



METROLINK SERVICE SUGGESTIONS

presented at the May 12, 1995 meeting

by

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Metrolink Suggestions 5/95: Executive Summary

All Lines:

- Implement a new route designation system, if desired.

Santa Clarita Line:

- Implement midday and/or reverse commute service to Lancaster
- Open a station in Downtown Palmdale

Orange County Line:

- Extend selected trips to serve Burbank Airport
- Coordinate service with Amtrak.

Riverside County Line

- Implement at least one mid-morning round-trip
- Extend selected trips to serve Burbank Airport
- Implement a station at Crossroads Business Park

San Bernadino County Line:

- Implement midday service every two hours, extending selected trips to Burbank Airport
- Add another platform at Covina
- Add a passing track between Claremont and Montclair

Ventura County Line:

- Reconfigure service to provide three midday round-trips between Los Angeles and Chatsworth, and three peak-hour trains extended at least to Camarillo.
- Implement feeder buses between Oxnard and Moorpark (or Chatsworth)
- Implement reverse peak service to Chatsworth
- Metrolink, not SP, dispatches trains from Oxnard.

Burbank Airport:

- Provide hourly weekday service between Burbank Airport and LA; market it in conjunction with the Airport, airlines and Visitors/Conventions Bureau.

Weekend and Special Services

- Extend San Bernadino Line weekend service to Burbank Airport
- Provided expanded Ventura County Fair service, (including Santa Barbara)
- Use ridership of special/charter services to plan service expansions.

Route Designation System:

There have already been several suggestions to rename some of the Metrolink lines (e.g. San Bernadino Line = Arrowhead Line, etc.) I propose a route designation system that is short and to the point:

Santa Clarita Line: "L"

Orange County Line: "O" (letter o)

Riverside County Line (including extension to Hemet and/or Palm Springs): "R"

San Bernadino Line (including extension to Redlands): "S"

Ventura County Line: "V"

San Bernadino-Riverside-Irvine Line: "I" (letter i)

Santa Clarita Line:

- *Implement midday and/or reverse commute service to Lancaster*

For example, an early-morning train might leave Los Angeles, arriving in Lancaster at about 8:00. This train might then leave Lancaster for Los Angeles at 9 or 10 am, leave Los Angeles around 1 pm, then leave Lancaster around 4-5 pm. (The operability of this schedule would depend on other rail traffic, etc.)

- *Open a station in Downtown Palmdale*

Currently, Palmdale residents must drive to either Lancaster or Vincent to access Metrolink. Providing a station in Palmdale (preferably, just south of Palmdale Blvd.) would attract more riders from this area. The Palmdale station should also be designed as a downtown Transit Center, serving Antelope Valley Transit Authority buses, Greyhound, Amtrak buses, etc.

Orange County Line:

As Metrolink service increases on the Orange County Line, and eventually becomes comparable with that of Amtrak (including weekend services), its relationship with respect to Amtrak will need to be clarified. Some possibilities include:

- Allowing Metrolink tickets to be used on Amtrak trains (and possibly, vice-versa)

- Restructuring Amtrak San Diegan trains to provide two services: an express service between Los Angeles and San Diego County points (perhaps with a stop in Anaheim), and a local service between Orange County and San Diego (serving stations from Fullerton southward). Passengers wishing to ride between Los Angeles and Orange County points would use Metrolink. Passengers riding within Orange County would have a choice of Amtrak or Metrolink, depending on destination.

Riverside County Line

There may be demand for at least one mid-morning round-trip, leaving Los Angeles around 8-9 am, and leaving Riverside at 10:30-11 am.

As with the San Bernadino line, additional platforms, if possible should be provided at stations so that reverse-peak trains can also handle passengers.

A long-term goal might be the implementation of a station at Crossroads Business Park (at or near Crossroads Pkwy in Industry, near the S-60/I-605 interchange). This might be done as a public-private joint effort with Metrolink, the City of Industry, and the owners of Crossroads Business Park. (Support of this station may help Crossroads Business Park's compliance with AQMD Section XV regulations).

San Bernadino County Line:

This is Metrolink's most productive line, and recent schedule improvements are making it look more and more like a full-time transit service. However, there are some rough spots: sometimes passenger stops are skipped because another train must be allowed to pass. Adding another platform at Covina (perhaps using the platform building techniques learned after the Northridge Earthquake) and adding a passing track between Claremont and Montclair, would allow Metrolink to provide more frequent, consistent and accessible service during more times of the day.

Ventura County Line:

- *Reconfigure service to provide three midday round-trips between Los Angeles and Chatsworth, and three peak-hour trains extended at least to Camarillo.*

I was unable to obtain ridership information for passengers boarding/alighting trains #109/#111 in Ventura County; my guess is that it would be rather low.

Also, the trip leaving Moorpark at 2:40 is rather duplicative of the Amtrak service leaving Moorpark at 3:00. (In the past, an agreement was made with Amtrak allowing the use of Metrolink fare media on this train--perhaps a similar agreement should be implemented for all Amtrak trains on Metrolink lines).

Instead, three mid-day round trips should be provided between Chatsworth and Los Angeles, with feeder bus service, operated by Ventura County, between Chatsworth and Simi Valley/Moorpark/Camarillo and Oxnard. Ventura County transportation funding can then go towards additional peak-hour trains to Camarillo, or for other uses.

