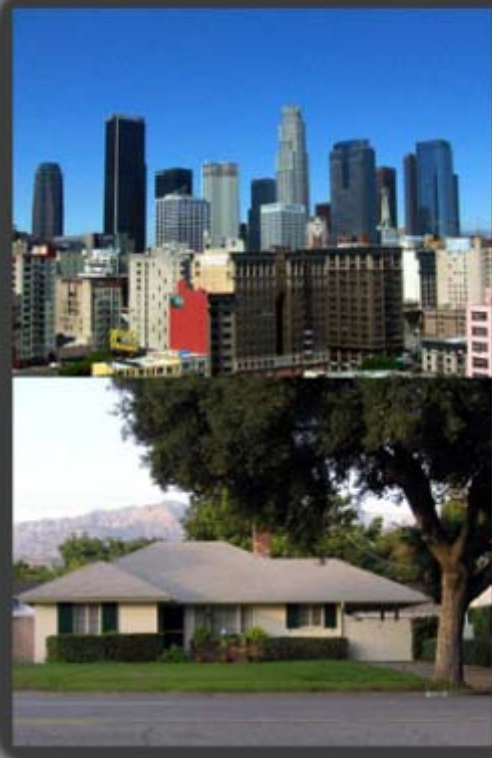




**THE  
MISSING**



**LINK**







# Metro Rail and the South Bay - Today



Impressive but underused stations



Welcome to the South Bay!

# Metro Rail and the South Bay - Today

- Green Line offers the “ride to nowhere”
  - No useful connections to beaches
  - Shunned by Beach City governments
  - Has found a niche as a “feeder” to Blue Line
  - LAX ITC and people mover offer promise of higher ridership in South Bay



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- Not enough to excite South Bay residents
  - Affluent
  - Own and drive cars
  - Concerns
    - Convenience
    - Timeliness
    - Safety



Impressive but underused stations



Welcome to the South Bay!

# Metro Rail - South Bay to Union Station



Why was it built this way?



A simple sound barrier would have helped.

# Metro Rail - South Bay to Union Station

- Tortuous journey to Union Station
  - 23 stops
  - Takes 80 to 100 minutes
  - Two changes of train
  - Wait in freeway median at Rosa Parks
    - 85 decibel noise



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# Metro Rail - South Bay to Union Station

- Tortuous journey to Union Station
  - 23 stops
  - Takes 80 to 100 minutes
  - Two changes of train
  - Wait in freeway median at Rosa Parks
    - 85 decibel noise
- Personal decision
  - “No” to a \$150K job in Burbank
  - “No” to commute from South Bay



Why was it built this way?



A simple sound barrier would have helped.

# Regional Rail - The Missing Link

# Regional Rail - The Missing Link

- Expand on today's successful Metrolink
- Offer day-long, regular service
- Extend to South Bay along MTA Harbor Subdivision
- Direct service between South Bay, Downtown and San Fernando Valley

