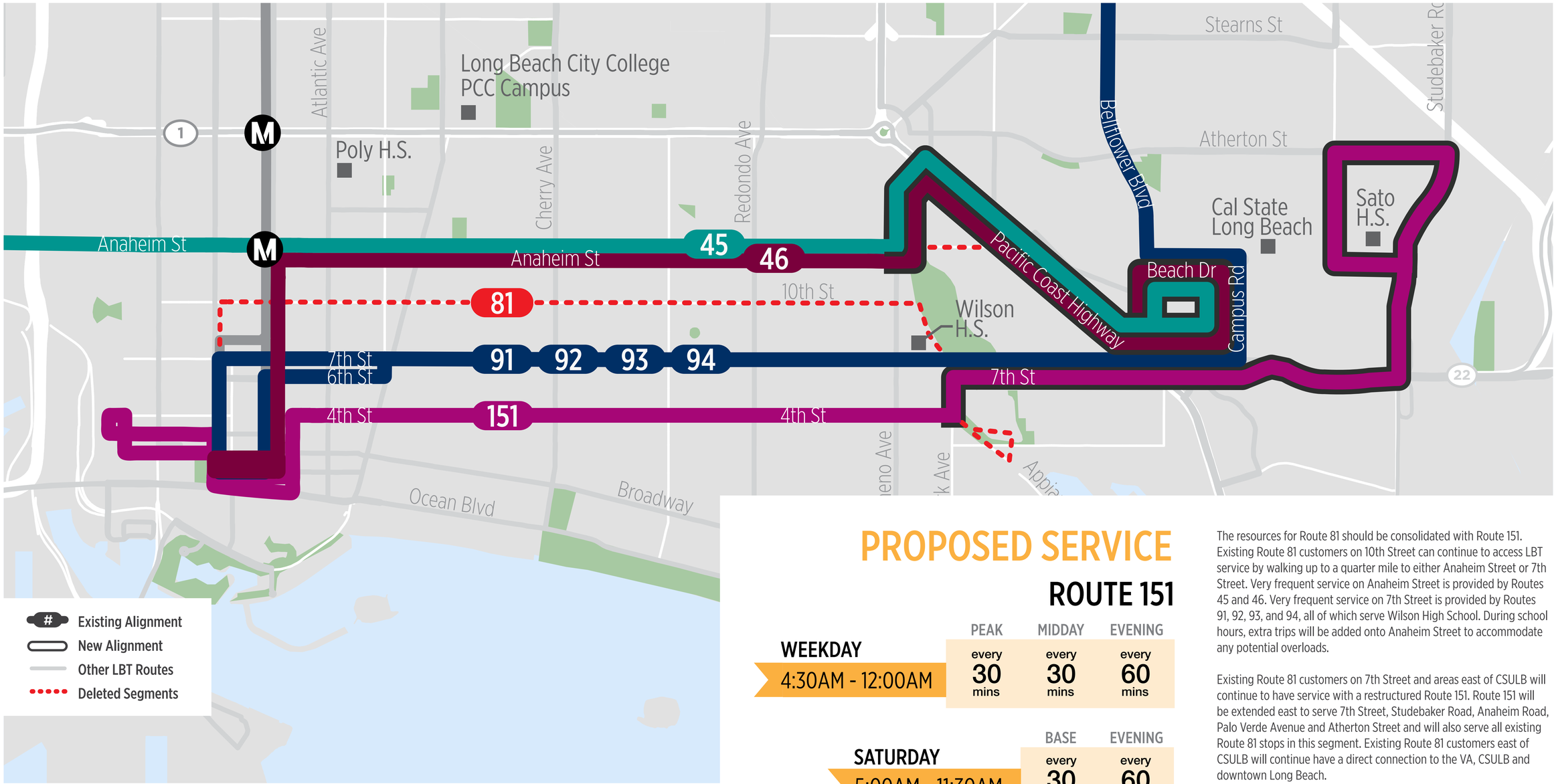
ROUTE 81 & ROUTE 151



PROPOSED SERVICE

ROUTE 151

	PEAK	MIDDAY	EVENING
WEEKDAY 4:30AM - 12:00AM	every 30 mins	every 30 mins	every 60 mins

