

SAN GABRIEL VALLEY COG TRANSIT FEASIBILITY STUDY

Refinement of Concepts Memo

Table of Contents

Concept 1 (C-1) – Downtown Los Angeles to Downtown Pomona via Valley Blvd..... 3
Concept 2 (C-2) – Atlantic Station to Downtown Pomona via SR-60 5
Concept 5 (C-5) – Atlantic Station to Downtown Pomona via Valley Blvd & Colima/Golden Springs 7
Concept 10 (C-10) – Sierra Madre Villa Station to CSLB via Rosemead Blvd & Lakewood Blvd 9
Concept 11 (C-11) – Monrovia Station to Whittier via Peck & Beverly 11
Concept 12 (C-12) – Azusa Downtown Station to Newport Beach via Azusa Ave & Harbor Blvd 13
Concept 13 (C-13) – APU/Citrus College Station to Anaheim via Citrus & Grand..... 15
Next Steps 17

Table of Figures

Figure 1 – Concept 1: Downtown Los Angeles to Downtown Pomona via Valley Boulevard..... 4
Figure 2 – Concept 2: Atlantic Station to Downtown Pomona via SR-60 6
Figure 3 – Concept 5: Atlantic Station to Downtown Pomona via Valley Blvd & Colima / Golden Springs.. 8
Figure 4 – Concept 10: Sierra Madre Villa Station to CSLB via Rosemead Boulevard & Lakewood
Boulevard..... 10
Figure 5 – Concept 11: Monrovia Station to Whittier via Peck & Beverly 12
Figure 6 – Concept 12: Azusa Downtown Station to Orange County via Azusa Ave & Fullerton Rd 14
Figure 7 – Concept 13: APU/Citrus College Station to Brea Mall via Citrus & Grand..... 16

Introduction

The purpose of this memo is to identify potential refinements to the most promising initial concepts. The concepts will be considered in the feasibility analysis which will present the findings of the first phase of the transit feasibility study. The screening analysis resulted in the recommendation to carry forward three east-west concepts along with four north-south concepts:

East-West Concepts

- Concept 1 – Downtown Los Angeles to Downtown Pomona via Valley Blvd
- Concept 2 – Atlantic Station to Downtown Pomona via SR-60
- Concept 5 – Atlantic Station to Downtown Pomona via Valley Blvd & Colima/Golden Springs

North-South Concepts

- Concept 10 – Sierra Madre Villa Station to CSLB via Rosemead Blvd & Lakewood Blvd
- Concept 11 – Monrovia Station to Whittier via Peck & Beverly
- Concept 12 – Azusa Downtown Station to Newport Beach via Azusa Ave & Harbor Blvd
- Concept 13 – APU/Citrus College Station to Anaheim via Citrus & Grand

Ridership and capital cost estimates are currently being prepared for the above options. It is anticipated that this data will inform the identification of the project segment(s) recommended for short-term implementation. At the time the transit study findings and recommendations are developed, the potential refinements to the various screened concepts described further below should be considered.

Concept 1 (C-1) – Downtown Los Angeles to Downtown Pomona via Valley Blvd

This concept (C-1) would extend a bus rapid transit service from Los Angeles Union Station to the Downtown Pomona Transit Center via Valley Boulevard with a route deviation approaching Pomona to serve the Industry Metrolink Station as well as Mount San Antonio College and California Polytechnic State University, Pomona, continuing via Temple Avenue to Mission Boulevard to a terminus at the Downtown Pomona Transit Center (refer to **Figure 1**.)

The City of Los Angeles was evaluating the segment of Valley Blvd between Mission Road and Eastern Avenue for possible bus lanes which could connect with bus lanes to the east within San Gabriel Valley. The status and any available findings from this effort should be considered in the Feasibility Analysis.

The section of Valley Boulevard within the City of Alhambra between the I-710 stub and S. Fremont Avenue is heavily congested as well as physically constrained. In written comments, the City of Alhambra indicated a preference for Concepts 2 and 5 but did not support Concept 1 (see attached document). Also, there was discussion of possible introduction of passenger service along the parallel Union Pacific Alhambra Subdivision during the TAC and Community Meetings; input should be received from the City and considered in the Feasibility Analysis.

Since California Polytechnic University, Pomona has identified an intermodal hub along Campus Drive, an alternative entry to downtown Pomona via Holt Avenue would provide more direct routing than Mission Boulevard (but would not provide a stop proximate to the Pomona Civic Center.)

A final consideration would be for “mix-and-match” of C-1 east and west of the Garvey/Valley intersection immediately west of the San Gabriel River / I-605 divide: For example, various segments of Valley Blvd east of I-605 could be swapped into either of the other east-west concepts C-2 and C-5. The ridership estimate will provide line-level ridership as well as station boardings data which should be considered to determine the viability of providing BRT service along various segments of Valley Boulevard.