# Regional Rail and the South Bay



# Regional Rail and the South Bay

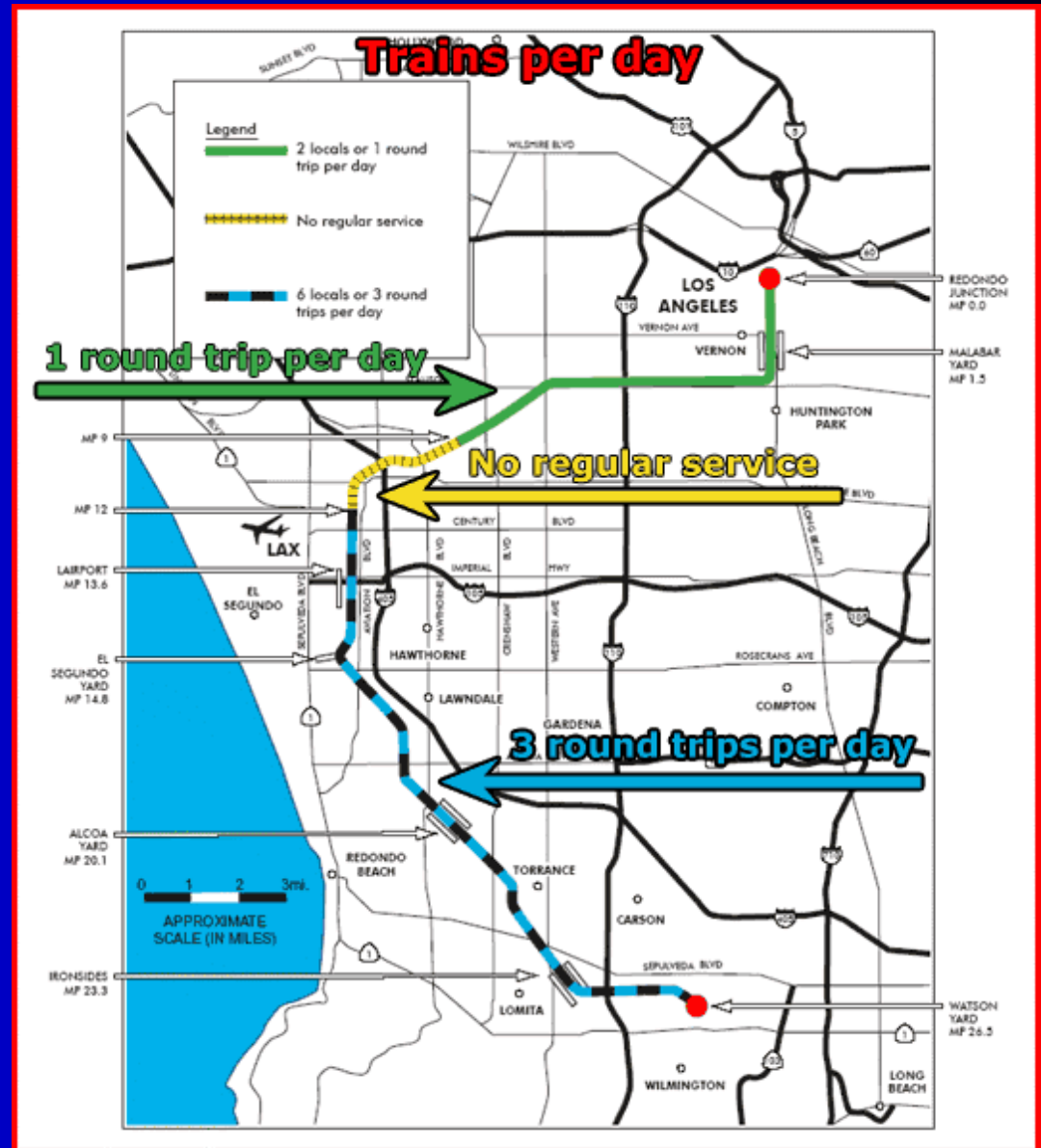
- Fast, comfortable ride to important employment destinations:
  - LAX ITC (one stop)
  - Downtown Los Angeles (four stops)
  - Glendale (five stops)
  - Burbank (six stops)
- Enough to excite South Bay residents and governments
  - Get serious about local feeder bus connections
  - Voila, Regional Rail can take you to the beach





# Add South Bay Service

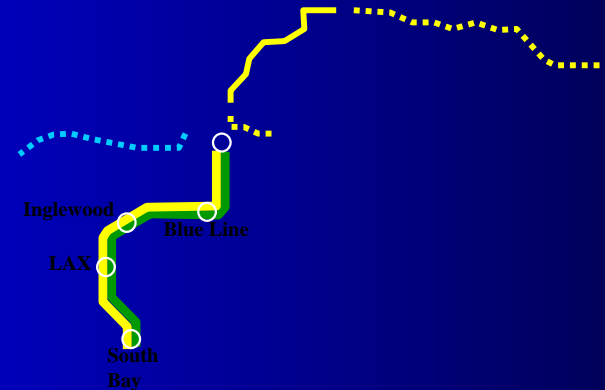
The Harbor  
Sub Division  
is an Unused  
Asset to the  
South Bay