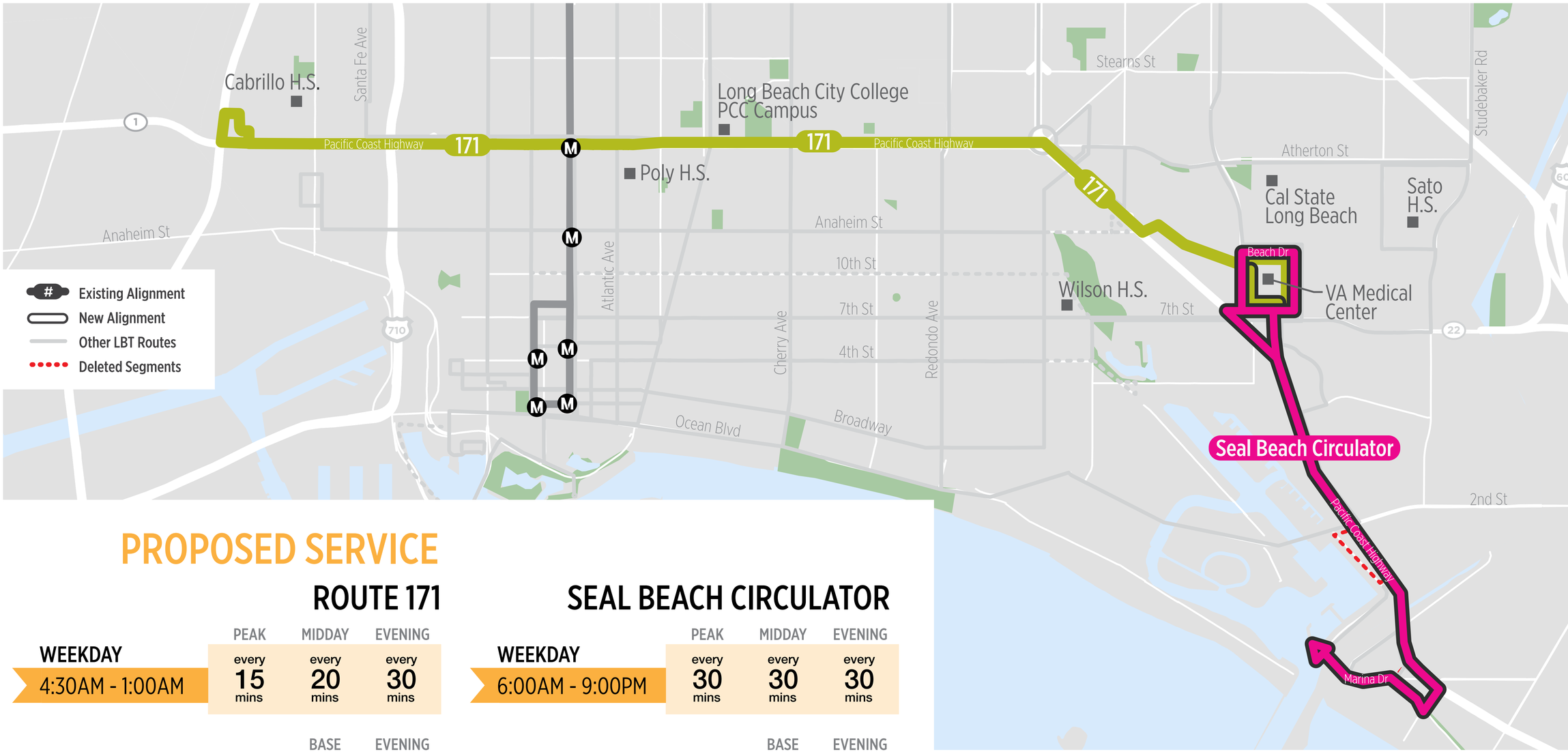
	BASE	EVENING
SATURDAY 5:00AM - 11:30AM	every 30 mins	every 60 mins
SUNDAY 5:00AM - 11:30AM	every 30 mins	every 60 mins

The resources for Route 81 should be consolidated with Route 151. Existing Route 81 customers on 10th Street can continue to access LBT service by walking up to a quarter mile to either Anaheim Street or 7th Street. Very frequent service on Anaheim Street is provided by Routes 45 and 46. Very frequent service on 7th Street is provided by Routes 91, 92, 93, and 94, all of which serve Wilson High School. During school hours, extra trips will be added onto Anaheim Street to accommodate any potential overloads.

Existing Route 81 customers on 7th Street and areas east of CSULB will continue to have service with a restructured Route 151. Route 151 will be extended east to serve 7th Street, Studebaker Road, Anaheim Road, Palo Verde Avenue and Atherton Street and will also serve all existing Route 81 stops in this segment. Existing Route 81 customers east of CSULB will continue have a direct connection to the VA, CSULB and downtown Long Beach.

Between Park Avenue and Chavez Park, Route 151's alignment will not change, but frequency would change from every 20 minutes to every 30 minutes.

ROUTE 171 & SEAL BEACH CIRCULATOR



PROPOSED SERVICE

ROUTE 171

	PEAK	MIDDAY	EVENING
WEEKDAY 4:30AM - 1:00AM	every 15 mins	every 20 mins	every 30 mins

	BASE	EVENING
SATURDAY 5:00AM - 1:00AM	every 60 mins	every 60 mins
SUNDAY 5:00AM - 1:00AM	every 60 mins	every 60 mins