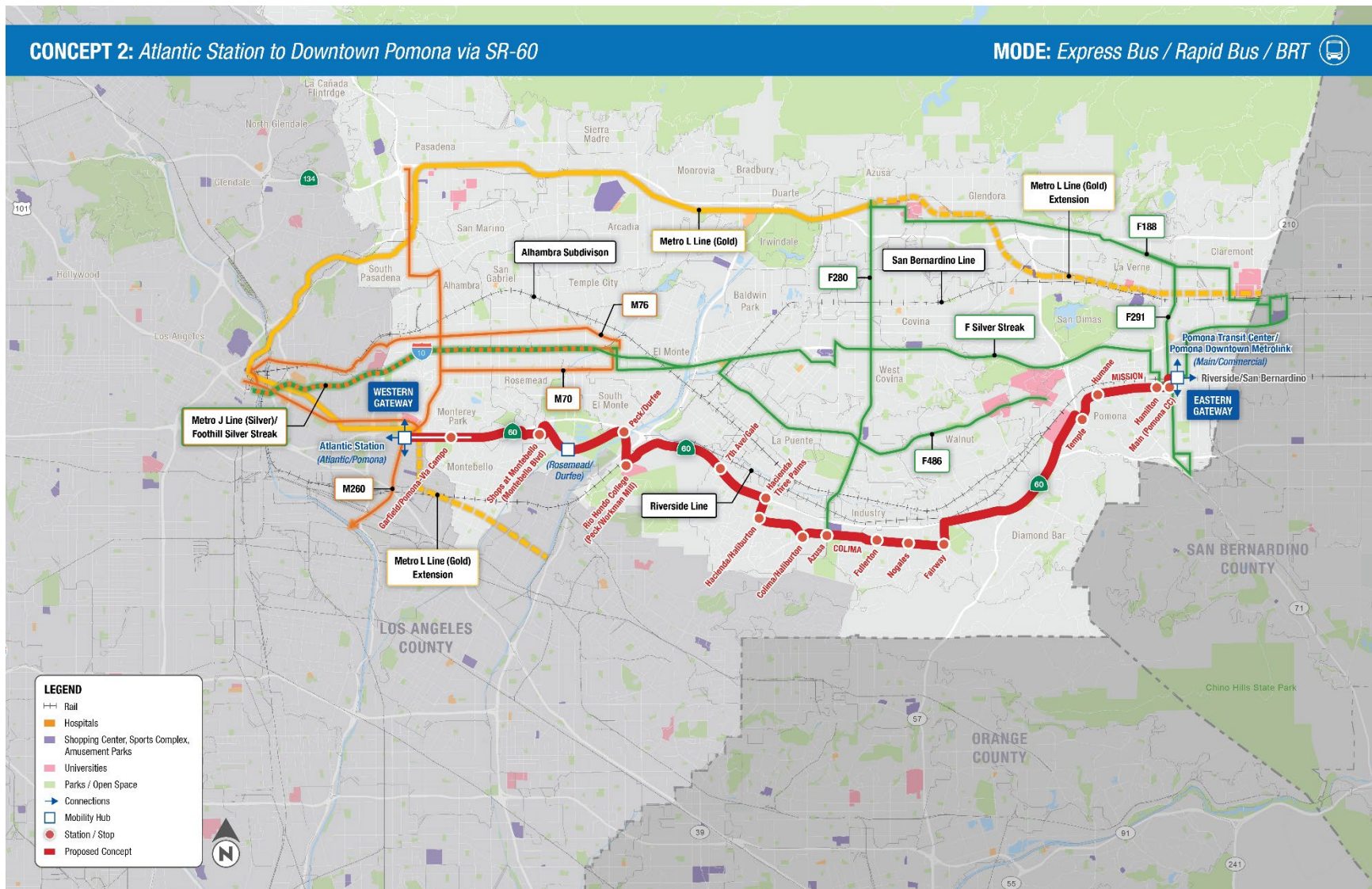
Concept 2 (C-2) – Atlantic Station to Downtown Pomona via SR-60

This concept (C-2) would extend a BRT service from Atlantic Station along the SR-60 freeway corridor (refer to **Figure 2.**) The route would access the freeway at Vail Avenue via the frontage roads and would exit at San Gabriel Boulevard to stop at the Shops at Montebello. The route continues via surface streets with stops at Rosemead/San Gabriel-Durfee, Peck/Durfee and Peck/Workman Mill (Rio Hondo College). The service would operate along the freeway from Crossroads Parkway to 7th Avenue and continue to Hacienda Boulevard via Gale Avenue. The BRT route would follow Hacienda Boulevard – Haliburton Road – Colima Road to Colima/Fairway where the route would return to SR-60, exiting at Temple Avenue and continuing into Pomona via Mission Boulevard, terminating at the Downtown Pomona Transportation Center.

