BUS RAPID TRANSIT ALTERNATIVE (BRT-6X) FACT SHEET

DESCRIPTION

The Bus Rapid Transit (BRT) alternative will provide high speed, high frequency bus service through a combination of new, dedicated and existing bus lanes, and mixed flow traffic lanes to key destinations between East Los Angeles and Pasadena/La Cañada Flintridge. It is intended to increase transit service and connectivity. Where feasible, BRT vehicles would operate in exclusive lanes adjacent to the curb, while accommodating bike lanes where local plans provide for them. Local input and coordination prior to implementation will be crucial to optimize performance and minimize impacts to surrounding communities. There are minimal to no anticipated property acquisitions.

INITIAL DESIGN & SERVICE PLAN

Exclusive bus lanes would be created within the existing rights-of-way through a variety of methods that include restriping the roadway, restricted on-street parking, and narrowing medians, planted parkways and sidewalks. Buses would share existing lanes with other traffic in cases where there is not enough right-of-way. BRT vehicles would be given transit signal priority. Additional features such as an off-board fare payment will be considered.

Initial concept service plans call for sixty-foot articulated buses that operate every 10 minutes during peak hours and 20 minutes during off-peak hours. The proposed route length is approximately 14 miles, excluding the potential extension to the Jet Propulsion Laboratory (JPL) in La Cañada Flintridge. Bus stops would be placed at approximately ½ mile intervals at major activity centers and cross streets. Coordination with existing bus service and further refinements that avoid and/or minimize parking and other potential impacts are planned.

When measured against the 2035 No Build (or the baseline condition) BRT-6X, with TSM elements, is expected to add almost 20,000 new riders system-wide.

INITIAL PROPOSED ROUTE

Service from Atlantic/Whittier (for transfer to Metro Rapid 720) and Atlantic Gold Line station to Pasadena City College and the California Institute of Technology via Atlantic Boulevard, Huntington Drive, Fair Oaks Avenue, Colorado Boulevard, and Lake and Hill Avenues is proposed. Additional service to JPL is also proposed.

PROPOSED BUS STOP LOCATIONS (18)

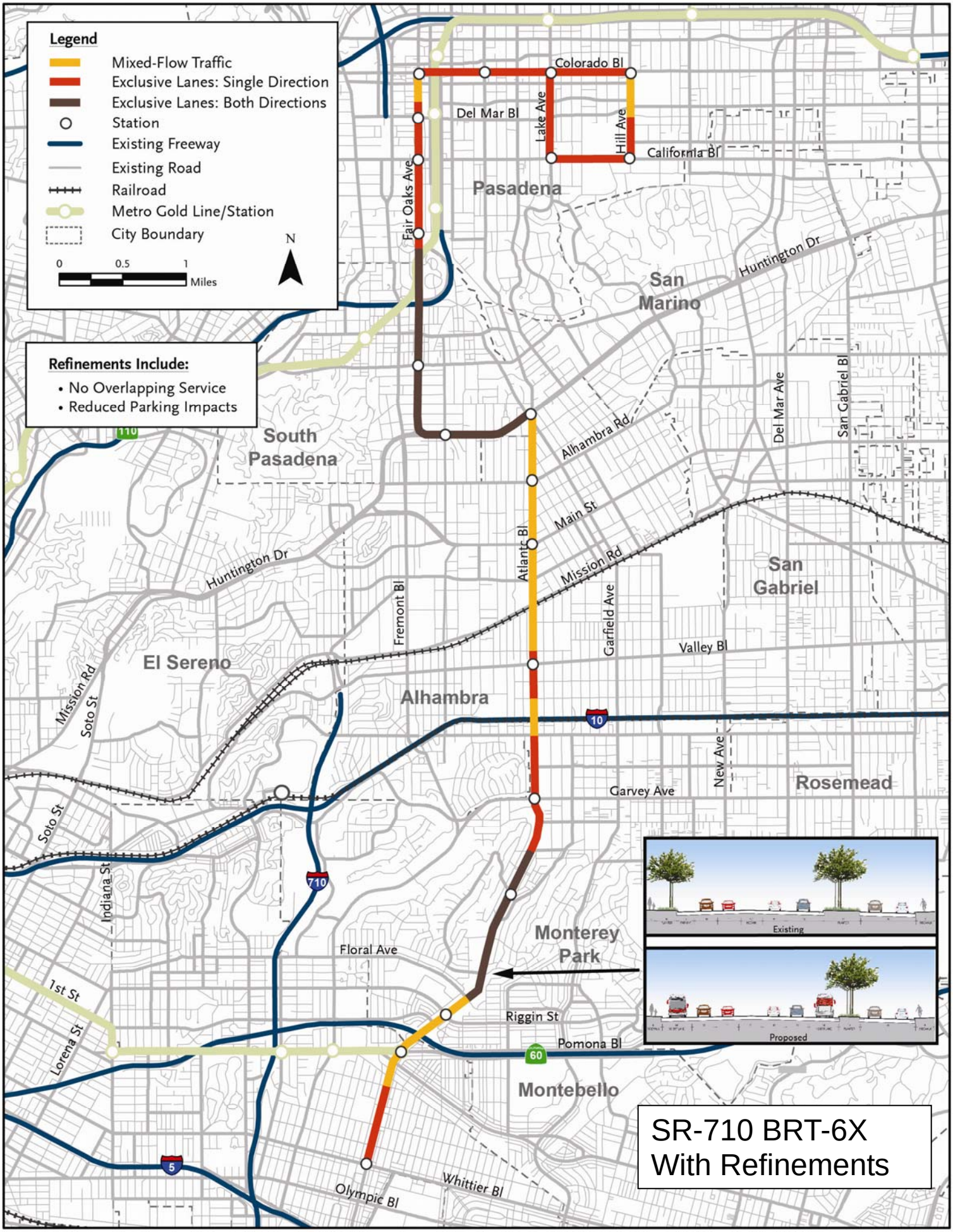
- Atlantic Boulevard at Whittier Boulevard
- Atlantic Boulevard btwn Pomona & Beverly Blvds
- Atlantic Boulevard at Riggin Street
- Atlantic Boulevard at Garvey Avenue
- Atlantic Boulevard at Valley Boulevard
- Atlantic Boulevard at Main Street
- Huntington Drive at Garfield Road
- Huntington Drive at Marengo Avenue
- Fair Oaks Avenue at Mission Street
- Fair Oaks Avenue at Glenarm Street
- Fair Oaks Avenue at California Boulevard
- Fair Oaks Avenue at Del Mar Boulevard
- Fair Oaks Avenue at Colorado Boulevard
- Colorado Boulevard at Los Robles Avenue
- Colorado Boulevard at Lake Avenue
- California Boulevard at Lake Avenue
- California Boulevard at Hill Avenue
- Colorado Boulevard at Hill Avenue

MAJOR TASKS COMPLETED:

INITIAL ENVIRONMENTAL ASSESSMENTS ✓

CONCEPTUAL ENGINEERING ✓

ALTERNATIVES ANALYSES ✓



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