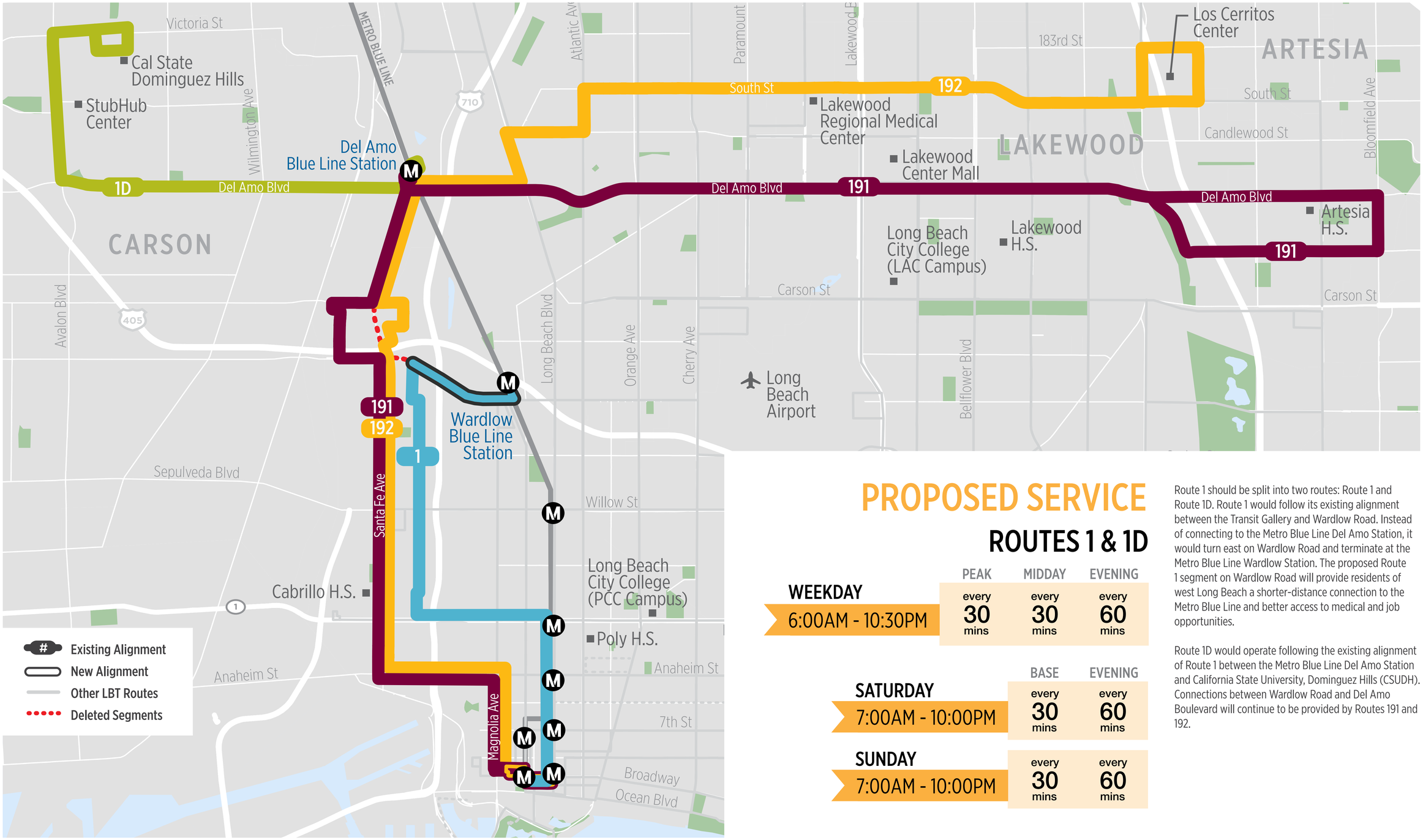
SEAL BEACH CIRCULATOR

	PEAK	MIDDAY	EVENING
WEEKDAY 6:00AM - 9:00PM	every 30 mins	every 30 mins	every 30 mins

	BASE	EVENING
SATURDAY 7:00AM - 9:00PM	every 30 mins	every 30 mins
SUNDAY 7:00AM - 9:00PM	every 30 mins	every 60 mins

Route 171 should be shortened to operate on its existing alignment between the Villages at Cabrillo, the VA Medical Center and CSULB. The new Seal Beach Circulator would replace Route 171 service to Seal Beach, following a similar alignment to what exists today. From Seal Beach, the circulator would continue into Long Beach and terminate at Alamitos Bay Landing. The Seal Beach Circulator would operate every 30 minutes and use a smaller vehicle in order to maneuver around Alamitos Bay Landing.

ROUTES 1 & 1D



PROPOSED SERVICE

ROUTES 1 & 1D

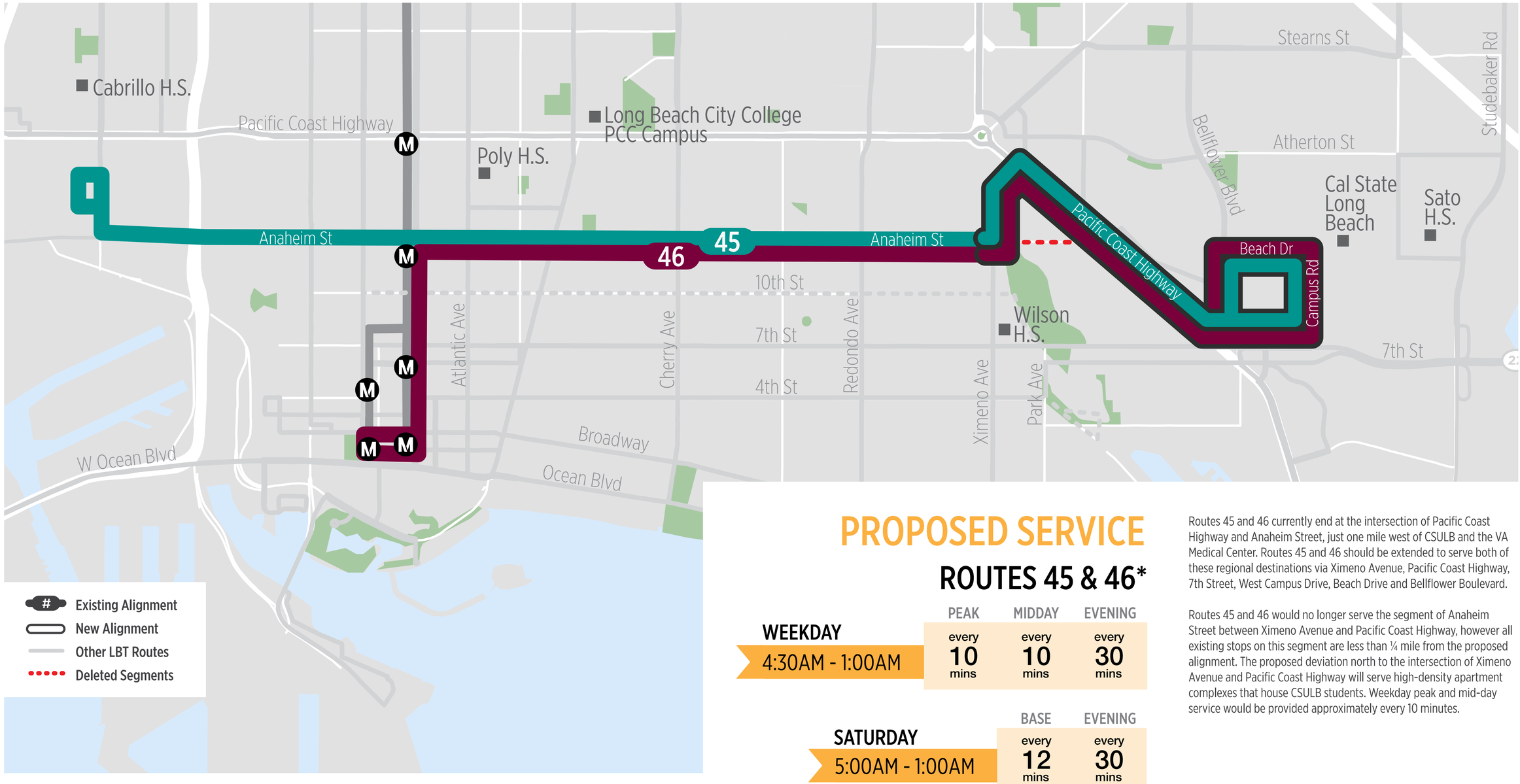
	PEAK	MIDDAY	EVENING
WEEKDAY 6:00AM - 10:30PM	every 30 mins	every 30 mins	every 60 mins