West of I-605, C-2 is shown operating along SR-60 from Vail Ave to the Shops at Montebello, and then via San Gabriel Boulevard – Durfee Avenue – Peck Road – Workman Mill Road – Crossroads Parkway back onto SR-60. A question was raised regarding the potential added travel time affecting through passengers due to this street-running section. However, this routing provides a connection to C-10 (Rosemead) at the Rosemead/Durfee intersection and serves South El Monte High School proximate to the Durfee/Peck intersection as well as Rio Hondo College proximate to the Workman Mill/Peck intersection. The ridership results will inform this decision.

East of I-605, there are two potential options: (1) Continue via Colima Road – Golden Springs Road/Diamond Bar Boulevard to add stops in Diamond Bar; or (2) extend via Colima Road to Brea Canyon Road – Valley Boulevard – Grand Avenue – Temple Avenue (per Concept C-1) as an alternative entry to Pomona which would serve the Industry Metrolink station as well as the Mount San Antonio College and California Polytechnic State University at Pomona.

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



Concept 5 (C-5) – Atlantic Station to Downtown Pomona via Valley Blvd & Colima/Golden Springs

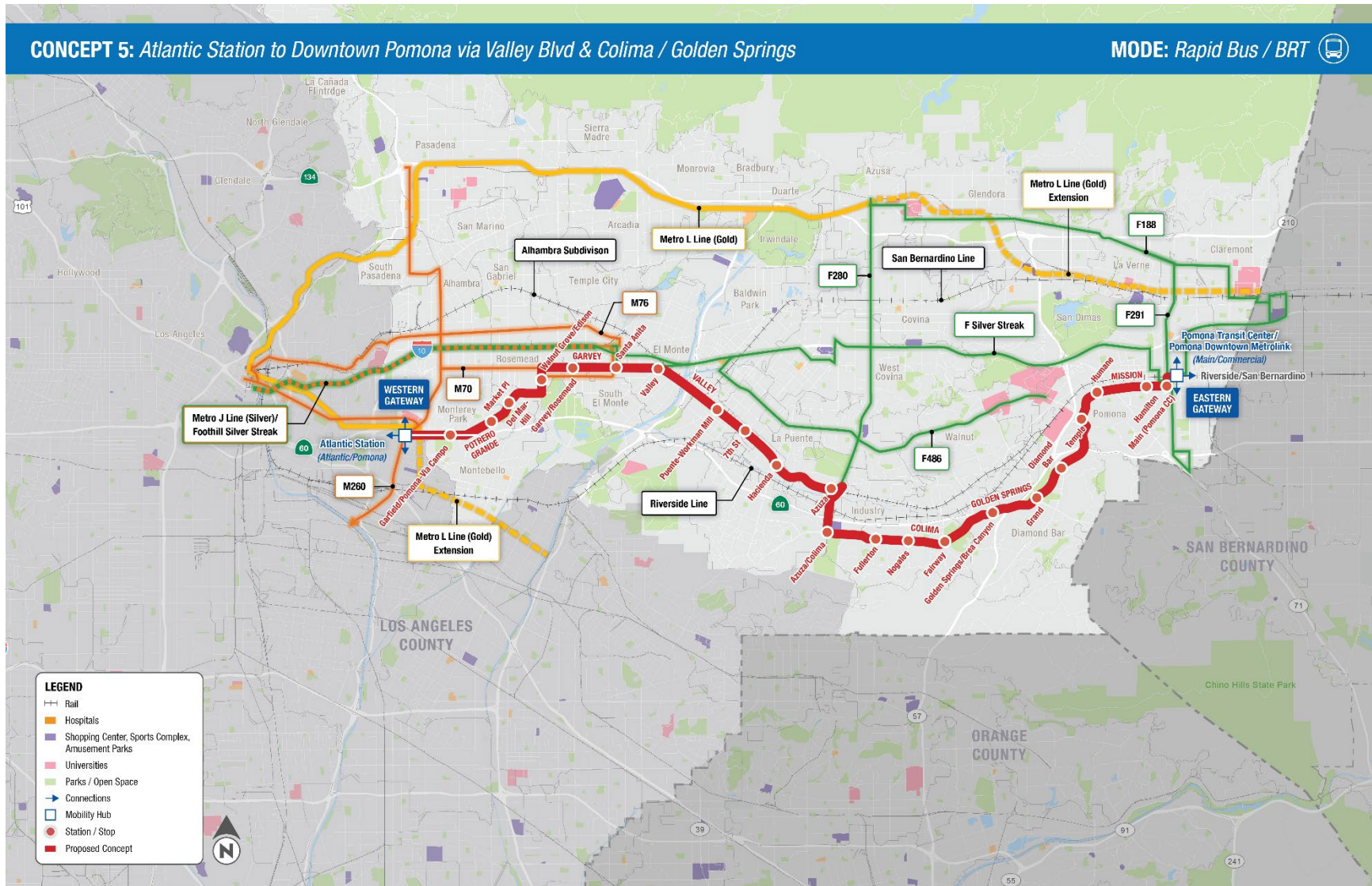
Concept 5 (C-5) is a concept which follows, but generally does not utilize, the SR-60 freeway (see **Figure 3**.) The BRT service would extend from Atlantic Station via the SR-60 frontage roads but would diverge via Potrero Grande Drive – Rush Street – Walnut Grove Avenue to Garvey Avenue. The route continues via Garvey Avenue, then continuing on via Valley Boulevard to Azusa Boulevard. The service would cross the rail and freeway corridors via Azusa Avenue, then head east via Colima Road – Golden Springs Road/Diamond Bar Boulevard to Temple Avenue, entering downtown Pomona via Mission Boulevard.