Ventura County feeder buses should also be provided for all trains that terminate in Moorpark. This would give commuters from Oxnard and Camarillo more departure choices, and less concern about "missing the last train".

Finally, negotiations with Southern Pacific should be entered into, regarding dispatching trains from Oxnard (currently, Metrolink dispatches trains east of Moorpark only). There have been reports of very late trains, and discouraged ridership, from Oxnard.

- *Implement reverse peak service to Chatsworth*

At least one reverse commute train should arrive in Chatsworth around 7:30 - 7:45, and leave Chatsworth (toward Los Angeles) around 4:45-5:00. If it is not practical to use a Metrolink train for this service, a reverse-peak bus (perhaps a LADOT bus returning from downtown) could be pressed into service, making stops at Burbank Airport, Van Nuys, Northridge and Chatsworth.

Service to Burbank Airport

With the opening of its Burbank Airport station, Metrolink has the unique opportunity to provide a frequent, high-quality rail service between the Airport and Downtown Los Angeles.

A reasonable goal might be to provide hourly service (at least) between Burbank and Los Angeles, during the mid-day period. In order to achieve this level of service, one or both of the following suggestions should be considered:

- Extend all Burbank Short Turn trains to Burbank Airport
- Extend selected Orange, Riverside and San Bernadino mid-day trains to the Airport, as needed to provide the required level of Airport service.

This enhanced service should be marketed in conjunction with the Airport, various airlines, the Los Angeles Visitors and Convention Bureau, and other interested parties.

Weekend, Special Event, and Charter Services

- *Consider extending San Bernadino Line weekend service to Burbank Airport.*

The current plan for weekend San Bernadino Line service includes only one round-trip to San Bernadino (the rest terminate in Rialto) because of staffing requirements (two crews would be needed if all trips were to terminate in San Bernadino). San Bernadino County has considered using two crews in order that all trips might serve San Bernadino.

If two crews are needed anyway, consider extending the service further to Burbank Airport. Doing so would provide additional weekend destinations (Burbank Airport, Burbank and Glendale), and is consistent with the plan mentioned above to provide enhanced Burbank Airport service.

- *Provide expanded Ventura County Fair service, including service to Santa Barbara*

The Ventura County Fair special service has been extremely successful in the past. This year, I recommend operating two trainsets (as last year). One trainset would make several (three or four) round trips between Los Angeles County points and the Ventura County Fair. The other would make several round trips between Simi Valley and Santa Barbara or Goleta, serving the Ventura County Fair enroute.

If possible, temporary platforms (similar to those provided after the Northridge Earthquake), should be installed at suitable locations in La Conchita, Carpinteria, and Goleta. This would open up entirely new markets for both Metrolink and the Ventura County Fair.

• Use ridership figures from special event and charter services to determine where additional midday/weekend service should be implemented.

The Saturday service on the San Bernadino Line was, in part, because of heavy ridership on special holiday trains operating over this line. Ridership on similar services throughout the year should be carefully monitored, and used as a guide to implementing new weekend, midday, and other non-commute trains.

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METROLINK UPDATE *Out of traffic—and onto the rails . . .*

• New Metrolink schedules, effective May 1, are now being distributed. The new Metrolink information number is 808-LINK, valid from any Southern California area code.

Burbank Airport: All Ventura County Line trains are now serving the new Burbank Airport station. (Amtrak San Diegan trains have been stopping at Burbank Airport Station since it was re-opened in February 1994.) Metrolink implemented service to Burbank Airport because some passengers felt that the previous arrangement (shuttle service between Burbank Airport and Downtown Burbank) was too

The station is located about 1/4 mile away from the airport terminal buildings. However, shuttle service (operated by Burbank Airport) between the station and the airline terminals is available on request. The Burbank Airport station will be served on a six-month trial basis, to determine whether it will actually be used by enough Metrolink passengers to justify continued service.

San Bernadino Line: Substantial changes took place on this route. All peak hour trains, as well as three midday trains, now operate all the way to San Bernadino, (thanks to a new rail bridge over the

adjacent rail yards). Additional trains also stop at Rancho Cucamonga.

Although most San Bernadino Line trains serve all stations, some trains (particularly the midday and reverse commute trains) skip some stops, usually one of Claremont, Montclair, or Covina, in order to allow trains to pass each other. The new evening train from San Bernadino (leaves there at 6:28 p.m.) has about thirty minutes of delay built into its schedule in order to allow an outbound train to pass.

Finally, Saturday service (three round trips) will be provided on the San Bernadino Line starting Labor Day weekend, 1995!

Service to Oxnard and Camarillo, implemented in response to the Northridge Earthquake, was in danger of being discontinued because of uncertain funding and low ridership (about 80 riders per day at Oxnard and Camarillo, vs. 200 at Moorpark and 300 at Simi Valley). But the Ventura County Transportation Commissioners, in a 5-2 vote, decided to keep the service operating, setting aside \$500,000 in reserve funds. (Ventura County has no transportation tax or other dedicated funding, and Metrolink service must be supported with the same fund sources used to pay for local buses and streets).

