



## SR-710 North Study

### BUS RAPID TRANSIT ALTERNATIVE FACT SHEET

#### DESCRIPTION

The Bus Rapid Transit (BRT) alternative will provide high speed, high frequency bus service operating with a combination of new, dedicated bus lanes and existing, mixed flow traffic lanes to key destinations between East Los Angeles and Pasadena. It is intended to increase transit service and connectivity. Where feasible, BRT vehicles would operate in exclusive lanes adjacent to the curb. Local input and coordination, prior to implementation, will be crucial to optimize performance and minimize impacts to surrounding communities.

#### DESIGN AND SERVICE PLAN

Exclusive bus lanes would be created generally within the existing right-of-way through a variety of methods including restriping the roadway, prohibiting on-street parking during peak hours, 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 on-board fare payment and validations are being considered.

Initial concept service plans call for sixty-foot articulated buses to operate every 10 minutes during peak hours and 20 minutes during off-peak hours. The proposed route length is approximately 14 miles. Bus stops would be placed at approximately 1/2 mile intervals at major activity centers and cross streets. Bus stop amenities would include new shelters, benches, transit information signage, and trash receptacles. Coordination with existing bus service and further refinements are planned to avoid and/or minimize parking and other potential impacts are planned.

#### PROPOSED ROUTE

Route begins at Atlantic /Whittier Boulevards (for easy transfer to Metro Rapid Line 720) and continues north on Atlantic to the Metro

Gold Line Station; continues north on Atlantic Boulevard crossing SR-60, I-10, Mission Road, Main Street, and Alhambra Road to Huntington Drive; then west on Huntington Drive to Fair Oaks Avenue; proceeding north on Fair Oaks Avenue crossing SR-110, California and Del Mar Boulevards to Colorado Boulevard; continuing east on Colorado Boulevard to Hill Avenue; turning south on Hill Avenue and looping around Pasadena City College and Caltech utilizing Del Mar Boulevard and Lake Avenue back to Colorado Boulevard.

Proposed refinements to the BRT alternative include supporting bus feeder service and the TSM/TDM elements to enhance performance and improve connectivity.

#### PROPOSED BUS STOP LOCATIONS (17)

- Atlantic Boulevard at Whittier Boulevard
- Atlantic Blvd between Pomona & Beverly Blvd
- Atlantic Boulevard at Cesar Chavez Ave./Riggin St.
- 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 Glenarm Street
- Fair Oaks Avenue at Mission Street
- Fair Oaks Avenue at California Boulevard
- Fair Oaks Avenue at Del Mar Boulevard
- Del Mar Boulevard at Los Robles Avenue
- Del Mar Boulevard at Lake Avenue
- Del Mar Boulevard at Hill Avenue (1 direction)
- Colorado Boulevard at Lake Avenue (1 direction)
- Colorado Boulevard at Hill Avenue (1 direction)

#### MAJOR TASKS COMPLETED:

INITIAL ENVIRONMENTAL ASSESSMENTS ✓  
CONCEPTUAL ENGINEERING ✓  
ALTERNATIVES ANALYSES ✓

