Market Pl Dr		Montebello Bus Lines 70 Wilcox Ave
Potrero Grande / Del Mar - Hill		Montebello Bus Lines 70 Wilcox Ave
Walnut Grove / Klingerman		Metro 287
Garvey / Rosemead		Metro 70, 266, 287
Garvey / Santa Anita		Metro 70, Foothill Transit 269, 486, El Monte Bus Green Line
Garvey / Valley		Foothill Transit 486
Valley / La Puente – Workman Mill		Foothill Transit 194, 282
Valley / 7th		Foothill Transit 194, 281, 282
Valley / Hacienda		Foothill Transit 185, 194
Valley / Azusa		Foothill Transit 194
Azusa / Colima	Puente Hills Mall	LADPW Heights Hopper Shuttle
Colima / Fullerton		Foothill Transit 178, 289, 482, 493
Colima / Nogales		Foothill Transit 178, 289, 482, 493
Colima / Fairway		Foothill Transit 482, 493
Golden Springs / Grand		Foothill Transit 482
Golden Springs / Diamond Bar		Foothill Transit 286, 482
Temple / Mission		Foothill Transit 195, 286, 482
Mission / Humane		Foothill Transit 480
Mission / Hamilton		Foothill Transit 286, 480
Mission / Main		Foothill Transit 286, 480

[11] Source: Google Maps, November 2021

Stations	Destinations Served	Connecting Services[11]
Commercial / Main	Pomona Transit Center	Foothill 195, 197, 286, 291, 292, 480, 482, Silver Streak, Metrolink Riverside Line, Amtrak

Figure 6 - Concept 5: Atlantic Station to Downtown Pomona via Valley Blvd & Colima / Golden Springs



Concept 6: Atlantic Station to Downtown Pomona via Garvey & Amar

Synopsis:

This route runs mainly northeast to southwest from Atlantic Station in East LA on the Metro L (Gold) Line to Monrovia Station on the Metro L (Gold) Line. It will primarily travel along Atlantic Blvd, Garvey Ave, and Amar Rd, as shown in **Figure 7**. The route is approximately 26.8 miles in length, and has an end-to-end travel time of approximately 80 minutes, assuming an average operating speed of 20 mph. The route would serve multiple activity centers, including the commercial areas around Atlantic Station, East Los Angeles College, Downtown El Monte, and Downtown Pomona. The service connects to two important transit centers at either end, being Atlantic Station and Pomona – Downtown Metrolink Station, the former serving Metro's L(Gold) Line and the latter serving the Metrolink Riverside Line. It will also pass near the El Monte Transit Center, offering potential connections to the Metro J Line, Silver Streak. and Greyhound Buses.

The route will serve EFCs in Rosemead, South El Monte, and Pomona, and indirectly serve those in Montebello. The termination points, both located at major transit centers, have the potential to generate significant ridership. This route would most likely be served by Express Bus or Rapid Bus.

Route Description:

The route begins at Atlantic Station in East Los Angeles. Services travel east on Pomona Blvd for a short distance before turning left and heading northeast on Atlantic Blvd toward Garvey Ave. Services turn right on Garvey and head east to Valley Blvd, and turn slightly right to head southeast on Valley Blvd. Vehicles continue to Puente Ave, then left and head northeast on Puente Ave. At Amar Rd, the route turns right and heads southeast then east. Vehicles continue east as Amar Rd. turns into Temple Ave and passes Mt. San Antonio College. At Valley Blvd, vehicles turn left and head northeast then east. The route continues east onto Holt Ave. At Main St, the route turns right and heads south, then turns left and terminates at the Pomona Transit Center. Stop/Station Description:

Stop/Station Description:

Concept 6 has 24 potential station/stop locations along its route. **Table 8** provides a list of the potential stations/stops, destinations served, and connecting transit services.

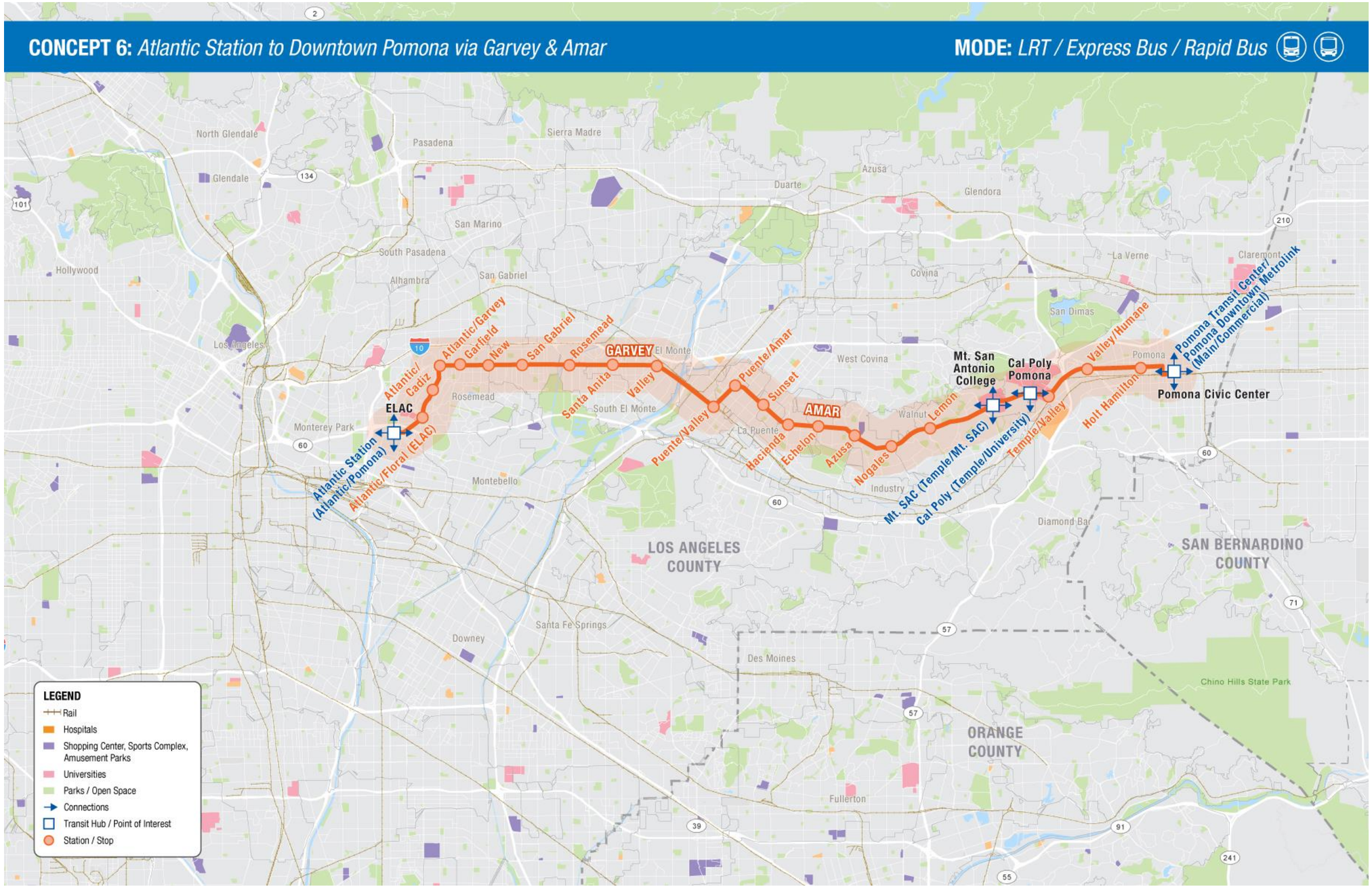
Table 8 - Concept 6 Stops and Connections

Stations	Destinations Served	Connecting Services[12]
Atlantic / Pomona	Atlantic Station	Metro L Line, 106, 260, Montebello Bus Lines 10 Whittier Blvd, 40 Beverly Blvd, LA GO Bus Whittier Boulevard, City Terrace ELAC
Atlantic / Floral	East Los Angeles College	Metro 70, 260
Atlantic / Cadiz		Metro 70, 260
Atlantic / Garvey		Metro 70, 106, 260
Garvey / Garfield		Metro 70
Garvey / New		Metro 70
Garvey / San Gabriel		Metro 70, Montebello Bus Lines 20 San Gabriel
Garvey / Rosemead		Metro 70, 266, 287
Garvey / Santa Anita		Metro 70, El Monte Bus Green Route, Foothill Transit 269, 486
Garvey / Valley		Foothill Transit 486
Puente / Valley		Foothill Transit 194, 282
Puente / Amar		Foothill Transit 274, 486, LADPW Avocado Heights / Bassett / West Valinda Shuttle
Amar / Sunset		Foothill Transit 281, 486,
Amar / Hacienda		Foothill Transit 185, 486
Amar / Echelon		Foothill Transit 486
Amar / Azusa		Foothill Transit 178, 280, 486, LADPW East Valinda Shuttle
Amar / Nogales		Foothill Transit 486
Amar / Lemon		Foothill Transit 486
Temple / Mt. SAC Way	Mt. San Antonio College	Foothill Transit 190, 194, 289, 480, 486
Temple / University	Cal Poly Pomona	Foothill Transit 190, 194, 289, 480, 486
Temple / Valley		Foothill Transit 195, 480, 482
Valley / Humane		Foothill Transit 480, 482
Holt / Hamilton		Foothill Transit 482

[12] Source: Google Maps, November 2021

Stations	Destinations Served	Connecting Services[12]
Main / Commercial	Pomona Transit Center	Foothill 195, 197, 286, 291, 292, 480, 482, Silver Streak, Metrolink Riverside Line, Amtrak

Figure 7 - Concept 6: Atlantic Station to Downtown Pomona via Garvey & Amar



Concept 7: Del Mar Station to Maravilla Station via CSLA

Synopsis:

This route runs north to south from Del Mar Station in Pasadena on the Metro L Line (Gold) to Maravilla Station in East LA on the Metro L (Gold) Line. It travels primarily on Fair Oaks Ave, Fremont Ave, Valley Blvd, and Eastern Ave, as shown in **Figure 8**. The route is approximately 9.1 miles in length and will have an end-to-end travel time of 27.3 minutes, assuming an average operating speed of 20mph. The route serves multiple activity centers, including Old Pasadena; California State University, Los Angeles; California State Polytechnic University, Pomona, and Downtown Pomona. The route terminates at L (Gold) Line Stations on both ends, being Del Mar Station in the north and Maravilla Station in the south.