The routing shown in the initial concept follows Walnut Grove Avenue to Garvey Avenue, but alternatives such as Del Mar Avenue or San Gabriel Boulevard could be utilized to provide more stops along Garvey Avenue. The ridership at the Walnut Grove / Edison stop should be informative.

Another potential refinement would be crossing over the rail and freeway corridor at Hacienda Boulevard (similar to C-2) to serve more stops in Hacienda Heights. Boardings at stops along Valley Boulevard west of Azusa Avenue should be compared to boardings along Haliburton Road and Colima Road to inform this decision.

There is an additional mix-and-match opportunity for the easternmost end of the corridor, where an extension northwards via Brea Canyon Road (to serve the Industry Metrolink station) or Grand Avenue (to serve Mount San Antonio College and California Polytechnic University at Pomona) could be considered in lieu of some of the potential stops in Diamond Bar.

Figure 3 – Concept 5: Atlantic Station to Downtown Pomona via Valley Blvd & Colima / Golden Springs



Concept 10 (C-10) – Sierra Madre Villa Station to CSLB via Rosemead Blvd & Lakewood Blvd

Concept 10 (C-10) is a north-south BRT service utilizing Rosemead Boulevard within the San Gabriel Valley study area (see **Figure 4.**) The route would extend from the Sierra Madre Villa Station via Sierra Madre Villa Avenue and Colorado Boulevard to access Rosemead Boulevard. The service would follow Rosemead Boulevard to Pico Rivera and could potentially be extended south via Lakewood Boulevard to Long Beach serving Long Beach Airport and California State University at Long Beach.

Rosemead Boulevard is in process for relinquishment by Caltrans, which would allow use of local roadway type design standards providing more flexibility for incorporating bus lanes. The roadway is highly constrained north of Valley Boulevard – recent landscape and bike lane improvements extending down to the rail corridor underpass precludes use of the shoulder area for bus lanes. The travelway widens approaching Lower Azusa Road, and widens further south of Interstate-10.

The City of South El Monte indicated interest in queue jumpers, signal priority, and dedicated bus lanes along Rosemead Boulevard and noted that Los Angeles County, in concert with State and Federal funds are investing over \$250 million in capital improvements to improve Rosemead as a multi-modal corridor through Whittier Narrows down to Lakewood Boulevard. It was noted that Congressman Linda Sanchez has secured \$1.5 million in the unincorporated sections of Rosemead Boulevard just south of South El Monte.

For ridership purposes, this route will be evaluated as a rapidbus with high frequencies (twice the current operating plan). These results will inform whether this concept could be implemented as a rapidbus service, with priority treatments, or as a BRT service with dedicated lanes. Also, for ridership purposes, this concept will be tested with a stop at San Gabriel Boulevard – Durfee Avenue (connecting to C-2), as well as stops in Pico Rivera including the proposed future Eastside L Line (Gold) station at Washington/Rosemead.