	BASE	EVENING
SATURDAY 7:00AM - 10:00PM	every 30 mins	every 60 mins
SUNDAY 7:00AM - 10:00PM	every 30 mins	every 60 mins

Route 1 should be split into two routes: Route 1 and Route 1D. Route 1 would follow its existing alignment between the Transit Gallery and Wardlow Road. Instead of connecting to the Metro Blue Line Del Amo Station, it would turn east on Wardlow Road and terminate at the Metro Blue Line Wardlow Station. The proposed Route 1 segment on Wardlow Road will provide residents of west Long Beach a shorter-distance connection to the Metro Blue Line and better access to medical and job opportunities.

Route 1D would operate following the existing alignment of Route 1 between the Metro Blue Line Del Amo Station and California State University, Dominguez Hills (CSUDH). Connections between Wardlow Road and Del Amo Boulevard will continue to be provided by Routes 191 and 192.

ROUTES 45 & 46



PROPOSED SERVICE

ROUTES 45 & 46*

	PEAK	MIDDAY	EVENING
WEEKDAY 4:30AM - 1:00AM	every 10 mins	every 10 mins	every 30 mins

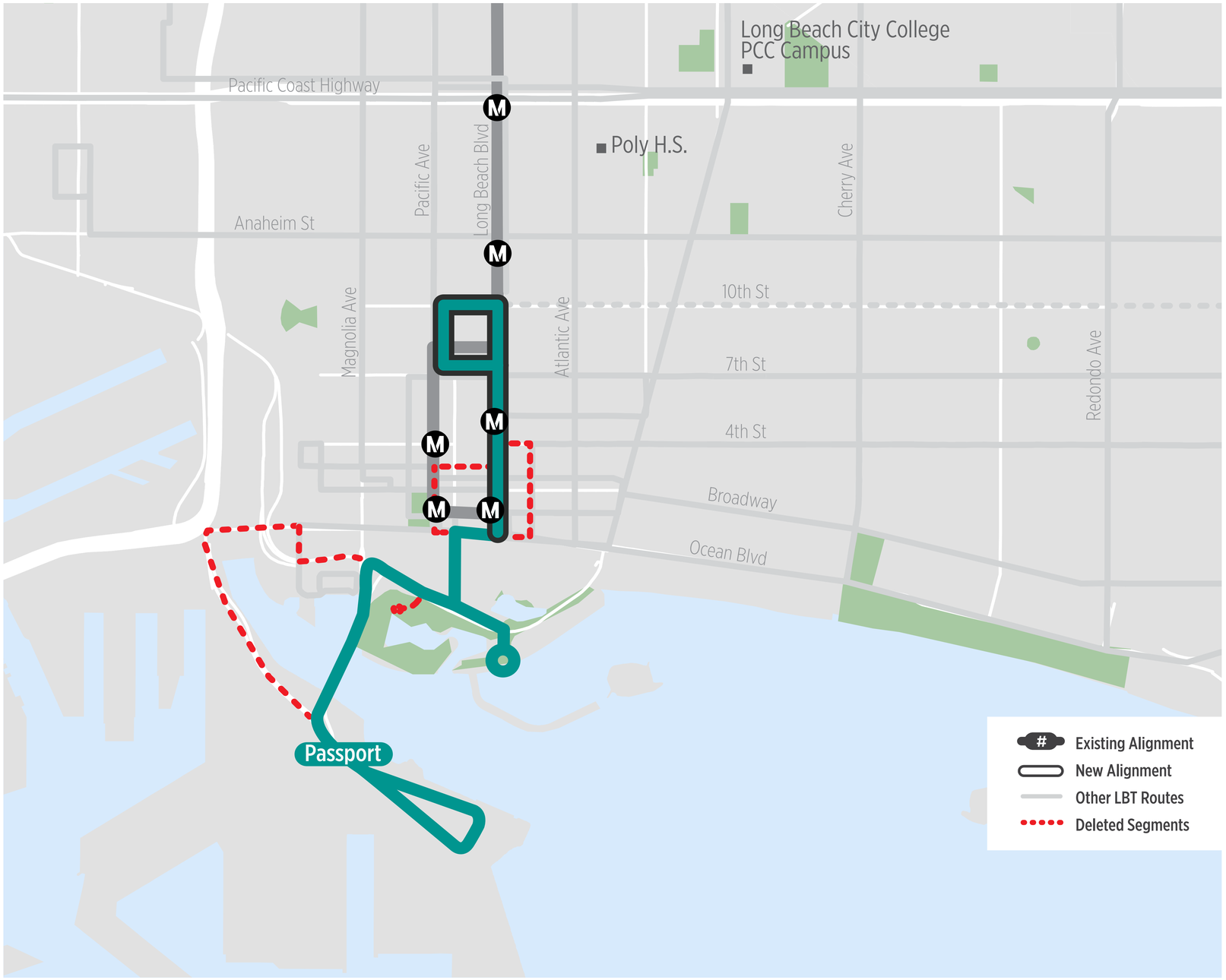
	BASE	EVENING
SATURDAY 5:00AM - 1:00AM	every 12 mins	every 30 mins
SUNDAY 5:00AM - 1:00AM	every 15 mins	every 30 mins

