SGV FORWARD

Connecting Communities



SGV FORWARD SUB-COMMITTEE

APRIL 27, 2026

SGVCOG

Metro

Project Background

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Project Limits

	STREET	SEGMENT	CONFIGURATION	JURISDICTION(S)
1	Atlantic Boulevard	W 1st St to Garvey Ave	Curb or Side Running	Monterey Park
2	Garvey Avenue	Atlantic Blvd to New Ave	Side Running	Monterey Park
3	Garvey Avenue	New Ave to Rosemead Blvd	Curb or Side Running	Rosemead
4	Garvey Avenue	Rosemead Blvd to Santa Anita Ave	Curb or Side Running	South El Monte / El Monte
5	Valley Boulevard	San Angelo Ave to Proctor Ave	Curb Running	City of Industry / County of LA
6	Holt Avenue	Fairplex Dr to Main St	Side Running	Pomona

LEGEND

- Metrolink San Bernardino Line
- Metrolink Riverside Line
- Alhambra Subdivision (UPRR/Amtrak)
- Mobility Hub
- Metrolink Station
- Light Rail Connection (Existing)
- Light Rail Connection (Existing)
- Light Rail Connection (Future)
- Express Bus I-10 Metro J Line (Silver)
- Express Bus I-10 Foothill SS Line
- Proposed Phase 1 BRT Mixed-flow
- Proposed Rapid Bus Priority Corridors
- Metro A Line *(Existing & Extension)*
- Metro E Line *(Existing & Extension)*



**Segment 5 is being progressed by SGVCOG separately as it is federally-funded through construction.*

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Project Background



In 2021, SGVCOG & Metro initiated a Feasibility Study to identify high-quality transit near the SR-60 Corridor

Conducted community outreach, PDT meetings, and coordination with cities

March 2024 – Presented Final Feasibility Study

Mid-Term Plan (2035)
Long-Term Plan (2050)
Jump Start Projects (2028)

Conduct planning activities, community outreach, and conceptual engineering for **Jump Start Projects**

Project Components

The **"Jump Start Projects"** are demonstration projects that can be implemented under a shorter timeframe (before 2028). The following **three** key components focus on improving transit reliability, speed, and the rider experience:



Dedicated bus lanes

Signing and striping improvements, preserves existing curb



Transit signal priority (TSP)

Minor traffic signal equipment upgrades, TSP implemented through a cloud-based technology



Transit shelter upgrades

Pre-fabricated structures with off-the-shelf (OTS) technology to improve the rider experience

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Project Need

Current Bus Service

Benefits Across

12

Existing Bus Lines

Representing Service from:

Metro, Montebello Bus Lines (MBL), Spirit Bus (Monterey Park), El Monte Trolley

Existing Ridership

15,000

Approximately weekday boardings on ***Metro Line 70***

City	Boardings	% of Boardings	Approximate Length in Miles	% of Mileage
Los Angeles	4,689	32%	5.89	35%
East Los Angeles	2,721	19%	2.04	12%
Monterey Park	3,635	25%	4.17	25%
Rosemead	1,583	11%	2.31	14%
South El Monte	800	6%	0.70	4%
El Monte	1,052	7%	1.59	10%
Grand Total	**14,480**	**100**	**16.97**	**100%**

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Metro 70 Rider Survey & Demographics

*Out of **385** Surveyed Riders in Fall 2025:*

55% travelled for work or school

18% travelled for errands

42% were on discounted fare programs

25% did not have internet at home

90% walked, biked, or rolled to the bus stop

87% didn't have access to a car

9% had a disability

92% are from low-income households (<$65,000 a year)

94% identify as a member of a minority race

73% ride at least 3x a week

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Related Plans & Policies

Monterey Park

Complete Streets Policy (2022)

Emphasizes context sensitivity and **transit as a key component** of the policy

Vision Zero Plan (2026)

Currently developing a Vision Zero Plan focused on safety. Transit riders considered as part of this effort.