Concept 11 (C-11) – Monrovia Station to Whittier via Peck & Beverly

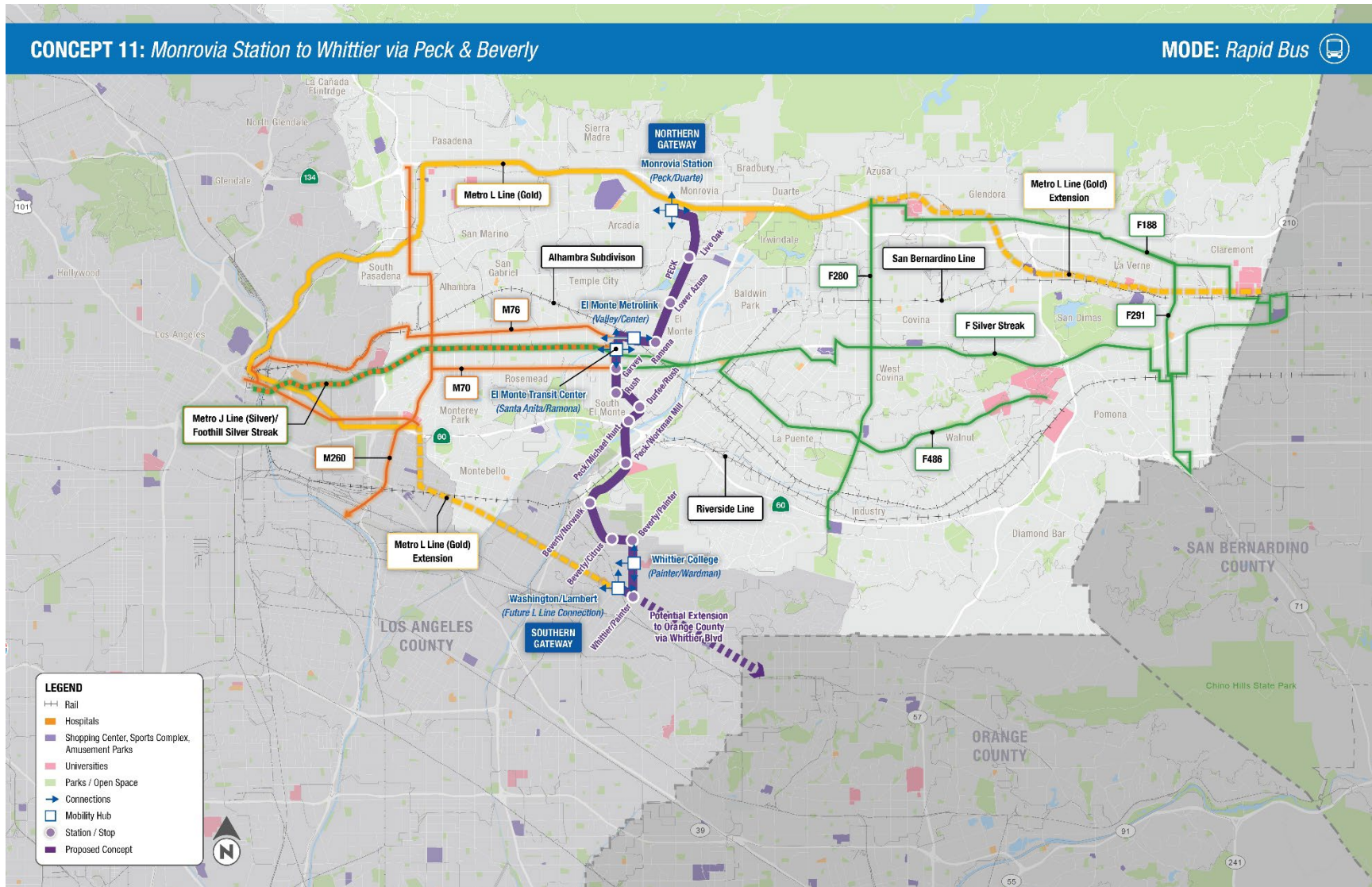
Concept 11 (C-11) is a north-south service which operates between Monrovia Station along the Foothill L Line (Gold) and the proposed future Eastside L Line (Gold) station at Washington Boulevard / Lambert Road in Whittier (refer to **Figure 5.**) The route extends from the northern terminus at Monrovia Station at Myrtle Avenue near Duarte Road south via Myrtle Avenue to Peck Road, continuing along Peck Road to Workman Mill Road. then extends south along Peck Road to Workman Mill Road. From that point, the service would extend to and through downtown Whittier via Beverly – Painter – Whittier terminating at the proposed Eastside L Line (Gold) station at Washington Boulevard/Lambert Road.

The initial concept was shown along Peck Road through El Monte connecting to Durfee Avenue near Rush Street. However, ridership testing will be accomplished with a route diversion via Rush Street – Santa Anita Avenue – Valley Boulevard – Ramona Boulevard to provide better service to South El Monte with connections to both the El Monte Busway station at Santa Anita/Ramona as well as the El Monte Metrolink station at Valley/Tyler.

Additional consideration should be given the routing through Whittier, potentially via Greenleaf Avenue and Hadley Street to Painter Avenue, which is the current route used by the Norwalk Transit Line 7, to facilitate transfers.

Given the 3-mile distance from the Peck Road/Durfee Avenue stop to the Beverly Boulevard/Norwalk Boulevard stop (with few trip generators or attractors between Rio Hondo College and downtown Whittier), the southern portion of this route may not justify the operating cost of extending to Whittier. Ridership results will inform this decision.

Figure 5 – Concept 11: Monrovia Station to Whittier via Peck & Beverly



Concept 12 (C-12) – Azusa Downtown Station to Newport Beach via Azusa Ave & Harbor Blvd

