

## Summary of Draft Recommended Beeline Changes

Route # Description	Potential Near-Term Changes February 2020	# of New Buses Required Additional Annual Cost	Potential Mid-Term Changes (2-5 years)	# of New Buses Required Additional Annual Cost
1 GTC to Stocker Square via NB Central / SB Brand	<ul style="list-style-type: none"> <li>• Run bi-directional on Central only.</li> <li>• Increase frequency to every10 min.</li> <li>• Add pilot evening service until 10:15p Fri &amp; Sat to serve 18-hour downtown.</li> </ul>	<ul style="list-style-type: none"> <li>• No new buses.</li> <li>• (\$19,178) net weekday operating cost due to increased ridership</li> <li>• (\$775) net weekend operating cost due to increased ridership</li> <li>• PILOT B: \$43,502 Fri evening net operating cost; \$57,395 Sat evening net operating cost</li> </ul>	<ul style="list-style-type: none"> <li>• Dedicated bus lanes on Central.</li> <li>• Provides future dedicated space for BRT.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential cost reductions from increased bus speed: (\$2,863) weekday operating cost; (\$271) Saturday operating cost; (\$223) Sunday operating cost</li> </ul>
2 GTC to Stocker Square via NB Brand / SB Central	<ul style="list-style-type: none"> <li>• Remove all 1 &amp; 2 Beeline service from Brand. (Route 11 stays in place)</li> <li>• Brand becomes a Metro/regional focused corridor.</li> </ul>	None – Assets move to Route 1 on Central Av.	<ul style="list-style-type: none"> <li>• Provides future space for BRT and/or Streetcar.</li> </ul>	None
3/31/32 Downtown to JPL via Glendale Av	<ul style="list-style-type: none"> <li>• Discontinue Route 32.</li> <li>• Add pilot evening service until 10:15p Mon-Thu to serve downtown transfers and GCC-Verdugo night classes.</li> <li>• Add pilot evening service until 10:15p Fri &amp; Sat to serve 18-hour downtown.</li> <li>• Schedule update/peak period trippers.</li> </ul>	<ul style="list-style-type: none"> <li>• No new buses.</li> <li>• (\$201,569) cost reduction and 1 bus saving from Route 32 discontinuation.</li> <li>• PILOT A: \$57,249 Mon-Thu evening net weekday operating cost.</li> <li>• PILOT B: \$34,482 Fri evening net operating cost; \$49,389; Sat evening net operating cost.</li> </ul>	<ul style="list-style-type: none"> <li>• Possible future new Route 9 along Foothill corridor, which would restructure Route 3. Would require financial participation by multiple agencies.</li> </ul>	<ul style="list-style-type: none"> <li>• 2 buses for 40' frequency.</li> <li>• \$1.2M capital expense.</li> <li>• \$693,352 Mon-Fri net operating expense</li> </ul>
4 Downtown Glendale to Roosevelt Middle School via Chevy Chase Dr	<ul style="list-style-type: none"> <li>• Standardize frequency to every15 min. weekdays; and 20 min. weekends.</li> <li>• Extend route west to SFR, for improved transfer from Metro to downtown Glendale.</li> <li>• Add pilot evening service until 8:30p Mon-Thu, to service night classes at GCC-Garfield.</li> <li>• Add pilot evening service until 10:15p Fri &amp; Sat to serve 18-hour downtown.</li> </ul>	<ul style="list-style-type: none"> <li>• 1 additional bus.</li> <li>• \$600,000 capital expense.</li> <li>• \$149,797 net weekday operating expense; \$44,288 net weekend operating expense.</li> <li>• PILOT A: \$95,158 Mon-Thu evening net weekday operating cost.</li> <li>• PILOT B: \$55,783 Fri evening net operating cost; \$74,111 Sat evening net operating cost.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase frequency to every10 min. weekdays.</li> <li>• Potential coordination with future Metro NextGen route along San Fernando Road.</li> <li>---</li> <li>• Potential extension to GTC on weekdays only</li> </ul>	<ul style="list-style-type: none"> <li>• 2 additional buses.</li> <li>• \$1.2M capital expense.</li> <li>• \$503,690 net weekday operating expense.</li> <li>---</li> <li>• 1 additional bus</li> <li>• \$600,000 capital expense</li> <li>• \$260,676 net weekday operating expense</li> </ul>
5 Pacific Park to Hoover HS via Pacific Av	<ul style="list-style-type: none"> <li>• Add pilot evening service until 10:15p Fri &amp; Sat to serve 18-hour downtown.</li> <li>• Schedule update.</li> </ul>	<ul style="list-style-type: none"> <li>• No new buses.</li> <li>• PILOT B: \$19,336 Fri evening net operating cost; \$25,429 Sat evening net operating cost.</li> </ul>	None	None
6 Pacific Park to GHS via Colorado Bl	<ul style="list-style-type: none"> <li>• Add pilot evening service until 10:15p Fri &amp; Sat to serve 18-hour downtown.</li> <li>• Schedule update.</li> </ul>	<ul style="list-style-type: none"> <li>• No new buses.</li> <li>• PILOT B: \$20,762 Fri evening net operating cost; \$25,276 Sat evening net operating cost.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase frequency to every15 min weekdays and 20 min. Sat if/when Metro NextGen cancels Line 183.</li> <li>• Cancel Route if/when street running BRT is operational.</li> </ul>	<ul style="list-style-type: none"> <li>• 1 additional bus</li> <li>• \$600,000 capital expense</li> <li>• \$228,861 net weekday operating expense.</li> <li>• \$6,125 net Saturday operating expense.</li> </ul>