Rosemead

Garvey Ave Specific Plan (2018)

- Identifies **Garvey Avenue** as a Major Transit Corridor
- Calls for **enhanced transit amenities** and upgraded streetscapes

Complete Streets Policy (2019)

- Recognizes that complete streets is **not a one size fits all approach**
- Considers **upgraded transit stops** and other multimodal street features

South El Monte

Complete Streets Initiatives

- Santa Anita Ave Complete Streets Project
- Reimagine Rosemead Blvd
- Revitalize Rush Street

El Monte

High Quality Transit Area Pilot Project (2019)

- The Vision Plan developed with SCAG, focuses on **increasing transit ridership and access to transit** and associated environmental, social, and economic

Reconnecting Communities Grant

- El Monte Mobility Hub Improvements

Project Elements

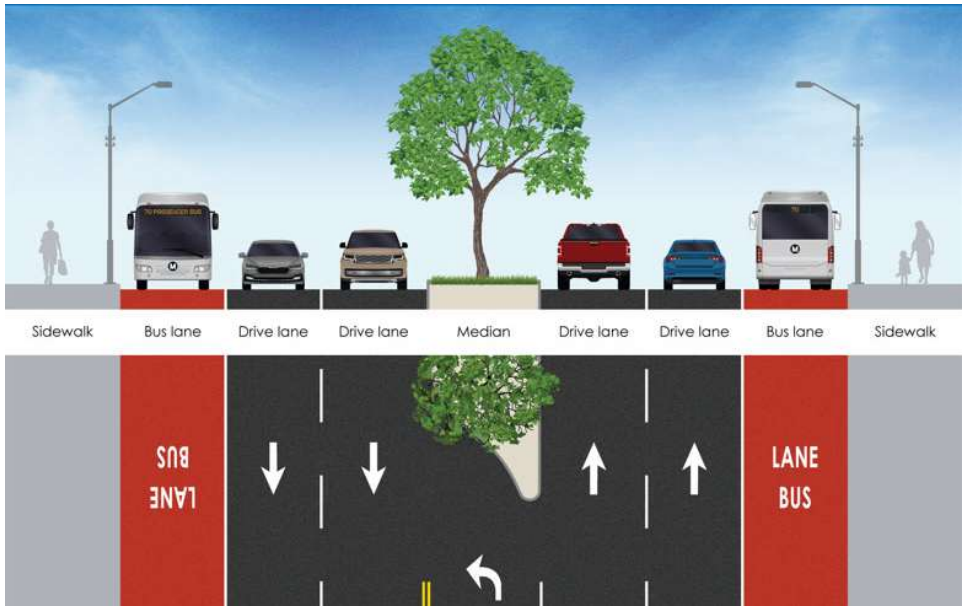
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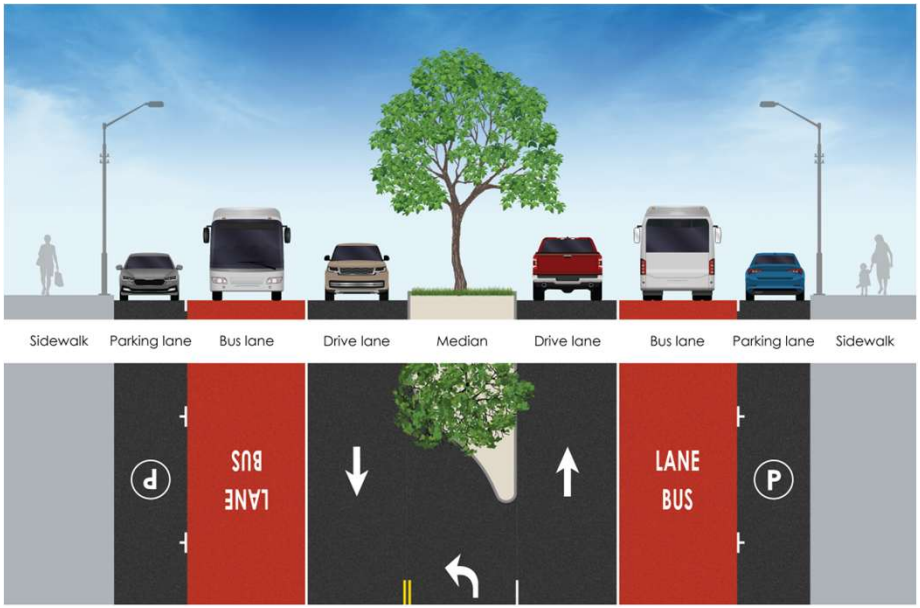
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Typical Bus Lane Cross Sections