This route provides service to EFCs in Pasadena and Montebello, and indirectly serves those in Alhambra and Monterey Park. This route also which has the potential to generate high ridership as a means to bypass the Metro L (Gold) line's current routing through Union Station in Downtown LA. This route would most likely be served using Rapid Bus or Express Bus.

Route Description:

The route begins at Del Mar Station and heads south on Raymond Ave. Vehicles briefly turn right onto Del Mar Blvd, the turn left and head south on Fair Oaks Ave. At Huntington Dr., Vehicles turn right and head west for a short distance, then turn left and head south on Fremont Ave. At Valley Blvd, the route turns right and heads east to Mariondale Ave, then turn left and head south for a short distance. Vehicles then turn right and head west then south on Paseo Rancho Castilla, passing by East Los Angeles College continuing south onto Eastern Ave. The route takes a left turn onto 3rd Street and terminates at Maravilla Station.

Stop/Station Description:

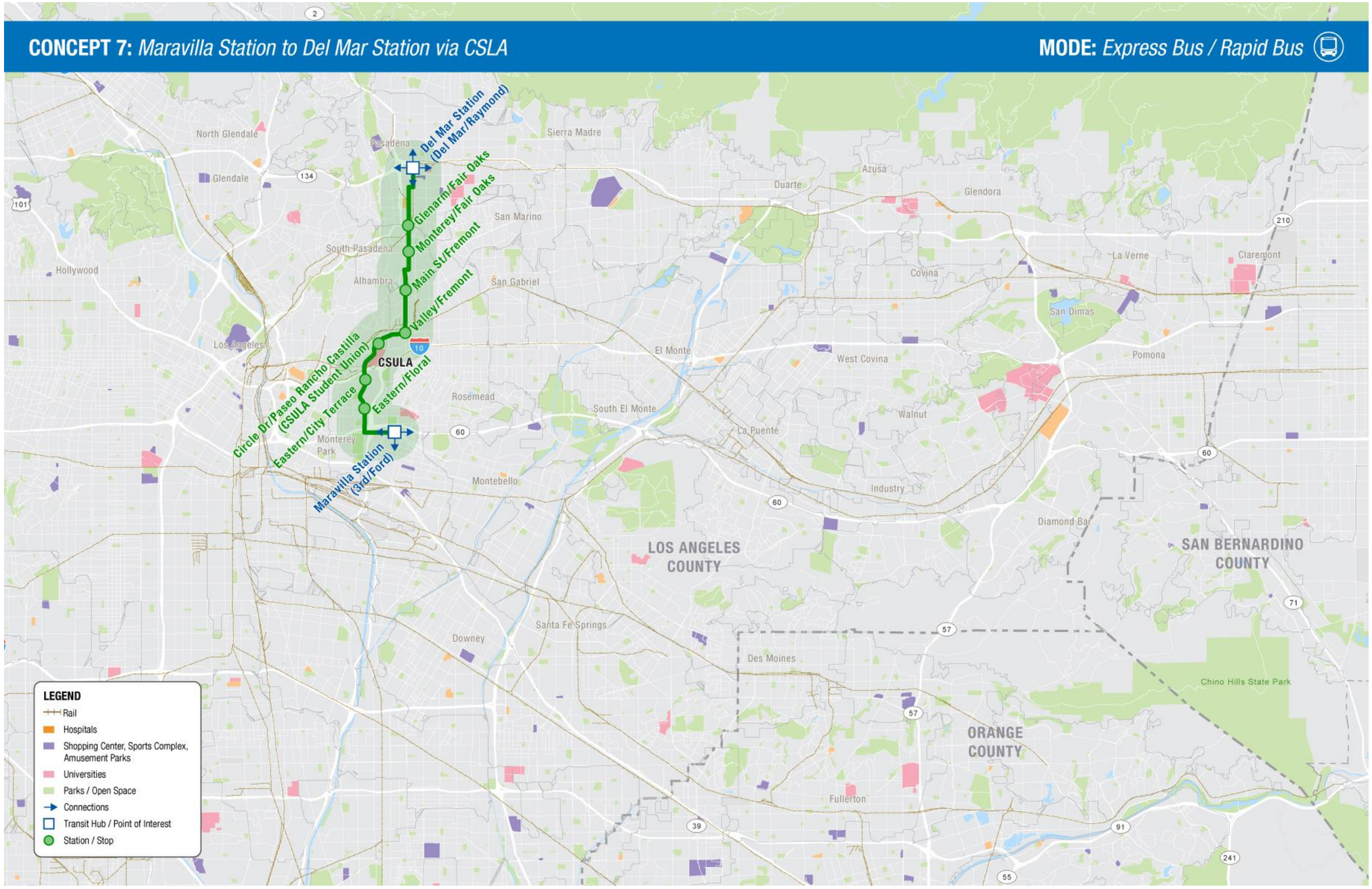
Concept 7 has 9 potential station/stop locations along its route. **Table 9** provides a list of the potential stations/stops, destinations served, and connecting transit services.

Table 9 - Concept 7 Stops and Connections

Stations	Destinations Served	Connecting Services[13]
Raymond	Del Mar Station	Metro L Line, Pasadena Transit 20cc, 20cw, 51, 52, Metro 177, 267, 501, 662, 686
Fair Oaks / Glenarm		Pasadena 20cc, 20cw, Metro 260
Fair Oaks / Monterey		Metro 258, 260
Fremont / Main		Metro 78, 258
Fremont / Valley		Metro 76, 258
Paseo Rancho Castilla / Circle	CSULA	
Eastern / City Terrace		Metro 106, 256, 258, 665 LADPW City Terrace / ELAC
Eastern / Floral		Metro 256, 258, LADPW City Terrace / ELAC
3rd / Ford	Maravilla Station	Metro L Line, 256, Montebello Bus Lines 40 Beverly Blvd, LADPW Union Pacific / Salazar Park, Whittier Boulevard / Saybrook Park

[13] Source: Google Maps, November 2021

Figure 8 - Concept 7: Del Mar Station to Maravilla Station via CSLA



Concept 8: East LA Civic Center to Memorial Park Station via Monterey Pass

Synopsis:

This concept runs from Memorial Park Station in Pasadena to East LA Civic Center Station, both located on the Metro L (Gold) Line. It travels primarily on Monterey Blvd, Fremont Ave, and Monterey Pass Rd, as shown in **Figure 9.** The route is approximately 8.8 miles in length and has an average end-to-end travel time of approximately 26 minutes, assuming an average travel speed of 20mph. The route serves multiple activity centers, including East LA Civic Center, The Alhambra, Downtown South Pasadena, and Downtown Pasadena. The route terminates at two Metro L (Gold) Line Stations, being East LA Civic Center and Memorial Park, which creates the potential for high ridership through transfers. This route will directly serve EFCs in Pasadena, Alhambra, and Monterey Park. It will also indirectly serve EFCs in San Gabriel. This route would most likely be served using Rapid Bus.

Route Description:

The route begins at Memorial Park Station. Vehicles depart west on Holly St and turn left and head south on Fair Oaks Ave. The route turns right and briefly heads west on Huntington Dr, then turn left and head south on Fremont Ave. Fremont Ave's routing contains a dog leg near I-10, which vehicles use to turn right on to continue south on Fremont Ave. The route then merges onto Monterey Pass Rd and continue southwest. Monterey Pass Rd. turns into Mednik Ave and heads south, which the route will continue following. Finally, the route turns left onto 3rd street and terminates at East LA Civic Center Station.