# Metrolink Map



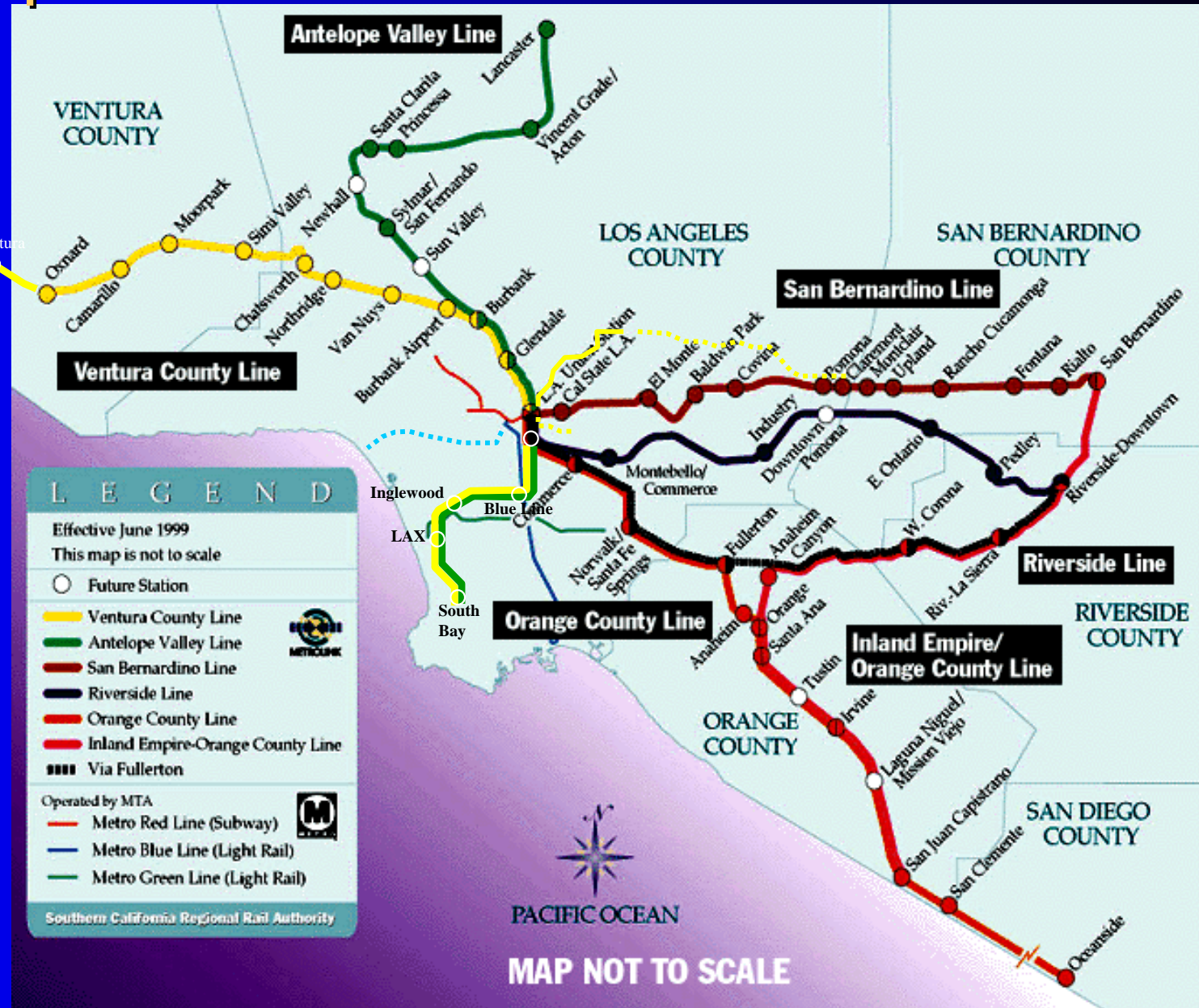
- Existing infrastructure
- Wide geographic reach
- *Added*  
*Downtown – LAX / South Bay connection*