Curb Running Configuration



Side Running Configuration



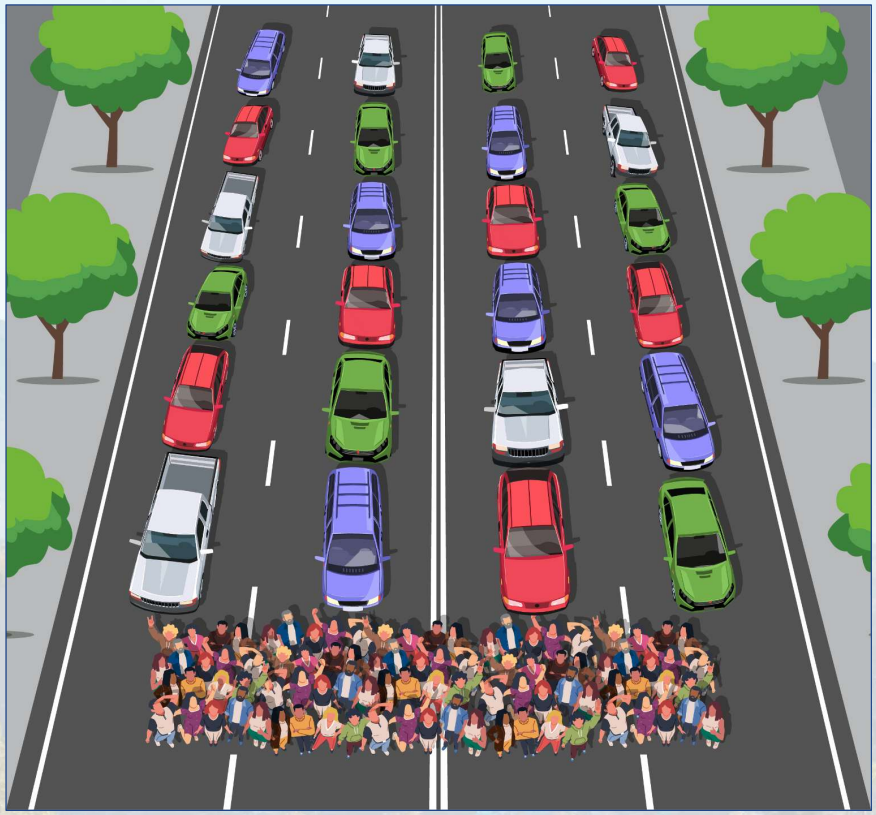
- Cross sections are typical and for illustrative purposes only
- Specific cross sections were developed for each segment

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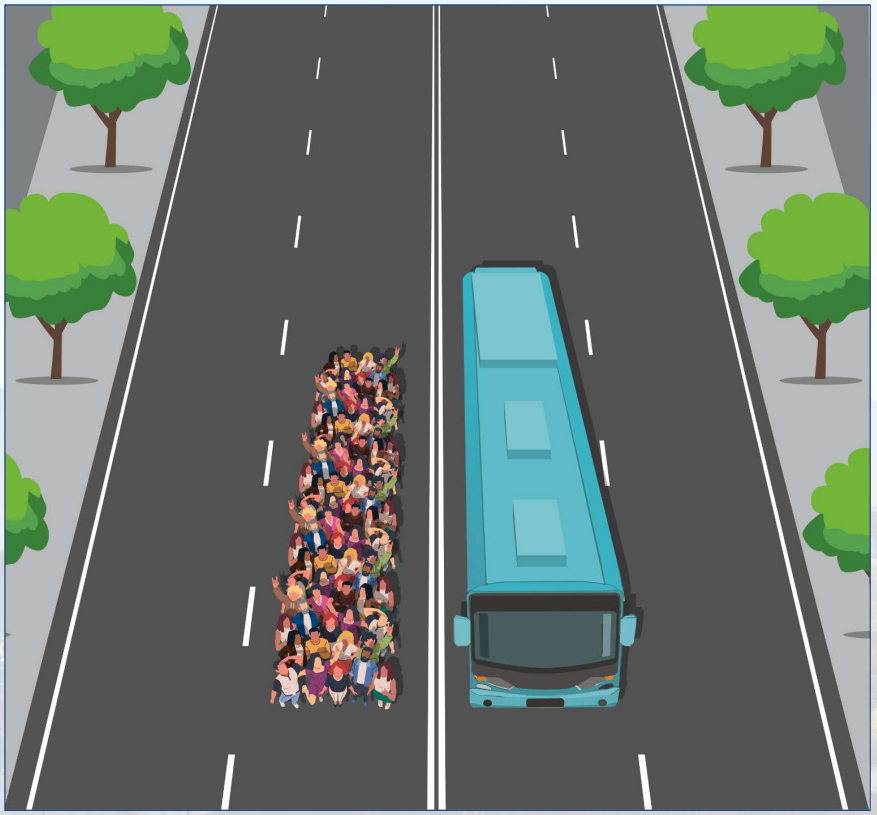
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Bus Capacity