Stop/Station Description:

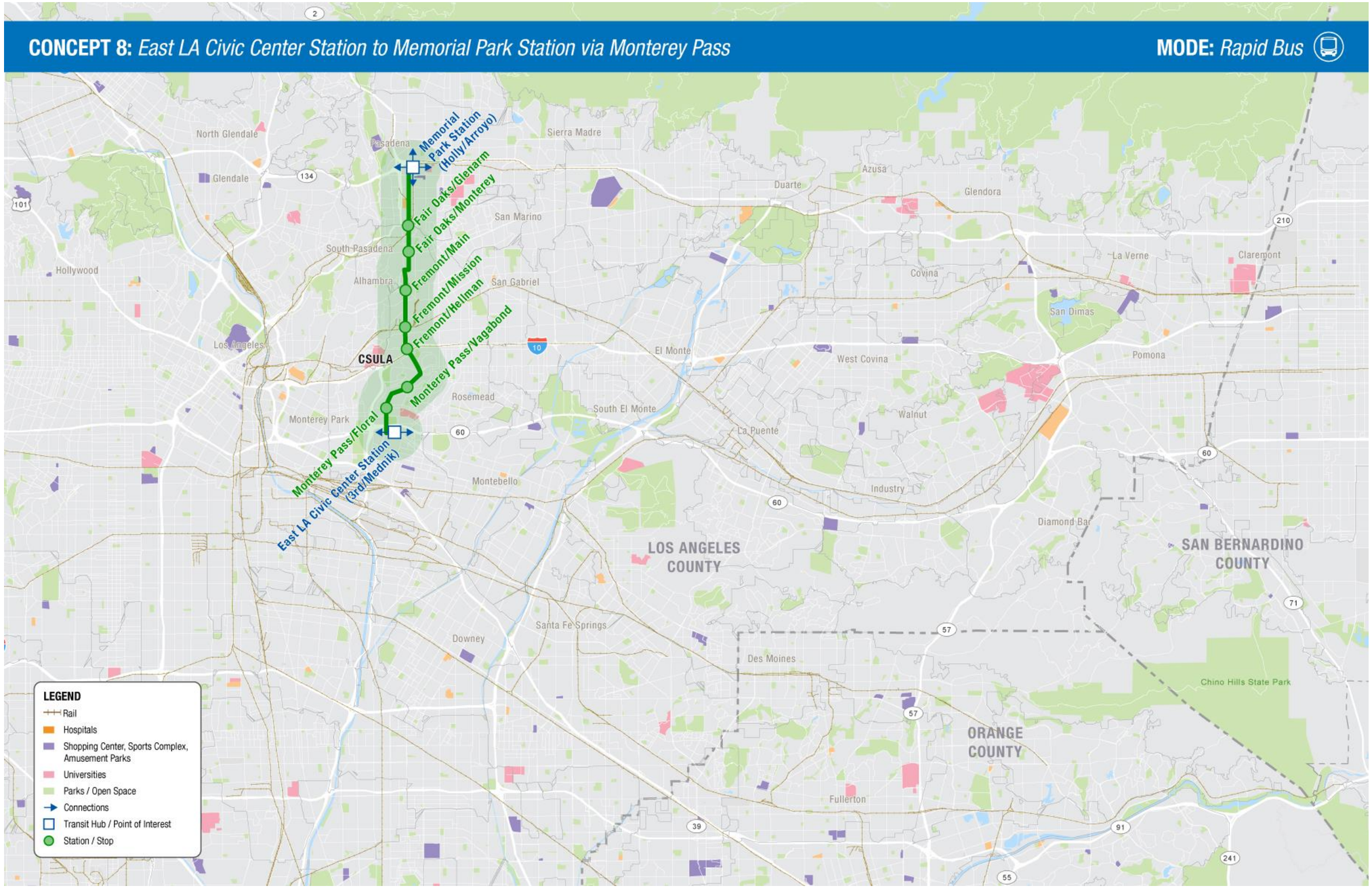
Concept 8 has 9 potential station/stop locations along its route. **Table 10** provides a list of the potential stations/stops, destinations served, and connecting transit services.

Table 10 - Concept 8 Stops and Connections

Stations	Destinations Served	Connecting Services[14]
Memorial Park	Old Pasadena	Foothill Transit 187, Metro L Line, 177, 256, 501, Pasadena Transit 20cc, 20cw, 40, 51, 51s, 52
Fair Oaks / Glenarm		Pasadena 20cc, 20cw, Metro 260
Fair Oaks / Monterey		Metro 258, 260
Fremont / Main		Metro 78, 258
Fremont / Mission		Metro 258
Fremont / Hellman	CSULA	Metro 258
Monterey Pass / Vagabond		Metro 258
Monterey Pass / Floral		Metro 258, LADPW City Terrace / ELAC
East LA Civic Center	East LA Civic Center Station	Metro L Line, 106, 258, LADPW City Terrace / ELAC, Whittier Blvd / Saybrook Park, Union Pacific / Salazar Park, Montebello Bus Lines 40 Beverly Blvd

[14] Source: Google Maps, November 2021

Figure 9 - Concept 8: East LA Civic Center to Memorial Park Station via Monterey Pass



Concept 9: Sierra Madre Villa Station to Downtown Long Beach via Atlantic

Synopsis:

This concept runs from Sierra Madre Villa Metro L (Gold) Line Station in Pasadena to the Downtown Long Beach A Line Station in Long Beach. It travels on Atlantic Blvd for the majority of the route, as shown in **Figure 10**. The route is approximately 30.2 miles in length, and has an end-to-end travel time of 91 minutes, assuming an average travel speed of 20 mph. The route serves multiple activity centers, including commercial areas in Pasadena, The Huntington Library, the commercial district surrounding Atlantic Station in East LA, The Citadel, Downtown Long Beach, and the Long Beach Convention & Entertainment Center. The route terminates at light rail stations at either end, being Sierra Madre Villa Station on the Metro L (Gold) line on the north end, and could potentially extend to Downtown Long Beach Station on the Metro A (Blue) Line. It also connects to the Metro L(Gold) Line at Atlantic Station, and will connect to a future Metro L (Gold) Line Station as part of the Eastside Phase 2 project near The Citadel, all of which create opportunities for high ridership through transfers. The route directly serves EFCs in Alhambra and Monterey Park, and indirectly serves EFCs in Pasadena and Montebello. This concept could also serve as an alternate route for passengers using the Metro L (Gold) and A (Blue) lines to get between Pasadena and Long Beach. This route would most likely be served using Rapid Bus.

Route Description:

The route begins at Sierra Madre Villa Station in Pasadena. Vehicles will head west on Colorado Blvd, then turn left to head south on Sierra Madre Blvd, passing by The Huntington Library. At Huntington Blvd. the route takes a slight right and heads southwest on Huntington Dr. to Atlantic Blvd. Vehicles turn left and head south on Atlantic Blvd and connect to Atlantic Station and stop near the Citadel. Continuing south, vehicles will follow Atlantic Blvd south to Randolph St in Maywood, where Atlantic Blvd becomes Atlantic Ave. The route could continue south on Atlantic Avenue all the way to Long Beach, where it could turn onto Ocean Blvd and terminate at Pine Ave, near the Long Beach Convention & Entertainment Center as well as Downtown Long Beach Station.

Stop/Station Description:

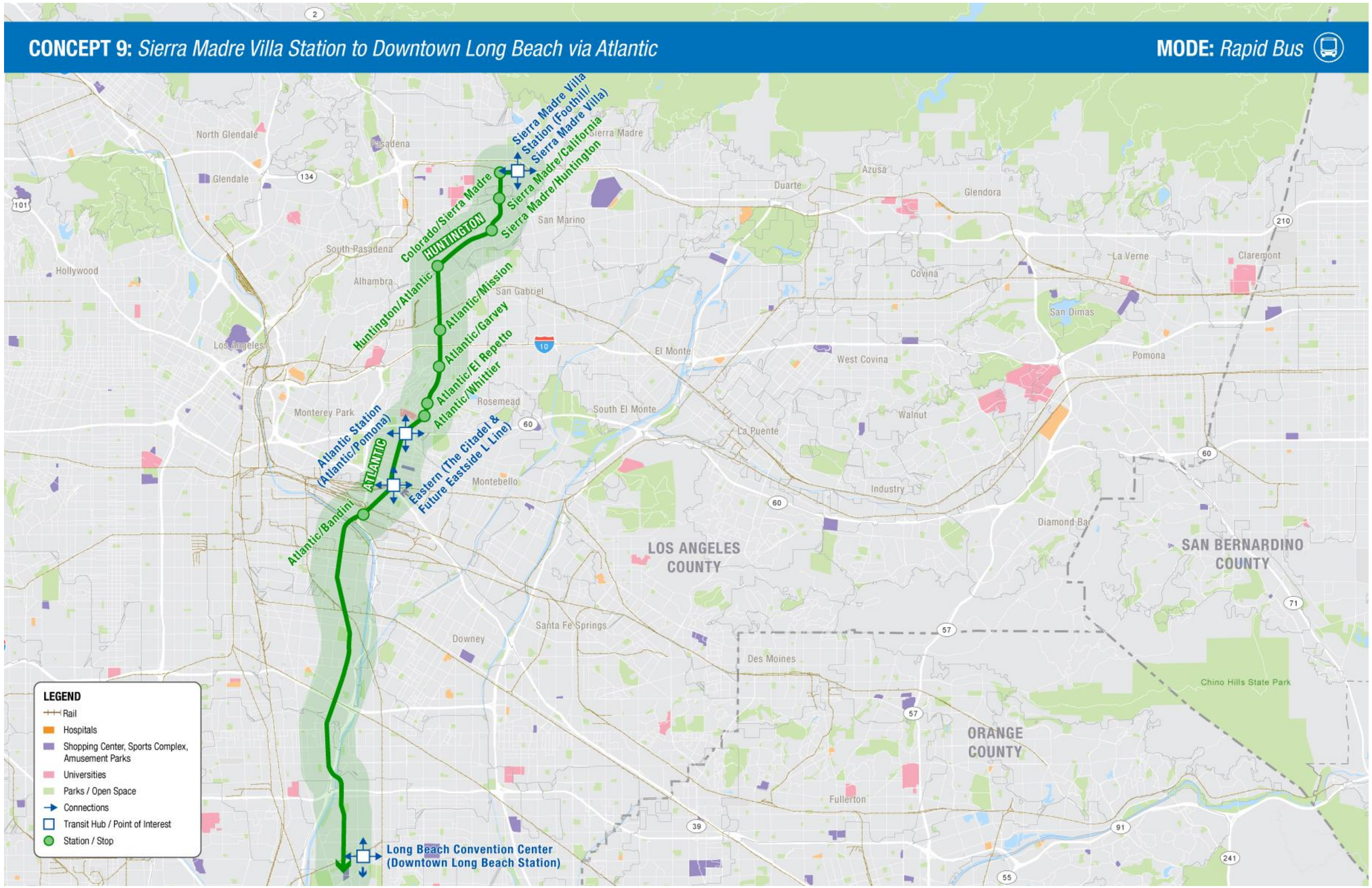
Concept 9 has 13 potential station/stop locations along its route. **Table 11** provides a list of the potential stations/stops, destinations served, and connecting transit services.