# Metrolink Map

- Existing infrastructure
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# Potential Stations

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- South Bay
  - Bus connections to Beach Cities
  - Walk to employment centers

# Potential Stations

- South Bay
  - Bus connections to Beach Cities
  - Walk to employment centers
- LAX / Imperial at Aviation (5 to 10 minutes)
  - Proposed Intermodal Transportation Center
    - Fast “people mover” to Los Angeles International Airport
  - Interchange with Green Line, bus services
  - LAX and El Segundo employment
    - 55 million passengers in 2003 ([www.lawa.org](http://www.lawa.org))
    - Daytime population of 70,000 in El Segundo ([www.elsegundo.org](http://www.elsegundo.org))
    - 59,000 jobs on or near LAX ([www.lawa.org](http://www.lawa.org))

# Potential Stations

# Potential Stations

- Inglewood City Center (15 minutes)
- Long Beach Blue Line (30 minutes)
  - 70,000 boarders per day
  - 40 minutes from Downtown Long Beach
  - connection for Staples Center

# Significance of Union Station



# Significance of Union Station

- 40 Minutes from South Bay
- Rail Hub
  - Gold Line
  - Amtrak
  - Regional Rail
  - Red Line
- Employment Center
- Cultural and Sports





# Burbank and Glendale

# Burbank and Glendale

- Glendale (50 minutes)
  - Employment center
  - Trolley to Metrolink station is under study
    - Source: Daily News: Sept 1, 2004
- Burbank (56 minutes)
  - Major entertainment industry employment
    - Bus to Media Center employment
  - Close to Media District
  - Downtown Media City Center retail / entertainment
- Burbank Airport (60 minutes)
  - Approx 400,000 passengers per month

# Northridge



# Northridge

- Cal State Northridge (80 minutes)
  - 28,000 students
  - 3,300 faculty and staff