Routes 45 and 46 currently end at the intersection of Pacific Coast Highway and Anaheim Street, just one mile west of CSULB and the VA Medical Center. Routes 45 and 46 should be extended to serve both of these regional destinations via Ximeno Avenue, Pacific Coast Highway, 7th Street, West Campus Drive, Beach Drive and Bellflower Boulevard.

Routes 45 and 46 would no longer serve the segment of Anaheim Street between Ximeno Avenue and Pacific Coast Highway, however all existing stops on this segment are less than ¼ mile from the proposed alignment. The proposed deviation north to the intersection of Ximeno Avenue and Pacific Coast Highway will serve high-density apartment complexes that house CSULB students. Weekday peak and mid-day service would be provided approximately every 10 minutes.

**Frequencies are for combined 45/46 service between Long Beach Blvd. and CSULB*

PASSPORT ROUTE



PROPOSED SERVICE

PASSPORT ROUTE

	PEAK	MIDDAY	EVENING
WEEKDAY 5:08AM - 12:56AM	every 15 mins	every 15 mins	every 60 mins

	BASE	EVENING
SATURDAY 5:08AM - 12:56AM	every 10-15 mins	every 30 mins
SUNDAY 5:08AM - 12:56AM	every 10-15 mins	every 30 mins

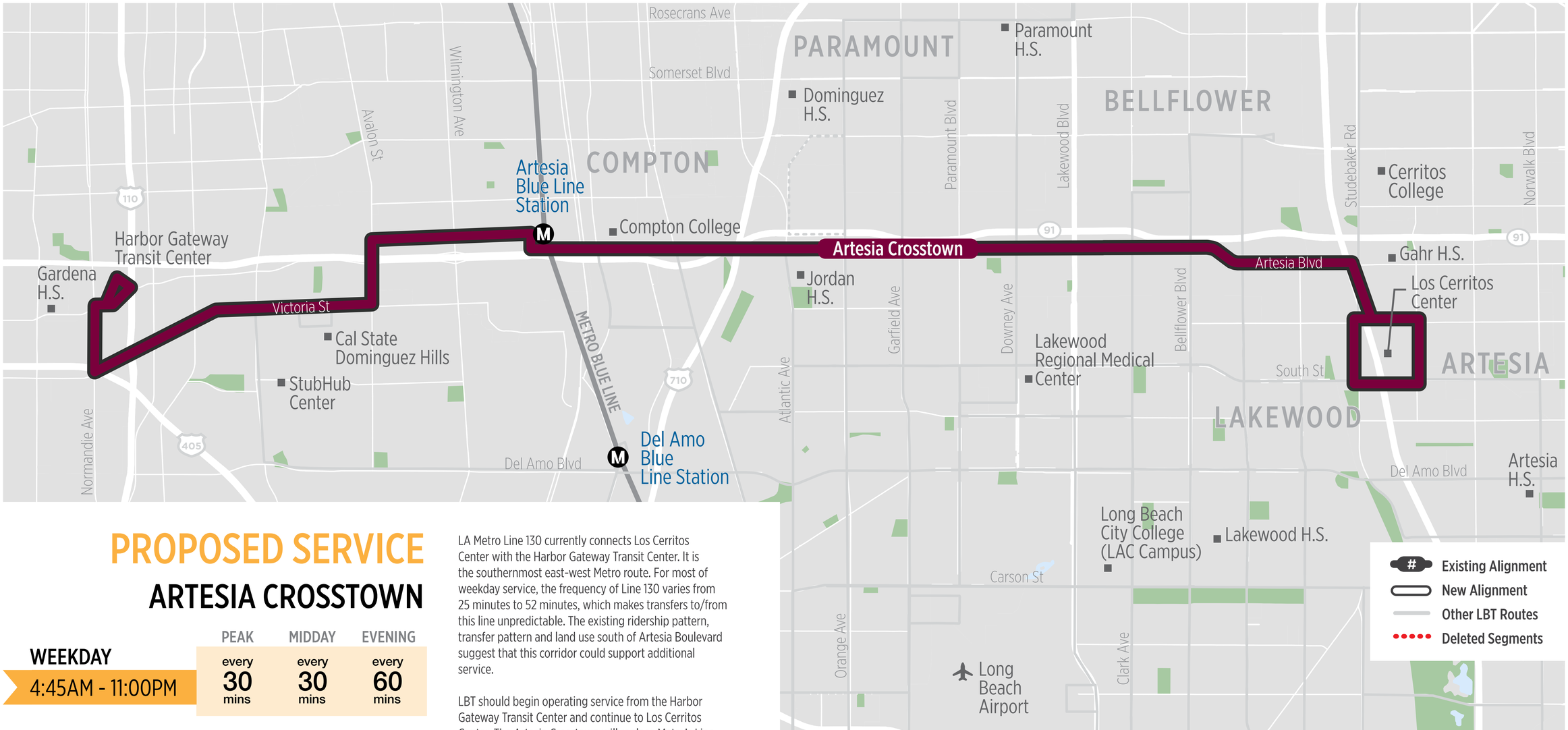
There are two prime markets for the Passport—tourists and downtown Long Beach residents. Both need frequent (at least every 15-minute service) and easy-to-understand patterns. The Passport should be realigned to serve both markets, which will improve market potential and reverse the ridership trend.