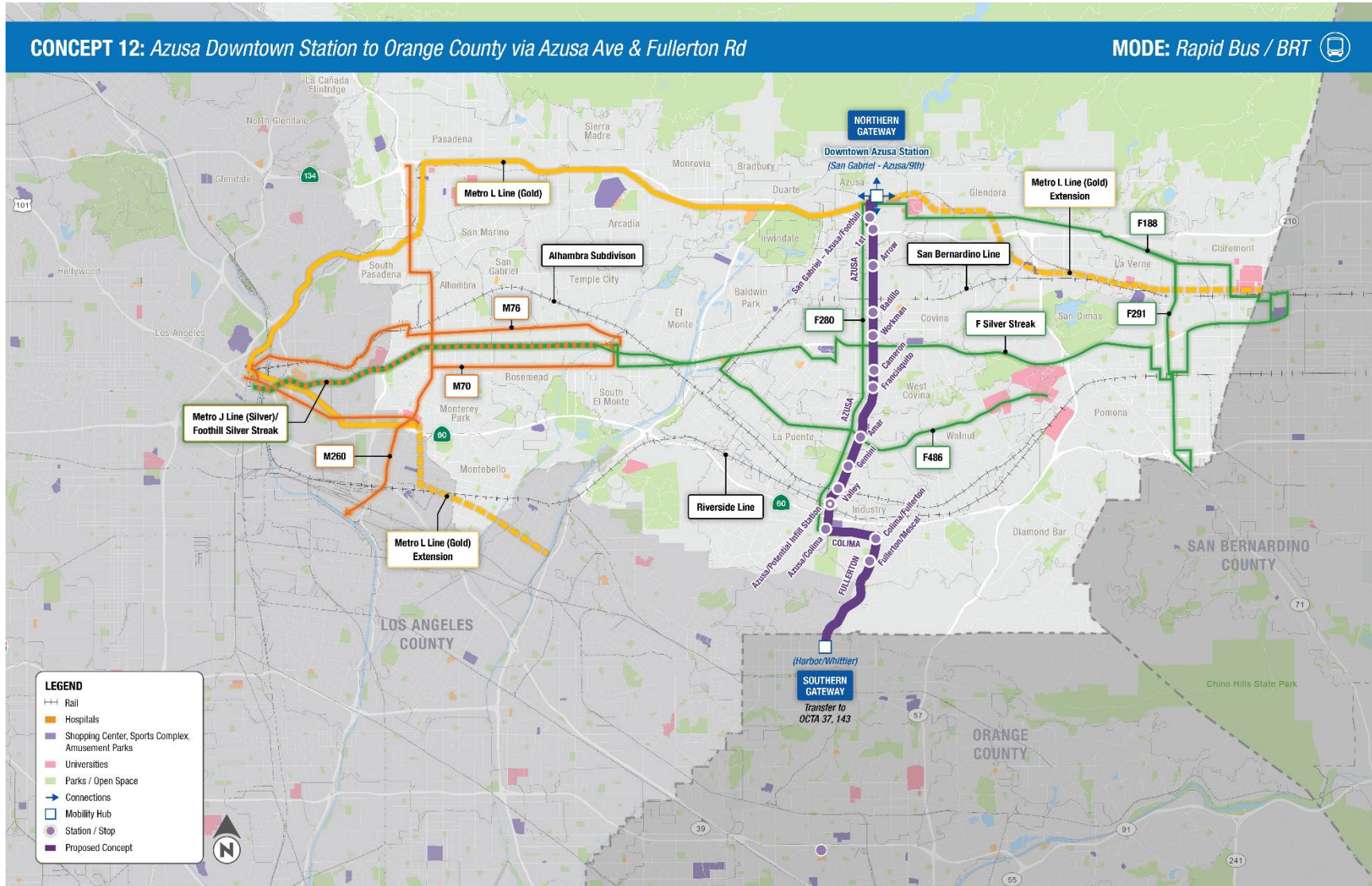
Concept 12 (C-12) is a BRT service which connects between the Downtown Azusa L Line (Gold) station and Hacienda Heights operating primarily along Azusa Avenue, where Foothill Transit currently operates high-frequency Line 280. The concept includes an extension to the vicinity of Harbor Boulevard/Whittier Boulevard in La Habra where a number of Orange County Transit Authority (OCTA) lines are available including the high-frequency Line 37 (refer to **Figure 6.**)

In the event a BRT service were established along this route, it would potentially be operated as a high-frequency, limited-stops overlay supplementing and potentially partially replacing some of the existing Line 280 frequencies.

Refinements to be considered in the Feasibility Analysis include:

- In the event the service is not extended to Orange County - Consideration for terminating the route at a mobility hub to be established in the vicinity of the Puente Hills Mall, where connections to a number of Foothill Transit services would be available;
Or,
- In the event the service is extended to Orange County – Consideration for terminating the route at the Fullerton Transportation Center, which is a major bus and rail hub in northern Orange County.