# Looking into the Future - Base Case



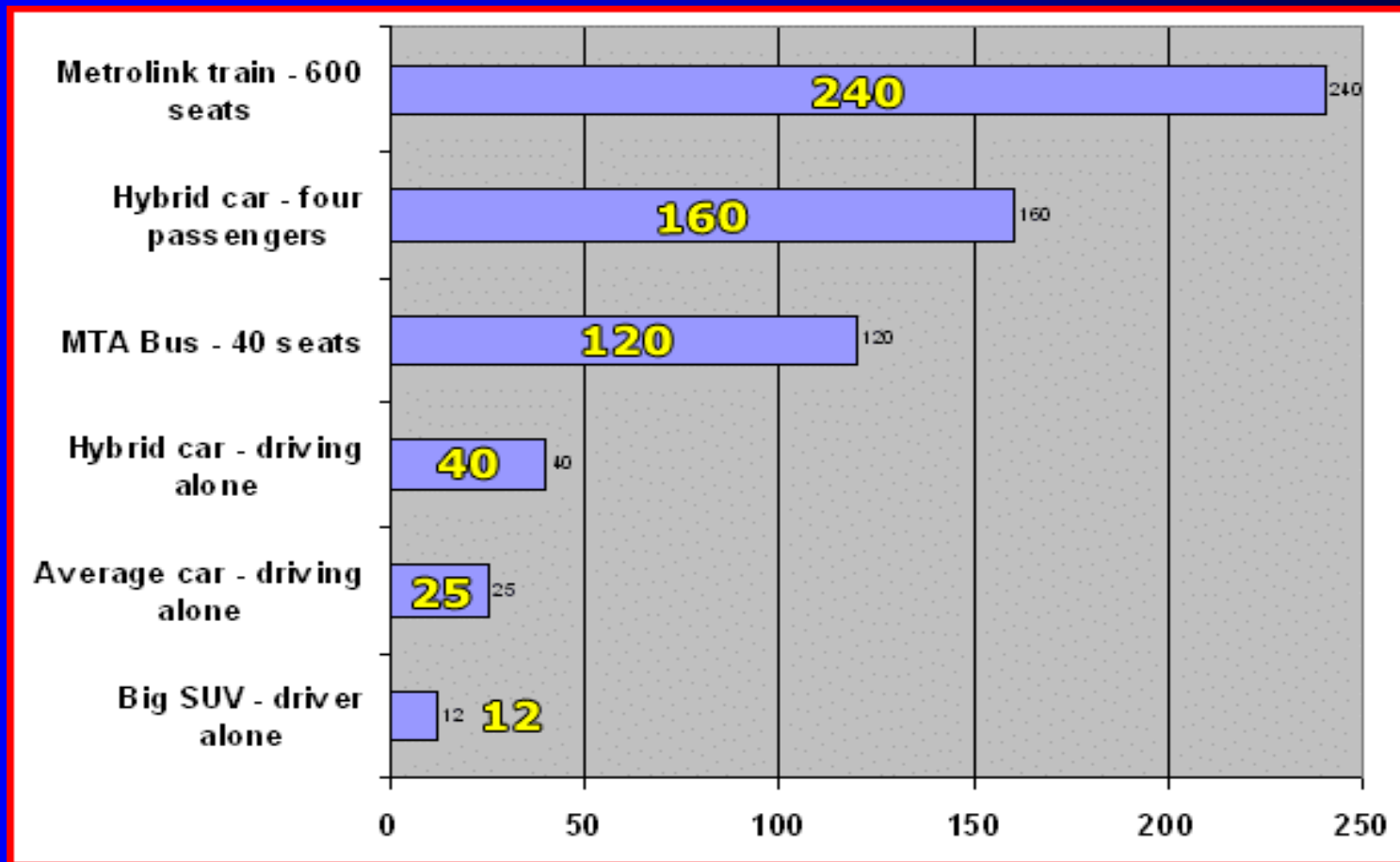
# Looking into the Future - Base Case

- Conventional Wisdom
- Continued but slower population growth
  - LA County: 10.1 million to 11.3 million in 2040
- Continued growth in auto driving
  - US (from 1980 to 2000 per DOT BTS)
    - Drivers + 31.2%
    - Miles driven + 81.2%
- No major freeway enhancements
- Regional Rail is an overdue alternative to congested freeways