The revised alignment would use the following streets to connect the Queen Mary, Shoreline Village and north downtown Long Beach: Queens Highway, Queensway Drive, Queens Way, Shoreline Drive, Shoreline Village Drive, Pine Avenue, Ocean Boulevard, Long Beach Boulevard, 7th Street, Pacific Avenue and 10th Street. Trips would return via Long Beach Boulevard and serve Shoreline Village on the trip back to the Queen Mary.

This alignment is more direct, easier to understand, serves a greater area and can be operated with the same resources as today's alignment at 15-minute all-day frequency.

Several areas currently served by the Passport would no longer have service. The Aquarium of the Pacific stop would be replaced by stops 600 feet away on Shoreline Drive. The DoubleTree and Residence Inn hotels on Queensway Drive would no longer have a stop in front of them. In addition, the stop by the Hilton Long Beach would no longer be served. There are approximately 100 weekday customers at the hotel stops, but historically, there have been 500 customers generated from the stops at 10th Street.

ARTESIA CROSSTOWN



PROPOSED SERVICE

ARTESIA CROSSTOWN

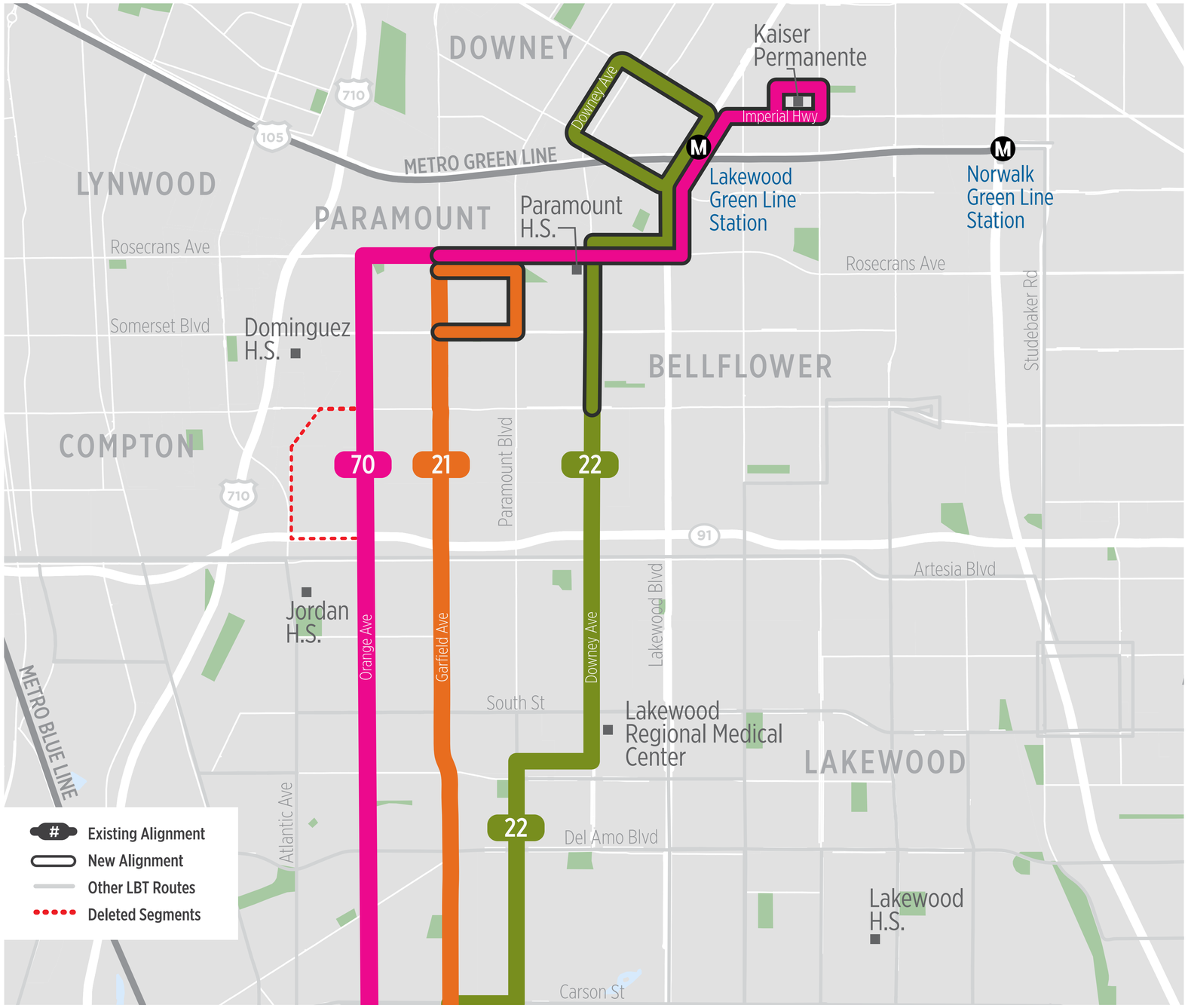
	PEAK	MIDDAY	EVENING
WEEKDAY 4:45AM - 11:00PM	every 30 mins	every 30 mins	every 60 mins