Figure 6 – Concept 12: Azusa Downtown Station to Orange County via Azusa Ave & Fullerton Rd



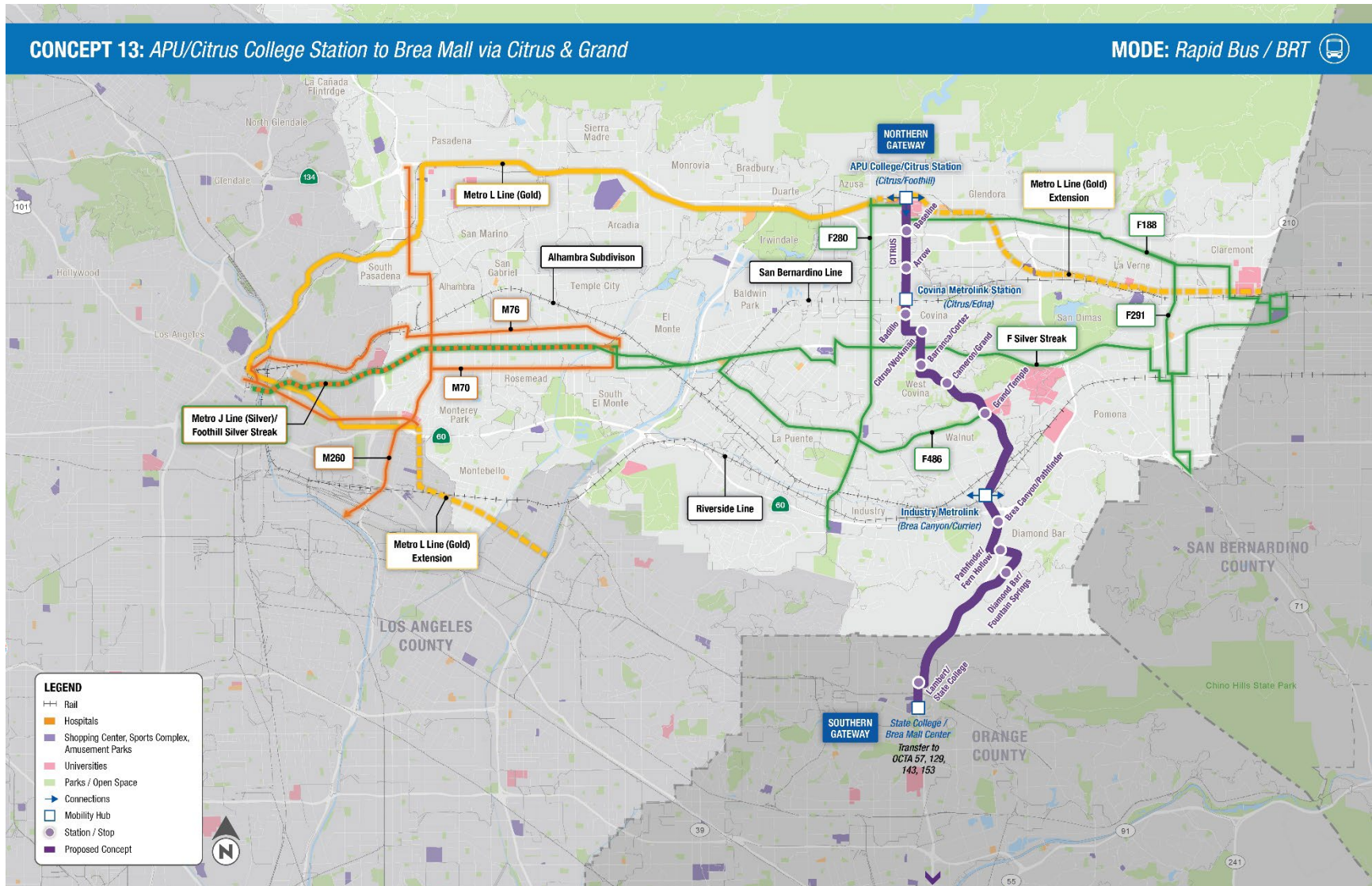
Concept 13 (C-13) – APU/Citrus College Station to Anaheim via Citrus & Grand

Concept 13 (C-13) is a north-south service which extends south from the APU College/Citrus Station of the Foothill L Line (Gold) via Citrus Avenue transitioning to Grand Avenue and continuing south the Diamond Bar with a potential extension to Brea Mall in Orange County (see **Figure 7**.) The route serves the Covina Metrolink station (on the San Bernardino Line) as well as the Industry Metrolink station (on the Riverside Line) as well as various Foothill Transit lines along Workman Street at Eastland Center in West Covina.

For ridership testing, the routing between Citrus Avenue and Grand Avenue has been shifted to Cameron Avenue, which overlaps Foothill Transit Line 190, to provide additional transfer and station opportunities. Also, the routing approaching the SR-57 freeway has been refined to follow Diamond Bar Boulevard, which would provide a stop at Diamond Bar High School as well as an additional stop along Diamond Bar Boulevard, at Fountain Springs Road.

If extended to Orange County, the service would access the SR-57 freeway at Diamond Bar Boulevard and utilize the freeway between that interchange and Lambert Road, a distance of about 3.5 miles. From Lambert, the service would follow State College Road to a terminus in the vicinity of the Brea Mall Center access road, where a number of Orange County Transit Authority (OCTA) lines connect. (It should be noted that Foothill Transit Line 286 follows this same route from Diamond Bar to Brea Mall.)

Figure 7 – Concept 13: APU/Citrus College Station to Brea Mall via Citrus & Grand



Next Steps

As noted, the refinements identified in this document will be considered at the time the Feasibility Analysis is prepared to convey the results of the Phase 1 effort for this study. At that time, ridership and cost information will be available. Input from on-going stakeholder meetings with the involved Cities and decision-makers will also be considered.