Table 11 - Concept 9 Stops and Connections

Station	Destinations Served	Connecting Services[15]
Colorado / Sierra Madre Villa Ave	Sierra Madre Villa Metro L (Gold) Line Station	Metro L Line, 256, 266, 268, 487, Pasadena Transit 31, 32, 40
Colorado / Sierra Madre		Foothill Transit 187
Sierra Madre / California		
Sierra Madre / Huntington	Huntington Library	Metro 79
Huntington / Atlantic		Metro 79, 260, Montebello Bus Lines 30 Garfield Ave
Atlantic / Mission		Metro 260
Atlantic / Garvey		Metro 70, 106, 260
Atlantic / El Repetto		Metro 70, 260
Atlantic / Pomona	Atlantic Metro L (Gold) Line Station	Metro L Line, 106, 260, Montebello Bus Lines 10 Whittier Blvd, 40 Beverly Blvd, LA GO Bus Whittier Boulevard, City Terrace ELAC
Atlantic / Whittier		Metro 18, 260, LADPW Whittier Boulevard / Saybrook Park, Montebello Bus Lines 10 Whittier Blvd
Atlantic / Eastern – Telegraph	The Citadel	Metro 200, Commerce 500
Atlantic / Bandini		Metro 260
Downtown Long Beach	Downtown Long Beach A (Blue) Line Station, Long Beach Civic Center, Long Beach Convention & Entertainment Center	Metro A Line, Long Beach Transit 21, 22, 23, 61, 71, 91, 92, 93, 94, 111, 112, 121, 181, 182, 191, 192

[15] Source: Google Maps, November 2021

Figure 10 - Concept 9: Sierra Madre Villa Station to Downtown Long Beach via Atlantic



Concept 10: Sierra Madre Villa Station to CSULB via Rosemead Blvd & Lakewood Blvd

Synopsis:

This concept runs north to south between Sierra Madre Villa Metro L (Gold) Line Station in Pasadena potentially extending to California State University, Long Beach (CSULB), serving Long Beach Airport along the way, via Rosemead Blvd and Lakewood Dr for the majority of its route, as shown in **Figure 11**. The route is approximately 28.1 miles in length, and has an end-to-end travel time of 84 minutes, assuming an average travel speed of 20 mph. This route could serve multiple activity centers, commercial areas surrounding including Long Beach Airport and CSULB. The route terminates at a rail station, Sierra Madre Villa Station, on its north end, which could generate high ridership through transfers. It would also terminate at CSULB, which could also generate high ridership due to student traffic. The route will directly serve EFCs in Rosemead and South El Monte and will indirectly serve those in South El Monte and Montebello. This route would most likely be served by BRT, Rapid Bus, or Express Bus.

This concept begins at Sierra Madre Villa Ave and Colorado Blvd, near Sierra Madre Villa Station. Vehicles head west on Colorado Blvd, then turn right to head south on Rosemead Blvd, continuing south and southwest to Telegraph Rd in Pico Rivera. Here, Rosemead Blvd becomes Lakewood Blvd; the service could continue south toward the Long Beach vicinity. At Long Beach Airport, the route could utilize Donald Douglas Dr to serve the terminal loop for the airport, rejoining Lakewood Blvd and continuing south to the Traffic Circle Area. At the traffic circle, vehicles take the second exit and continue south east on Pacific Coast Highway. Vehicles continue onto Pacific Coast Highway until 7th Street, where the service terminates adjacent to CSULB.

Stop/Station Description:

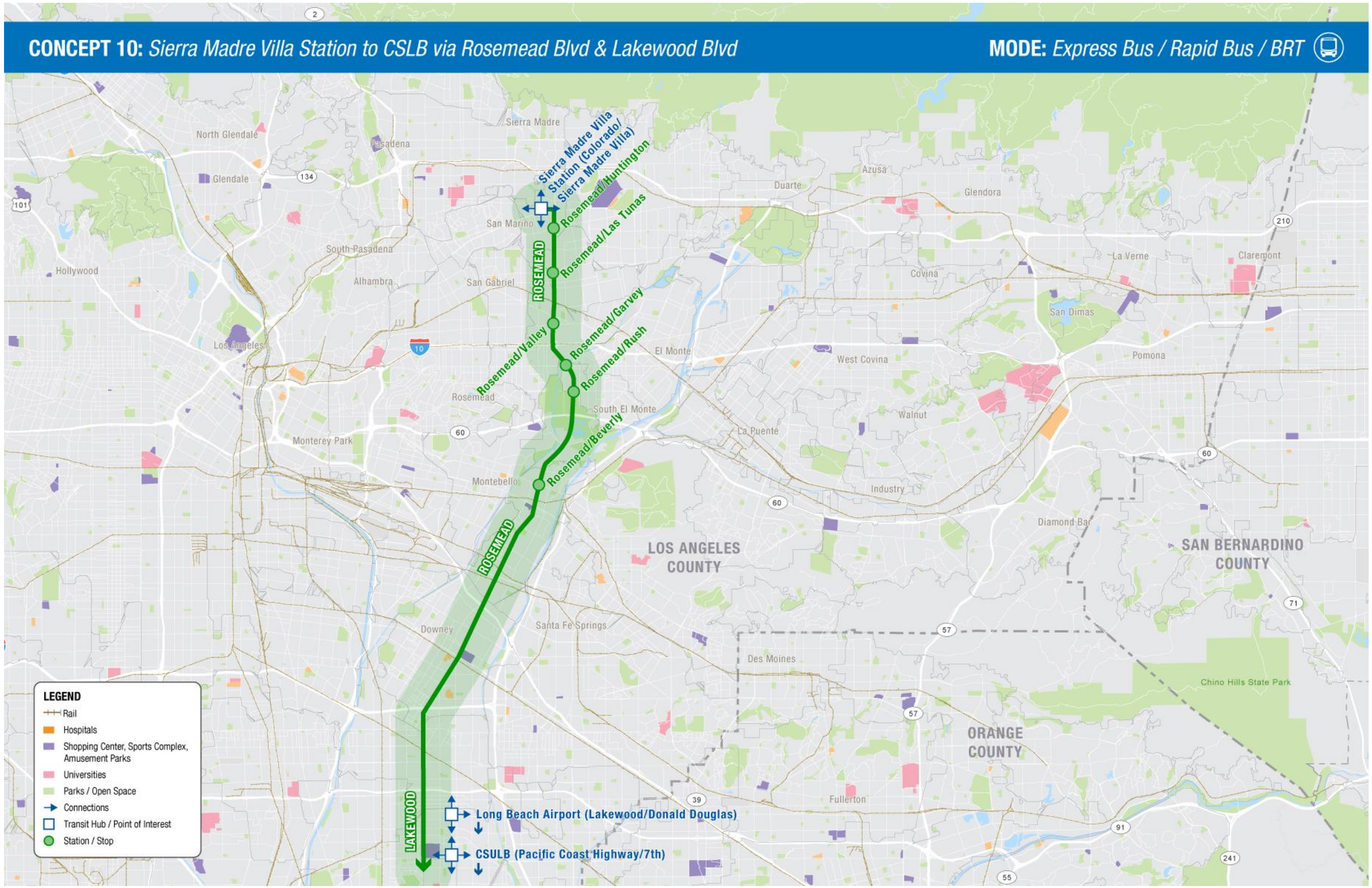
Concept 10 has 9 potential station/stop locations along its route. **Table 12** provides a list of the potential stations/stops, destinations served, and connecting transit services.

Table 12 - Concept 10 Stops and Connections

Station	Destinations Served	Connecting Services[16]
Colorado / Sierra Madre Villa Ave	Sierra Madre Villa L Line Station	Metro L Line, 256, 266, 268, 487, Pasadena Transit 31, 32, 40
Rosemead / Huntington		Metro 79, 266, 267, 489, Foothill 187
Rosemead / Las Tunas		Metro 78, 266, 489
Rosemead / Valley		Metro 76, 266, 489,
Rosemead / Garvey		Metro 70, 266, 287
Rosemead / Rush		Metro 266, 287
Rosemead / Beverly		Metro 266, Montebello Bus Lines 40 Beverly Blvd, 90 MBL Express
Long Beach Airport	Long Beach Airport	Long Beach Transit 102, 104, 111
Pacific Coast Highway / 7th	Cal State Long Beach	Long Beach Transit 41, 45, 46, 91, 92, 93, 94, 171

[16] Source: Google Maps, November 2021

Figure 11 - Concept 10: Sierra Madre Villa Station to CSULB via Rosemead Blvd & Lakewood Blvd



Concept 11: Monrovia Station to Whittier via Peck & Beverly

Synopsis:

This concept runs from Monrovia Station Metro L (Gold) Line in Monrovia to Whittier primarily via Peck Rd and Beverly Blvd, as shown in **Figure 12.** The route is approximately 15 miles in length and has an end-to-end travel time of approximately 45 minutes, assuming an average speed of 20 mph[17]. The route serves multiple activity centers, including Rio Hondo College and Whittier College. The route terminates at a rail station, Monrovia Station, on its north end, which provides the potential for increased ridership through transfers to the Metro L (Gold) Line. The two educational facilities served along the route may also generate high ridership from student passengers. The route will directly serve EFCs in El Monte and South El Monte. This route would primarily be served by Rapid Bus.