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7 Riverside Rancho to GCC via Glenoaks Bl	<ul style="list-style-type: none"> <li>Move WB route alignment to Kenilworth Av at Hoover/Toll/Keppel to reduce bus delays on Pacific Ave.</li> <li>Only serve Hoover/Toll/Keppel at bell times</li> <li>Add pilot evening service until 10:15p Mon-Thu to serve downtown transfers and GCC-Verdugo night classes.</li> <li>Add pilot evening service until 10:15p Fri &amp; Sat to serve 18-hour downtown.</li> </ul>	<ul style="list-style-type: none"> <li>No new buses.</li> <li>(\$2,436) net operating cost from bell time only reduction</li> <li>PILOT A: \$70,580 Mon-Thu evening net weekday operating cost.</li> <li>PILOT B: \$39,323 Fri evening net operating cost; \$58,058 Sat evening net operating cost.</li> </ul>	<ul style="list-style-type: none"> <li>Potential changes with future Route 12</li> </ul>	TBD
8 NEW GTC to GCC via Glendale Ave	<ul style="list-style-type: none"> <li>New route providing local service in high ridership area.</li> <li>One seat ride from GTC to Civic Center and GCC.</li> <li>Frequency is every 20 minutes.</li> <li>Add pilot evening service until 10:15p Mon-Thu, to service night classes at GCC-Verdugo.</li> <li>Add pilot evening service until 10:15p Fri &amp; Sat to serve 18-hour downtown.</li> </ul>	<ul style="list-style-type: none"> <li>3 additional buses.</li> <li>\$1.2M capital expense.</li> <li>\$731,759 weekday operating expense</li> <li>\$68,010 weekend operating expense</li> <li>PILOT A: \$108,760 Mon-Thu evening net weekday operating cost.</li> <li>PILOT B: \$35,347 Fri evening net operating cost; \$44,677 Sat evening net operating cost.</li> </ul>	<ul style="list-style-type: none"> <li>Potential improvement to Metro NextGen hybrid style Line 90/91 service to increase bus speed.</li> </ul>	No Cost to Glendale
11 GTC Express to Downtown	<ul style="list-style-type: none"> <li>Restructure Route 11 alignment to gain efficiency via Brand and Central.</li> </ul>	None	None	None
12 GTC Express to BRITC via San Fernando Road	<ul style="list-style-type: none"> <li>Add weekday service to Burbank in the midday to serve Grand Central employment center employees.</li> </ul>	<ul style="list-style-type: none"> <li>No new buses.</li> <li>\$385,261 weekday operating expense</li> </ul>	<ul style="list-style-type: none"> <li>Redo route when/if proposed new West Glendale Metrolink stations come online.</li> <li>Consider a route structure that serves BRITC, east Burbank and West Glendale with Burbank sharing the cost; pick up any abandoned 183 pax.</li> </ul>	<ul style="list-style-type: none"> <li>? buses</li> <li>\$0.00 capital expense</li> <li>\$0.00 operating expense</li> </ul>
Micro Transit Pilot	<ul style="list-style-type: none"> <li>Develop a microtransit demonstration project for far north Glendale.</li> <li>Develop microtransit options for LAC and LCF on Foothill corridor with operating parameters and cost per agency.</li> </ul>	Unknown		
U-Pass	<ul style="list-style-type: none"> <li>Continue to work with Metro to explore a cost neutral program for Beeline.</li> </ul>	Unknown		