City of Alhambra

Office of the City Manager

January 3, 2022



*Gateway
to the
San Gabriel Valley*

*111
South First Street
Alhambra
California
91801*

*626
570-5010*

*FAX
281-2248*

San Gabriel Valley Council of Governments
4900 Rivergrade Road, Suite A120
Irwindale, CA 91706

Attn: Mr. Ricky Choi, Community Relations Coordinator

Transmitted Via Email to: sgvtransitstudy@sgvcog.org

Re: San Gabriel Valley Transit Feasibility Study Comments

Dear Mr. Choi:

Thank you for the opportunity to submit the City of Alhambra's comments subject to the proposed transit modes and conceptual alternatives presented at the Technical Advisory Committee (TAC) for the San Gabriel Valley Transit Feasibility Study. This important Study is intended to review short and long-term options that include new infrastructure, connections, and services to improve mobility throughout the San Gabriel Valley.

Upon revisiting the presentation materials from the December 15, 2021 TAC meeting, the City of Alhambra wishes to convey the following for your consideration:

- The San Gabriel Valley Transit Feasibility Study surfaced from Metro's decision to not pursue the SR 60 light rail alignment for the Eastside L Line Extension (aka, L Line 60 FWY Alignment Project). As a result of not completing the L Line 60 FWY Alignment Project, Metro opted for improvements along Washington Boulevard starting in East Los Angeles to Montebello, Commerce, Pico Rivera, Santa Fe Springs and into Whittier. While these efforts are important, we are concerned the Washington Boulevard projects do not fully address the mobility needs of that portion of the San Gabriel Valley. Absent any additional improvements, Alhambra is in agreement with other communities in the San Gabriel Valley that the Study should prioritize and emphasize mobility opportunities along that section of the area-- along the south side of the 60 FWY from Los Angeles to Pomona. By addressing gaps and/or by identifying opportunities for underserved areas, the region as a whole will benefit from improved options, efficiency and perhaps traffic relief.

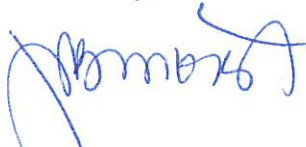


- This Study is intended to connect transit to jobs and housing by looking “prospectively” into the needs of the San Gabriel Valley communities. That said, given the nature of our growing San Gabriel Valley cities, it is imperative the Study evaluate services that will benefit the needs of today and tomorrow. In particular, improving connections to housing and jobs is vital to the area’s overall economic health and vibrancy.
- The City of Alhambra, like other San Gabriel Valley cities, continues to make investments in transportation improvements. Alhambra has gone to great lengths to examine and develop alternatives (along the 10 FWY and the North 710) from its allocation of 710 Measure R Funds. In addition, Alhambra is investing in and considering multimodal infrastructure and land use and transportation planning initiatives such as Complete Streets and Vision Zero. Other efforts include the General Plan Update; Transportation Demand Management improvements (synchronization) along major corridors; Valley Corridor Improvements; and a Citywide Bike and Pedestrian Improvement Plan. While these efforts do not directly address the gaps or the area south of the 60 FWY, they are nonetheless essential to “connecting” our communities and/or to the overall mobility needs of the San Gabriel Valley.
- There are several concepts that were presented by the Consultant to the TAC. Based on the above, the City of Alhambra respectfully requests Metro reduce the list of alternatives to help focus benefits within critically underserved areas.
 - Support an East/West route along and close to the SR-60 corridor, similar to Alternatives 2 and 5.
 - Support a North/South route, however, along the middle and eastern region of the study area, similar to Alternatives 10 and 11, and 13.
 - Develop options along the 57 FWY, considering important north/south connections (to Orange County) and essential east/west connections (as with Alternative 5 and the Pomona Transit Station and beyond).
- METRO’s previous studies identified new rail systems as presenting severe physical and financial challenges. As such, it is requested that transit modes such as light rail and monorail be eliminated from further consideration, and that the Study only focus on rubber-tired modes of transportation that will offer maximum flexibility to redirect and expand routes as needed.

The City of Alhambra cares greatly about the mobility needs of the San Gabriel Valley. Therefore, to encourage a more prudent use of limited resources, we urge Metro to eliminate areas and modes that have been studied multiple times AND to move forward with options that offer the greatest opportunities for community and economic growth for our cities. Further, since new rail systems will present physical and financial challenges, and since new funds have not been identified for such options, rail transit modes should be eliminated from further consideration.

Thank you for your time and attention to this matter.

Sincerely,



Jessica Binnquist
City Manager
City of Alhambra

Cc:

Marisa Creter, SGVCOG, Executive Director
Paul Hubler, SGVCOG, Public Affairs Manager
Supervisor Kathryn Barger, 5th District
San Gabriel Valley City Managers Association