Route Description:

The route begins on Duarte Rd near Monrovia Station in Monrovia. Vehicles will begin heading east on Duarte Rd, then turn left onto Myrtle Ave. The route continues south on Myrtle Ave, which becomes Peck Rd at Live Oak Ave. Vehicles continue south to Rush St, which combines with Peck Rd and takes over its name. The route then turns right onto Durfee Ave and continues southwest. At Michael Hunt Dr, Durfee Ave becomes Peck Rd, which vehicles continue to follow south. Peck Rd. then becomes Workman Mill Rd, and vehicles stop just outside of Rio Hondo College. Vehicles continue southwest then south on Workman Mill Rd to Beverly Blvd, then turn left to head southeast then east on Beverly Blvd. At Painter Ave, the route turns right to head south on Painter Ave, serving Whittier College. Vehicles continue south, then turn back along Whittier Blvd to connect with the future Eastside Phase 2 terminus at Washington and Lambert Blvd for the Metro L (Gold) Line extension to Whittier. (The route would have a stop at Washington Blvd and Lambert Rd and could potentially extend in a southeasterly direction into Orange County.)

Stop/Station Description:

Concept11 has 11 potential station/stop locations along its route. **Table 13** provides a list of the potential stations/stops, destinations served, and connecting transit services.

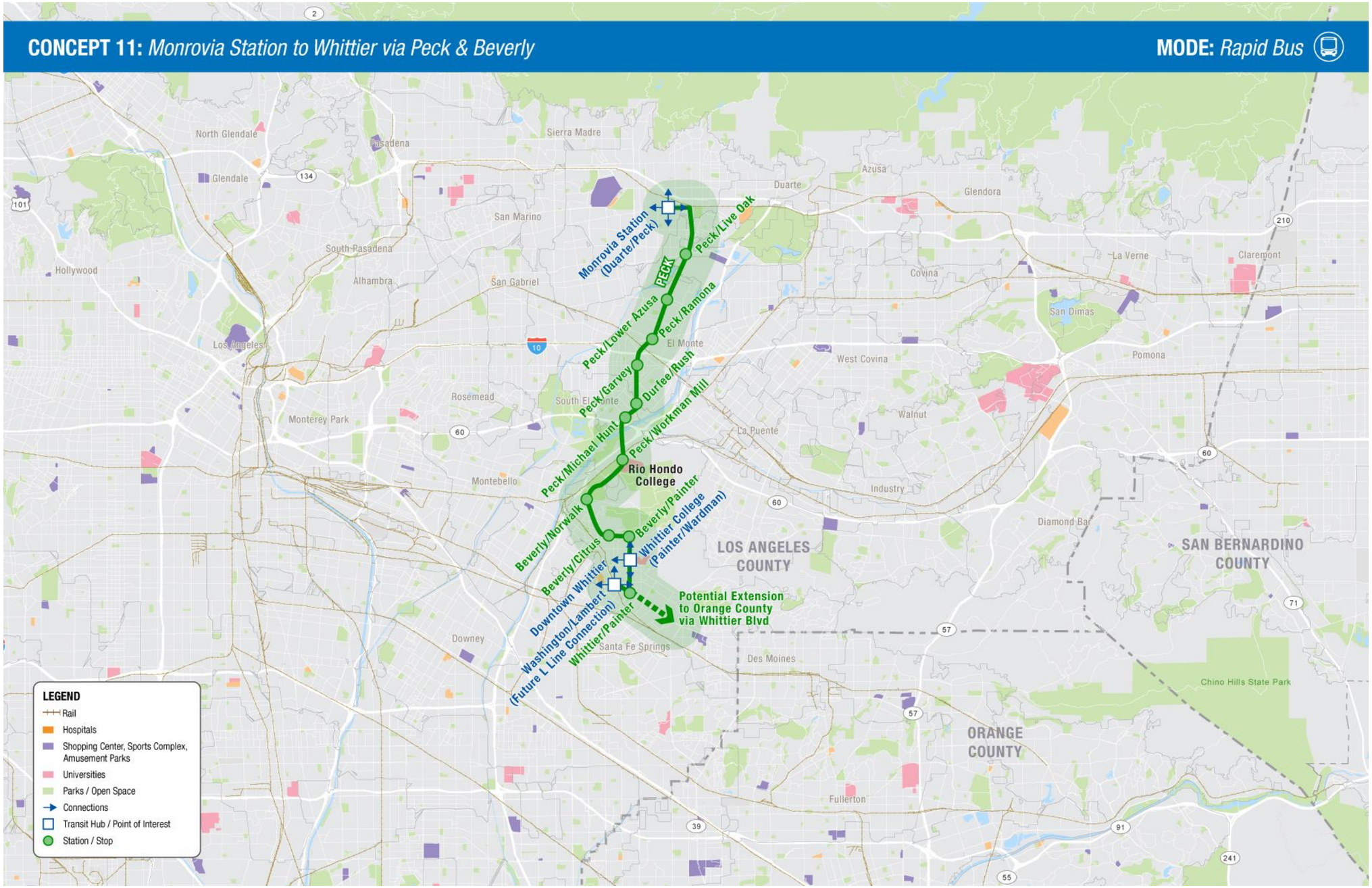
[17] Source: Google Maps, November 2021

Table 13 - Concept 11 Stops and Connections

Station	Destinations Served	Connecting Services[18]
Duarte / Peck	Monrovia Station	Metro 270
Peck / Live Oak		Metro 270, 492
Peck / Lower Azusa		Foothill Transit 270, El Monte Red Route
Peck / Ramona		Foothill Transit 190, 270, 488, El Monte Bus Orange Route,
Peck / Garvey		Foothill Transit 486, El Monte Bus Orange Route, Blue Route
Durfee / Rush		Norwalk 7
Peck / Michael Hunt		Norwalk 7
Peck / Workman Mill	Rio Hondo College	Metro 274, Norwalk Transit 1, 7
Beverly / Norwalk		Norwalk Transit 7
Painter / Whittier		Montebello Bus Lines 50 Washington Blvd, LADPW Sunshine Shuttle Route
Washington / Lambert		Future Eastside L Line Extension, Montebello Bus Lines 50 Washington Boulevard, Norwalk Transit 7, LADPW Sunshine shuttle Route A

[18] Source: Google Maps, November 2021

Figure 12 - Concept 11: Monrovia Station to Whittier via Peck & Beverly



Concept 12: Azusa Downtown Station to Newport Beach via Azusa Ave and Harbor Blvd

Synopsis:

This concept travels north to south between Azusa Station on the Metro L (Gold) Line in Azusa and Newport Beach, serving Disneyland along the way, primarily using Azusa Ave and Harbor Boulevard, as shown in **Figure 13**. The route is approximately 36.9 miles in length and has an end-to-end travel time of approximately 111 minutes, assuming an average travel speed of 20 mph. The route serves multiple activity centers, including Downtown Azusa, Disneyland Resort, and Downtown Newport Beach. Portions of the route travelling through Orange County would not be financed by Measure M. Any portion of the project extending into Orange County would need to be financed by Orange County and its affected municipalities. This would most likely occur as a second phase extension of the concept. The route terminates at Azusa Station on the north end, providing access to the L Line, which has the potential to generate high ridership through transfers. The route will also directly serve EFCs in Azusa, Covina, and the City of Industry. This route would most likely be served by Rapid Bus or BRT.

Route Description:

This route begins on 9th St adjacent to the Azusa Metro L (Gold) Line Station. Vehicles head west on 9th St, then turn right to head south on San Gabriel Ave. Between here and 1st St, San Gabriel Ave is a one-way street. Returning vehicles will instead use Azusa Ave, which runs one way in the opposite direction, between these streets. Shortly before 1st St, the two roads merge together and become Azusa Ave. Vehicles will continue south on Azusa Ave all the way to Colima Rd. near the Puente Hills Mall. The route then takes a left and heads east on Colima Rd, the turns right on Fullerton Rd and continues south. In Rowland Heights, Fullerton Rd becomes Harbor Blvd so the service could continue south into Orange County, serving the Disneyland Resort. The route could continue via Newport Blvd to Downtown Newport Beach.

Stop/Station Description:

Concept 12 has 18 potential station/stop locations along its route. **Table 14** provides a list of the potential stations/stops, destinations served, and connecting transit services.