	BASE	EVENING
SATURDAY 7:00AM - 9:00PM	every 30 mins	every 60 mins
SUNDAY 7:00AM - 9:00PM	every 60 mins	every 60 mins

LA Metro Line 130 currently connects Los Cerritos Center with the Harbor Gateway Transit Center. It is the southernmost east-west Metro route. For most of weekday service, the frequency of Line 130 varies from 25 minutes to 52 minutes, which makes transfers to/from this line unpredictable. The existing ridership pattern, transfer pattern and land use south of Artesia Boulevard suggest that this corridor could support additional service.

LBT should begin operating service from the Harbor Gateway Transit Center and continue to Los Cerritos Center. The Artesia Crosstown will replace Metro's Line 130 on Artesia Boulevard between the Harbor Gateway Transit Center and Los Cerritos Center. The proposed Artesia Crosstown should operate with a clock face headway to improve transfer opportunities and should operate more frequently than Line 130 does. Proposed frequencies are 30-minute service on weekdays, 30-minute service on Saturdays and 60-minute service on Sundays.

DOWNEY AREA - ROUTES 21, 22 & 70 EXTENSIONS



PROPOSED SERVICE

ROUTES 21 & 22

	PEAK	MIDDAY	EVENING
WEEKDAY 5:02AM - 8:55PM	every 30 mins	every 30 mins	every 60 mins

	BASE	EVENING
SATURDAY 5:05AM - 9:25PM	every 30 mins	every 60 mins
SUNDAY 5:05AM - 9:25PM	every 30 mins	every 60 mins

ROUTE 70

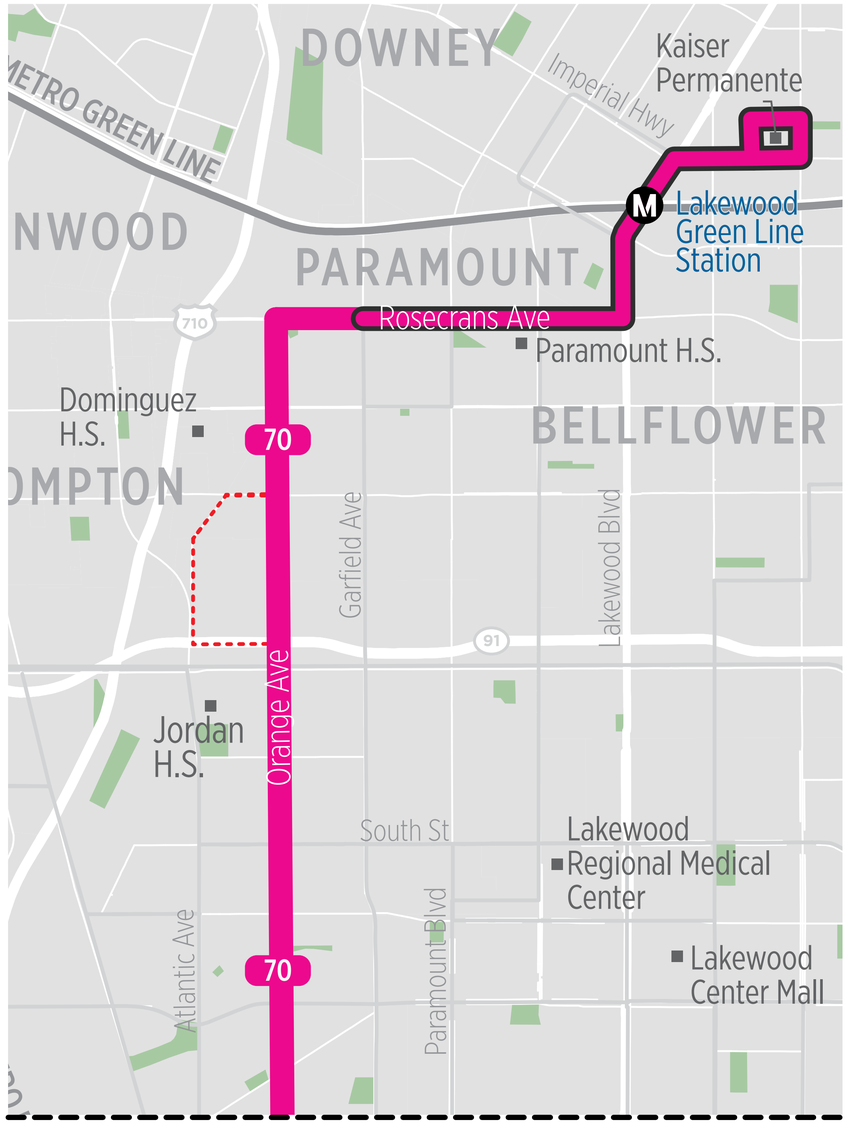
	PEAK	MIDDAY	EVENING
WEEKDAY 4:45AM - 11:00PM	every 30 mins	every 30 mins	every 60 mins