# Case B – High Energy Prices

## A look at passenger miles per gallon



- Current Metrolink trains compare very favorably with other means of transport

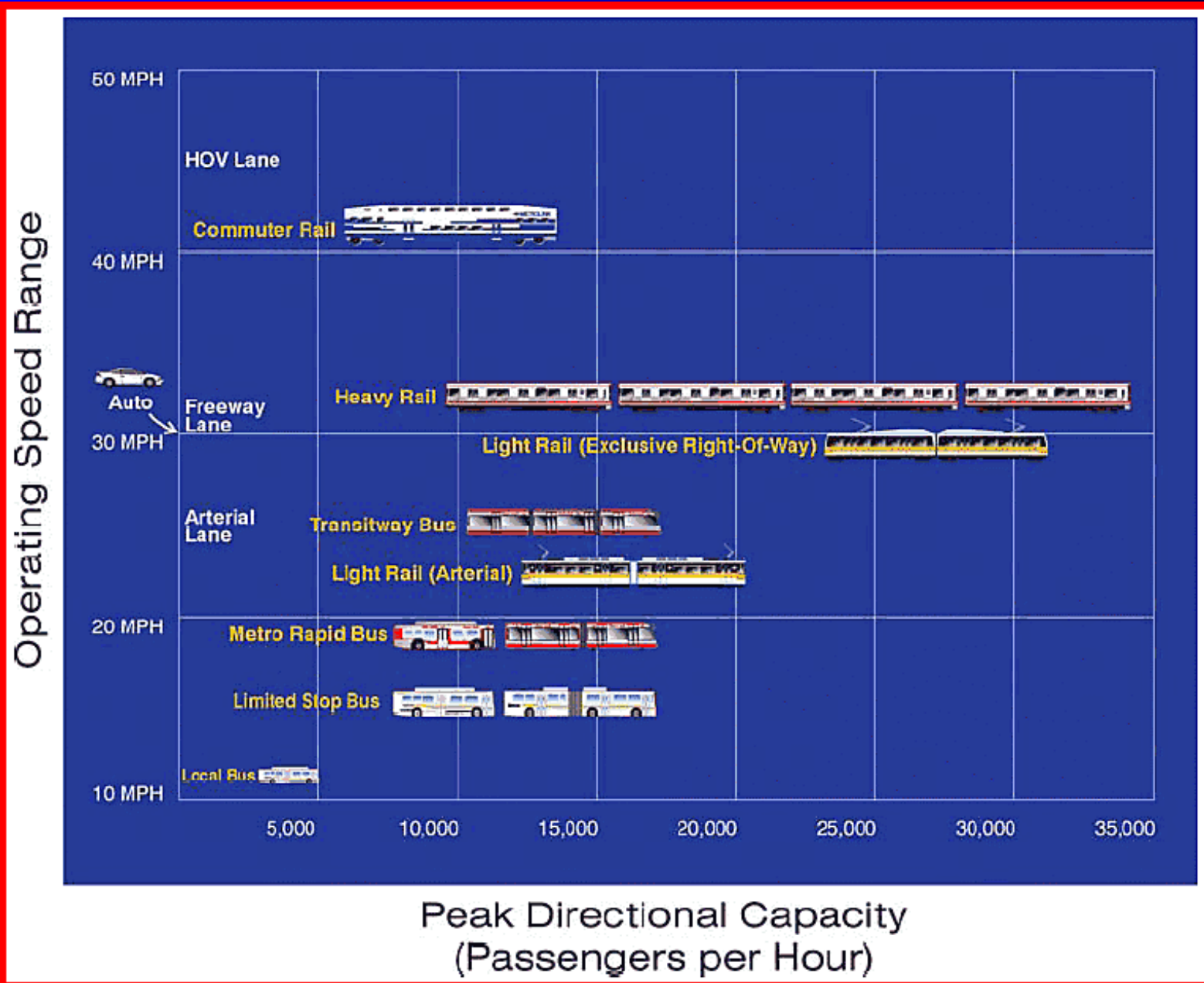
# Electrification Option



# Electrification Option

- Successful Metrolink lines may be electrified if and when economic conditions are appropriate
- Benefits of electrification
  - Higher person miles per gallon equivalent
    - Combined cycle generation more efficient than diesel
  - Electricity generated from fuels other than oil/gas
    - Coal, nuclear, gas or renewables
  - An insurance policy against national oil shortage
  - Other
    - No local pollution
    - Lower maintenance and longer life
    - Faster and quieter operation

# Speed and Capacity



# Conclusions

Some Benefits of Regional Rail

# Conclusions

## Some Benefits of Regional Rail

- Fast, comfortable, viable transit alternative to auto
  - Expands Metrolink concept already proven to be popular
  - Eases long commutes
    - Allows reading, relaxation during commute
- Uses existing infrastructure and ROW
- Leverages and enhances other transit investments
- Energy efficient transportation in an era of much more expensive energy
  - Especially transportation fuels (oil and gas)
  - Can be electrified
- Traffic mitigation
- Catalyst for Beach Cities Transit Services

Goal

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- Work with an MTA Board Member to get the Harbor Sub Division included in the Metrolink Strategic Plan.

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- Work with an MTA Board Member to get the Harbor Sub Division included in the Metrolink Strategic Plan.
- Specifically ... we would like the LA County Metropolitan Transportation Authority Regional Planning Department to request that the Metrolink Strategic Plan include a possible extension to LAX and the South Bay down the Harbor Sub Division .

# Regional Rail:



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[www.transitcoalition.org](http://www.transitcoalition.org) \* [www.regionalrail.org](http://www.regionalrail.org) \* [www.friendsofmetrolink.org](http://www.friendsofmetrolink.org)

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