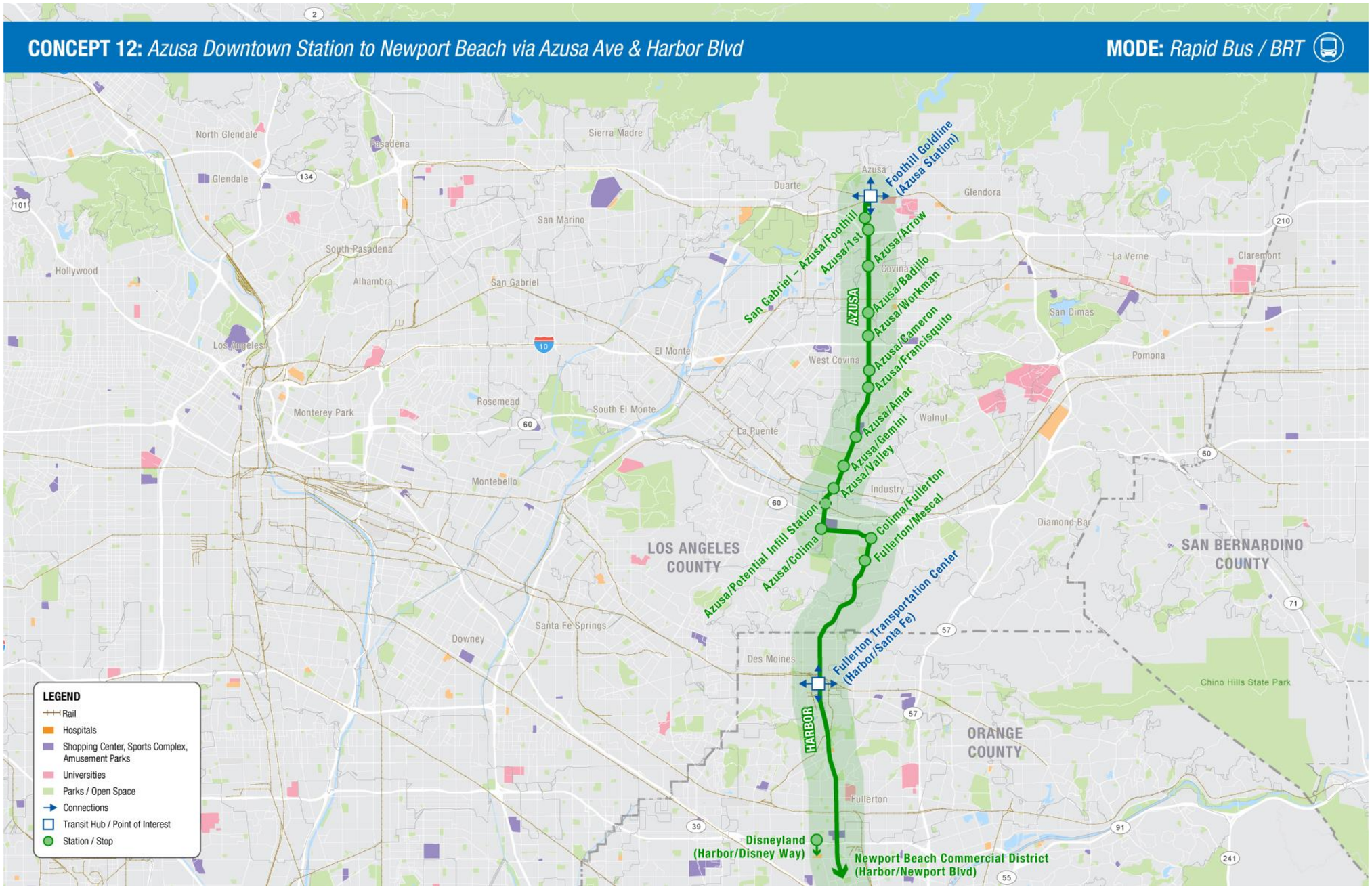
Table 14 - Concept 12 Stops and Connections

Station	Destinations Served	Connecting Services[19]
San Gabriel – Azusa / 9th	Azusa Downtown L Line Station, Downtown Azusa	Foothill Transit 185, 187, 188, 280
San Gabriel – Azusa / Foothill		Foothill Transit 185, 187, 188
Azusa / 1st		Foothill Transit 280
Azusa / Arrow		Foothill Transit 280, 492
Azusa / Badillo		Foothill Transit 190, 280

[19] Source: Google Maps, November 2021

Azusa / Workman		Foothill Transit 280, 281
Azusa / Cameron		Foothill Transit 280, 488
Azusa / Francisquito		Foothill Transit 280
Azusa / Amar		Foothill Transit 178, 280, 486, LADPW East Valinda Shuttle
Azusa / Gemini		Foothill Transit 280, LADPW East Valinda Shuttle
Azusa / Valley		Foothill Transit 194, 280, LADPW East Valinda Shuttle
Azusa / Riverside Line (Infill)	Potential New Metrolink Rail Station	Foothill 280, 281, 285, Metrolink Riverside Line
Azusa / Colima		LADPW Heights Hopper Shuttle
Colima / Fullerton		Foothill Transit 178, 289, 482, 493
Fullerton / Mescal		LADPW Heights Hopper Shuttle
Harbor / Santa Fe	Fullerton Transportation Center	OC Bus 26, 43, 47, 143, 213, 543, SF, Metrolink 91 Line, Riverside Line, Amtrak Pacific Surfliner, Southwest Chief
Harbor / Disney Way	Disneyland	OC Bus 43, 83, 460, 543, ART 17, ARTIC, Ball, Clementine, Disney Way, Grand Plaza, Grove, Hotel, Katella Line, Toy Story Line
Harbor / Newport Blvd	Newport Beach Commercial District	OC Bus 25, 43, 71

Figure 13 - Concept 12: Azusa Downtown Station to Newport Beach via Azusa Ave and Harbor Blvd



Concept 13: APU / Citrus College Station to Anaheim via Citrus and Grand

Synopsis:

This concept travels north to south from the APU / Citrus College Metro L (Gold) Line Station in Azusa to Cal State Fullerton in Orange County. Portions of the route travelling through Orange County would not be financed by the SGVCOG, and would instead require collaboration with Orange County and affected municipalities. It primarily follows Citrus Ave and Grand Ave for the majority of the route, as shown in **Figure 14.** The route is approximately 21.2 miles in length and has an end-to-end travel time of approximately 63 minutes, assuming an average speed of 20mph. The route serves multiple activity centers, including Azusa Pacific University, Citrus College, Downtown Covina, Eastland Center Mall, Mt. San Antonio College, and California State University Fullerton. The route connects to rail service at three separate points, being the Metro L (Gold) Line at the northern terminus at APU / Citrus College Station, the Metrolink San Bernardino Line at Covina Station, and the Metrolink Riverside Line at Industry Station – all of which have the potential to generate high ridership through transfers. The route will also directly serve EFCs in and near Azusa and Covina. This route would most likely be served by Rapid Bus or BRT. Any portion of the route outside of the Study Area would not be financed by Measure M, and would instead need to be financed by Orange County and its affected municipalities. Portions in orange county would most likely be considered as a second phase of the alternative, depending on funding and local support.

Route Description:

This route begins at APU / Citrus College Station in Azusa. Vehicles will begin by heading south on Azusa Citrus Ave, then make a slight right at the intersection with Foothill Blvd to stay on Citrus Ave. The route travels south on Citrus Street, connecting to Covina Station, then continuing to Workman St in West Covina, where it turns left and heads east on Workman St, stopping at the Eastland Center Mall. The route then takes a right and heads south on Barranca St. At Garvey Ave, vehicles turn left and head east on Garvey, continuing onto Holt Ave. At Grand Ave, the route turns right and heads southwest, stopping at Mt. San Antonio College, then continues to Valley Blvd.

At Valley Blvd, the route turns right and heads southwest, then turns left and continues southwest on Brea Canyon Rd, Stopping at Industry Station, and continuing south to Brea Canyon Rd.'s end at Pathfinder Rd, where extension to Orange County via SR-57 would be possible: Vehicles could turn left and briefly head east on Pathfinder Rd, then turn right and use the ramp to merge onto SR-57 south. Vehicles could travel on SR-57 South to the Nutwood Ave exit, then turn right and head west on Nutwood Ave, ending at Commonwealth Ave, right between Cal State Fullerton and Hope International University.

Stop/Station Description:

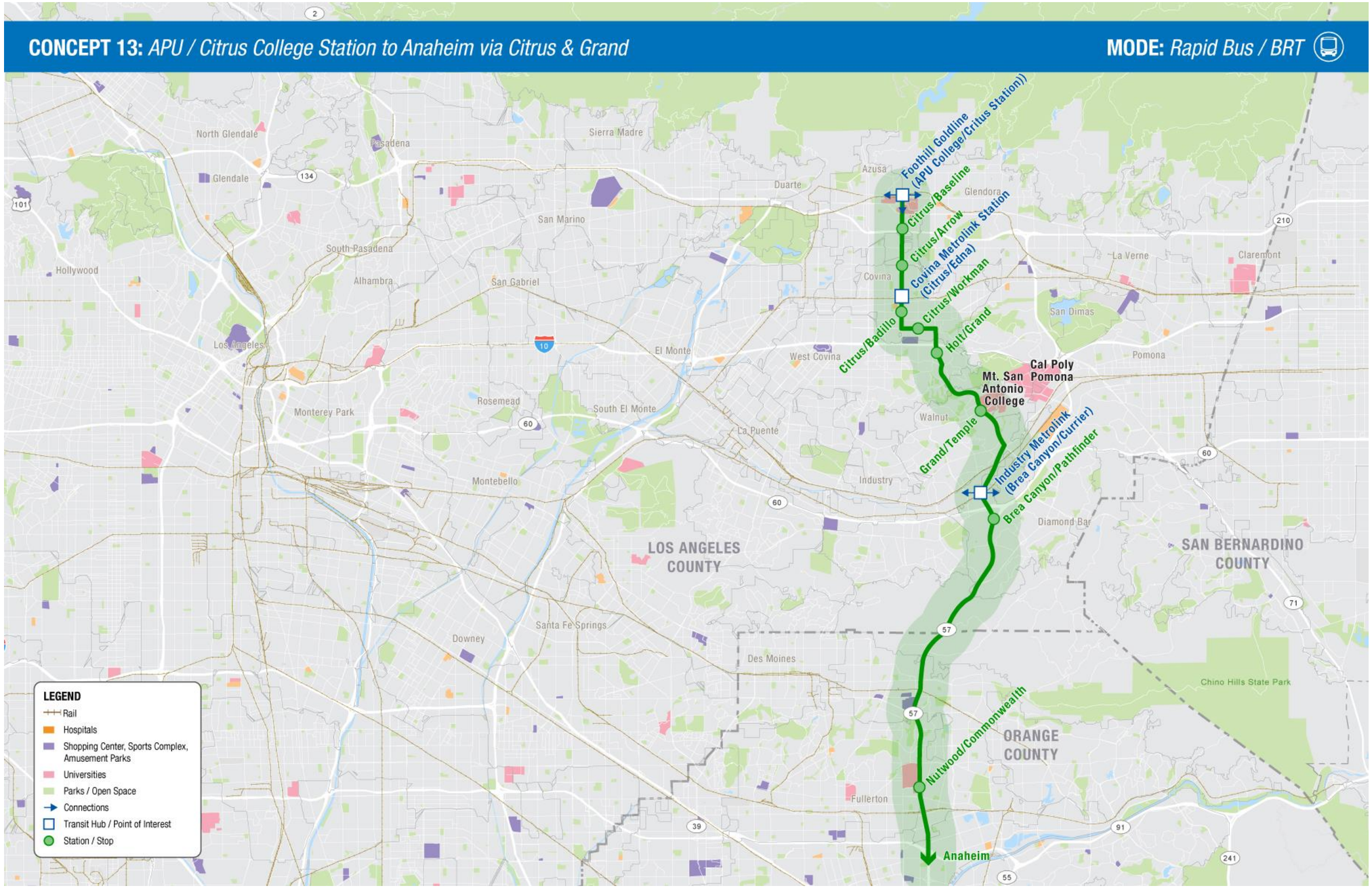
Concept 13 has 11 potential station/stop locations along its route. **Table 15** provides a list of the potential stations/stops, destinations served, and connecting transit services.