	BASE	EVENING
SATURDAY 7:00AM - 9:00PM	every 30 mins	every 60 mins
SUNDAY 7:00AM - 9:00PM	every 60 mins	every 60 mins

Extensions of Routes 22 and 70 are proposed to better connect LBT's service area to the Metro Green Line and Downey. Route 22 will extend north via Downey Avenue, Rosecrans Avenue, and Lakewood Boulevard, and turn around via Imperial Highway, Downey Avenue and Gardendale Street. Route 70 will extend via Rosecrans Avenue, Lakewood Boulevard, and Imperial Highway to Bellflower Boulevard, and turn around using Congressman Steve Horn Way. Both routes will serve Paramount High School, Walmart at the intersection of Rosecrans Avenue and Lakewood Boulevard, and the Metro Green Line Lakewood Station. Route 70 will continue further into Downey to serve Kaiser Permanente Downey Medical Center. These new northern extensions will improve access to key destinations and increase ridership.

Route 21 will turn around via Rosecrans Avenue, Paramount Boulevard and Somerset Boulevard instead of connecting with Routes 71 and 72, as it does today.

ROUTE 70



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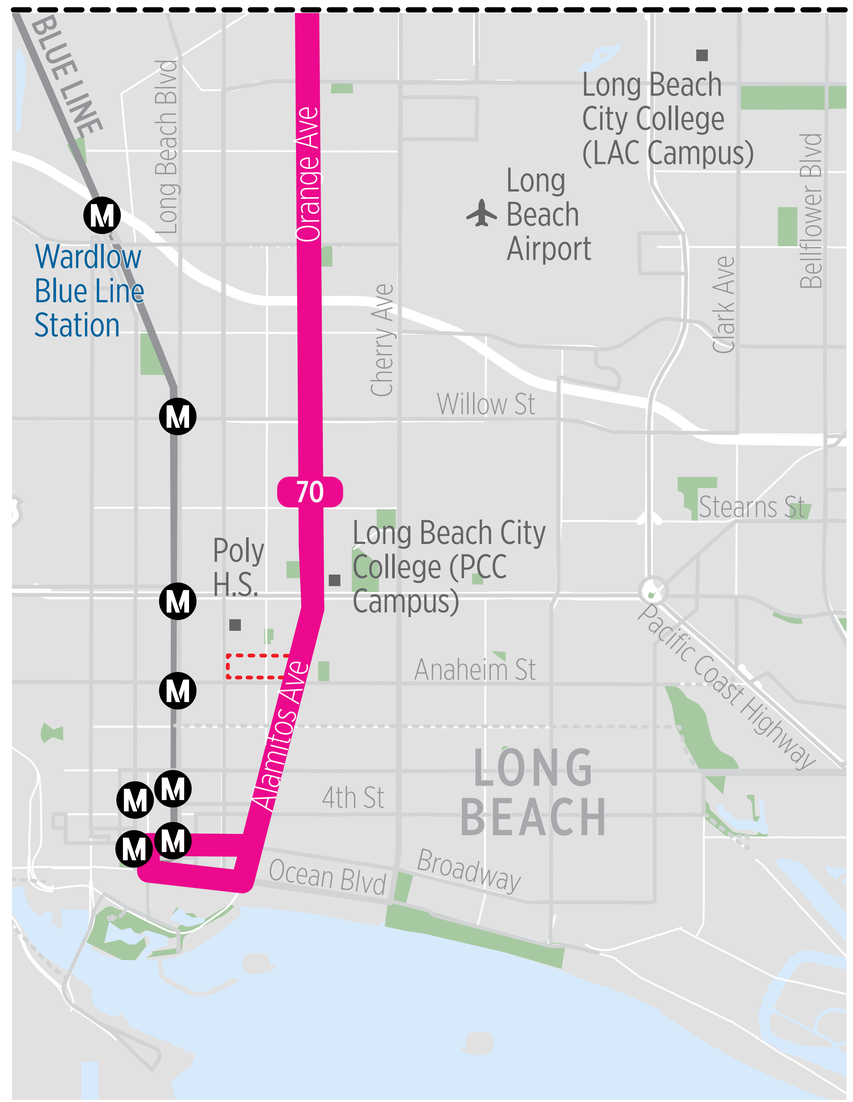

PROPOSED SERVICE

ROUTE 70

	PEAK	MIDDAY	EVENING
WEEKDAY 4:45AM - 11:00PM	every 30 mins	every 30 mins	every 60 mins

	BASE	EVENING
SATURDAY 7:00AM - 9:00PM	every 30 mins	every 60 mins
SUNDAY 7:00AM - 9:00PM	every 60 mins	every 60 mins

Routes 71 and 72 should be consolidated into one Route 70 that connects Long Beach and Kaiser Permanente Downey Medical Center every 30 minutes. This extension will provide access to additional employment and improve ridership potential.

Other key destinations on the extension include Walmart on Rosecrans Avenue, the Metro Green Line Lakewood Station and the Promenade at Downey. Route 70 would operate two hours later on weekdays.

Two additional recommendations are made to simplify service, improve speed and improve the directness of service:

- The northbound New York Street deviation to Atlantic Avenue should be eliminated.
- The Route 72 deviation onto Atlantic/Hunsaker avenues should be eliminated and all trips should operate on Orange Avenue.