Table 15 - Concept 13 Stops and Connections

Station	Destinations Served	Connecting Services[20]
APU / Citrus College L Line Station (Citrus / Foothill)	Azusa Pacific University, Citrus College	Foothill Transit 281, 284, 488, Metro L Line, Glendora Gold Line Commuter Shuttle
Citrus / Baseline		Foothill Transit 281
Citrus / Arrow		Foothill Transit 281, 492
Covina Metrolink Station (Citrus / Edna)	Covina Metrolink Station	Metrolink San Bernardino Line, Glendora Metrolink Commuter Shuttle
Citrus / Badillo	Downtown Covina	Foothill Transit 190, 281
Citrus / Workman	Eastland Center	Foothill Transit 190, 281
Holt / Grand		
Grand / Temple	Mt. San Antonio College	Foothill Transit 190, 194, 289, 480, 486
Industry Metrolink (Brea Canyon / Currier)	Industry Metrolink Station	Foothill Transit 482, 495, Metrolink Riverside Line
Brea Canyon / Pathfinder		
Nutwood / Commonwealth	Cal State Fullerton, Hope International University	OC Bus 26, 123

[20] Source: Google Maps, November 2021

Figure 14 - Concept 13: APU/Citrus College Station to Anaheim via Citrus and Grand



Concept 14: Riverside Line Local Service

Synopsis:

This concept is a commuter-rail based alternative, and utilizes the Los Angeles Subdivision rail line between Los Angeles Union Station in Downtown LA to the Pomona Downtown Metrolink station, where the Metrolink Riverside Line currently operates, but with more frequency than the existing commuter rail peak-hour service. It extends either to the San Bernardino Metrolink Station in San Bernardino, along the Alhambra Subdivision, or to downtown Riverside via the Los Angeles Subdivision, as shown in **Figure 15.** Between Los Angeles and Pomona, the line is approximately 34 miles in length, and has an end-to-end travel time of just under one hour, assuming an average speed of 35 mph for commuter rail or diesel multiple units (DMU) vehicles. The route serves multiple activity centers, including Downtown Los Angeles, Downtown Riverside, and Downtown San Bernardino. Five infill station options have been identified for further evaluation on this route. The route serves EFCs in Montebello, Industry, and Pomona. This route would most likely use existing Metrolink rolling stock, or new equipment such as Diesel Multiple Units (DMUs).

Route Description:

The line begins at Los Angeles Union Station in Downtown Los Angeles and follows the route of the Metrolink Riverside Line from Los Angeles Union Station to Riverside Metrolink Station, connecting with existing stations at Montebello/Commerce, Industry, and Pomona Downtown.

Stop/Station Description:

Concept 14 has 11 potential station/stop locations along its route. **Table 16** provides a list of the potential stations/stops, destinations served, and connecting transit services.

Table 16 - Concept 14 Stops and Connections

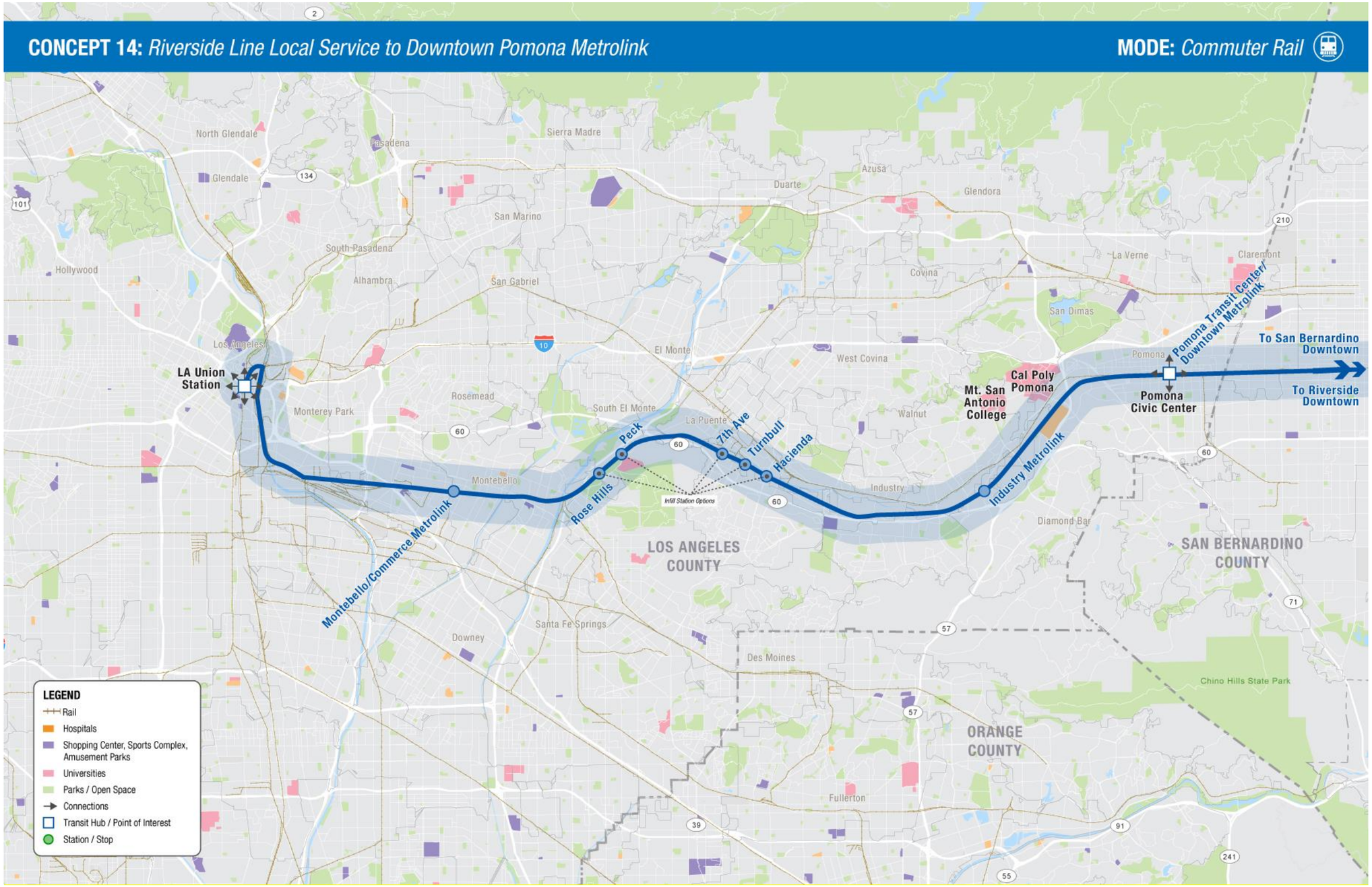
Station	Destinations Served	Connecting Services[21]
Los Angeles Union Station	Downtown Los Angeles, Olvera Street, Chinatown	Metro (Rail and Bus), Metrolink, Amtrak, LAX Flyaway Bus, Dodger Stadium Express, Greyhound, Megabus, Uber/Lyft, Taxi
Montebello / Commerce		Metro 18, 66, Montebello Bus Lines 70 Wilcox Avenue, Metrolink Riverside Line
Rose Hills*	Rio Hondo College	
Peck*	Rio Hondo College	
7th Avenue*	Avocado Heights / Industry	Metro 281, 282
Turnbull*	Industry	

[21] Source: Google Maps, November 2021

Station	Destinations Served	Connecting Services[21]
Hacienda*	Industry / Hacienda Heights	
Industry		Foothill Transit 482, 495, Metrolink Riverside Line
Pomona - Downtown		Foothill 195, 197, 286, 291, 292, 480, 482, Silver Streak, Metrolink Riverside Line, Amtrak
Riverside – Downtown**		Metrolink Riverside Line, 91/Perris Valley Line, Inland Empire / Orange County Line, Riverside Transit 1, 15, 29, 49, 200, 215, Megabus, Amtrak Southwest Chief
San Bernardino – Downtown**		Metrolink Riverside Line, Mountain Transit 1, 5, 6, 8, 14, 15, Omnitrans 215, 290, 305, sbX, FlixBus

*Infill station options
**Extension options

Figure 15 - Concept 14: Riverside Line Local Service



Concept 15: Riverside Line Local Service from Atlantic Station to Pomona Metrolink (Bus)

Synopsis:

This concept provides a bus option which either operates as an initial rubber-tired phase of a future local rail service operating along the Metrolink Riverside Line, or operates in tandem with a Pomona local rail service, providing runs which would operate between trains to provide more frequent service. The route runs between Atlantic Station in East Los Angeles to Pomona – Downtown Metrolink Station in Pomona, primarily routed on arterial streets parallel to the Los Angeles Subdivision rail line, As shown in **Figure 16.** The route is approximately 34.5 miles in length and has an end-to-end travel time of approximately 104 minutes, assuming an average travel speed of 20 mph[22]. The route serves multiple activity centers, including commercial areas surrounding Atlantic Station, Rio Hondo College and Downtown Pomona. The concept connects with transit hubs on either end, being Atlantic Station on the Metro L (Gold) Line on the western end, and the Pomona Transit Center on the Metrolink Riverside Line on the eastern end. In addition, the line connects to the Riverside Line at Montebello/ Commerce and Industry Stations, as well as a potential infill station if local service along the Los Angeles Subdivision / Riverside Line is established. The line serves EFCs in Monterey Park, Montebello, Industry, and Pomona. This route would most likely be served by Rapid Bus, BRT, or Express Bus.

Route Description:

The route begins at Atlantic Station in East Los Angeles. Vehicles will head east on Pomona Blvd, then head south on Atlantic Blvd to Whittier Blvd, where it will head east on Whittier Blvd. The route continues to Garfield Ave, where it turns right and heads south on Garfield Ave to Flotilla St, then turns left and heads east on Flotilla St. Here, the route serves the Montebello / Commerce Metrolink Station, and continues east to Vail Ave. The route turns left to head north on Vail Ave, then turns right to head east on Whittier Blvd to Rosemead Blvd. Here, the route turns left and heads north on Rosemead Blvd, then turns right to head east on Beverly Blvd. At Workman Mill Rd, the route turns left and heads north and northeast, servicing Rio Hondo College along the way. After passing Rio Hondo College, vehicles turn right to stay on Workman Mill, continuing east as it becomes Crossroads Pkwy, and continue east onto the ramp to SR-60.

Vehicles continue east on SR-60 before exiting at 7th Ave, and use a spiral ramp to access 7th Ave before turning right to head north. At Gale Ave, vehicles turn right and head east. At Azusa Ave, vehicles turn right and head south, passing by the Puente Hills Mall. Vehicles then make a left turn and head east on Colima Rd. The route continues east on Colima Rd to Tierra Luna, where the roadway changes to Golden Springs Dr. At Brea Canyon Rd, the route turns left and heads northwest, then north, stops at the Industry Metrolink Station, then continues northeast to Valley Blvd. Vehicles make a right onto Valley Blvd and travel northeast, then east. At Fairplex Dr, the road becomes Holt Ave, and the vehicles continue east. At Main St, vehicles turn right

[22] Source: Google Maps, November 2021

and head south, then turn left on Commercial St, where the route terminates at the Pomona Transit Center.

Stop/Station Description:

Concept 15 has 16 potential station/stop locations along its route. **Table 17** provides a list of the potential stations/stops, destinations served, and connecting transit services.

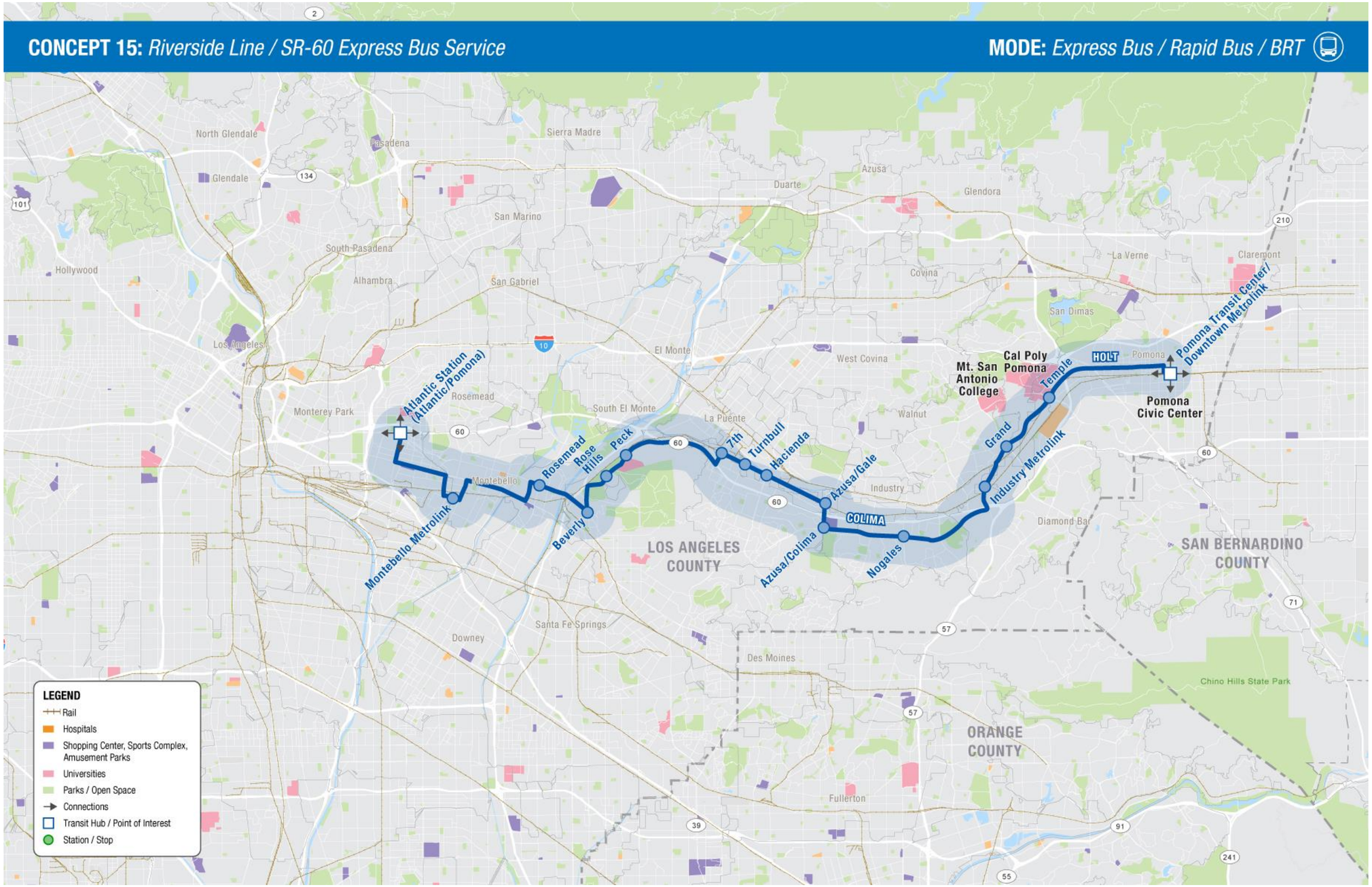
Table 17 - Concept 15 Stops and Connections

Stations	Destinations Served	Connecting Services[23]
Pomona / Atlantic	Atlantic Station, East LA Civic Center	Metro L Line, 106, 260, Montebello Bus Lines 10 Whittier Blvd, 40 Beverly Blvd, LA GO Bus Whittier Boulevard, City Terrace ELAC
Flotilla Ave (Montebello Metrolink)	Montebello/Commerce Metrolink Station	Metro 18, 66, Montebello Bus Lines 70 Wilcox Ave, Metrolink Riverside Line
Beverly / Rosemead		Metro 266, Montebello Bus Lines 410 Beverly Blvd, 90 MBL Express
Beverly / Workman Mill		Norwalk Transit 1, 7
Rose Hills*	Rio Hondo College	
Peck*		
Gale / 7th Street*	Avocado Heights / Industry	Foothill Transit 281, 282
Gale / Turnbull*	Industry	Foothill Transit 281, 282
Gale / Hacienda*	Industry / Hacienda Heights	Foothill Transit 185, 194
Gale / Azusa		Foothill Transit 280, 281, 285
Azusa / Colima	Puente Hills Mall	LADPW Heights Hopper Shuttle
Colima / Nogales		Foothill Transit 178, 289, 482, 493
Brea Canyon / Currier	Industry Metrolink Station	Foothill Transit 482, 495, Metrolink Riverside Line
Valley / Grand		Foothill Transit 194
Valley / Temple		Foothill Transit 195, 480, 482
Main / Commercial	Pomona Transit Center, Pomona – Downtown Metrolink Station, Pomona Civic Center	Foothill 195, 197, 286, 291, 292, 480, 482, Silver Streak, Metrolink Riverside Line, Amtrak

*Infill station options

[23] Source: Google Maps, November 2021

Figure 16 - Concept 15: Riverside Line Local Service from Atlantic Station to Pomona Metrolink



NEXT STEPS AND CONCLUSIONS

The next step for the SGV Transit Feasibility Study is to screen the initial concepts to identify the most promising concepts to move into further evaluation. The initial screening will be a high-level, fatal flaw analysis, ranking the concepts on a high-to-low ordinal scale based on each concept's ability to meet the study goals and objectives. See the Screening Methodology Report for more detailed information on the screening and evaluation process. Subsequent to the screening of initial concepts, the most promising concepts will be further developed into final concepts based on the funding measures available from Metro, and the years for which funding is available. The remaining concepts then be subject to a more detailed and technical analysis.

The calculations for the concepts are preliminary and non-specific. Each roadway-based concept was given an assumed average travel speed of 20mph, while Concept 14, which uses the Los Angeles Subdivision, was given an assumed average speed of 35mph. This does not account for potential roadway improvements associated with the concepts, such as dedicated transit lanes and signal priority, topography of the route, or existing or forecasted traffic volumes. These variables will be incorporated into the analysis in subsequent stages of the project.

In addition, concepts that terminate outside of the Study Area will require that portions of the route outside of the SGV be funded by respective local or county governments. This is to ensure that funds will fund projects solely within Los Angeles County.