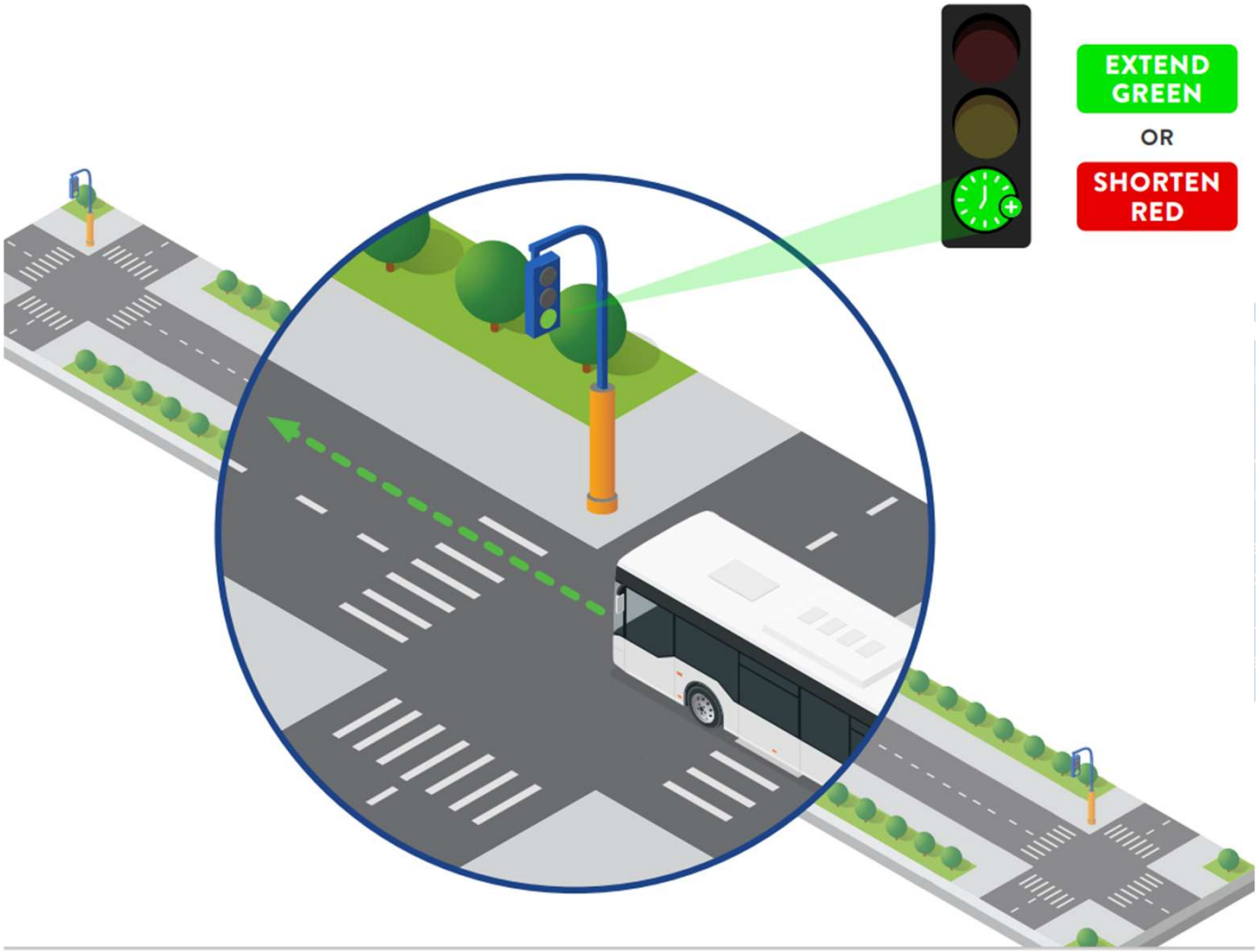
75 people in 63 Cars



75 people in one Line 70 bus

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Transit Signal Priority (TSP)



Benefits of TSP:

- Establishes better on-time bus service and reliability
- Provides opportunity for emergency vehicle preemption
- Increases vehicle throughput on bus corridors
- Improves air quality by reducing unnecessary stopping

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Ridership & Benefits



15.7%

(US Census)

in the SGV are zero car households (compared to 8.7% in LA County)



10-25%

(NACTO)

Dedicated bus lanes can improve bus speed and reliability by reducing travel times by 10-25%



10%

(USDOT)

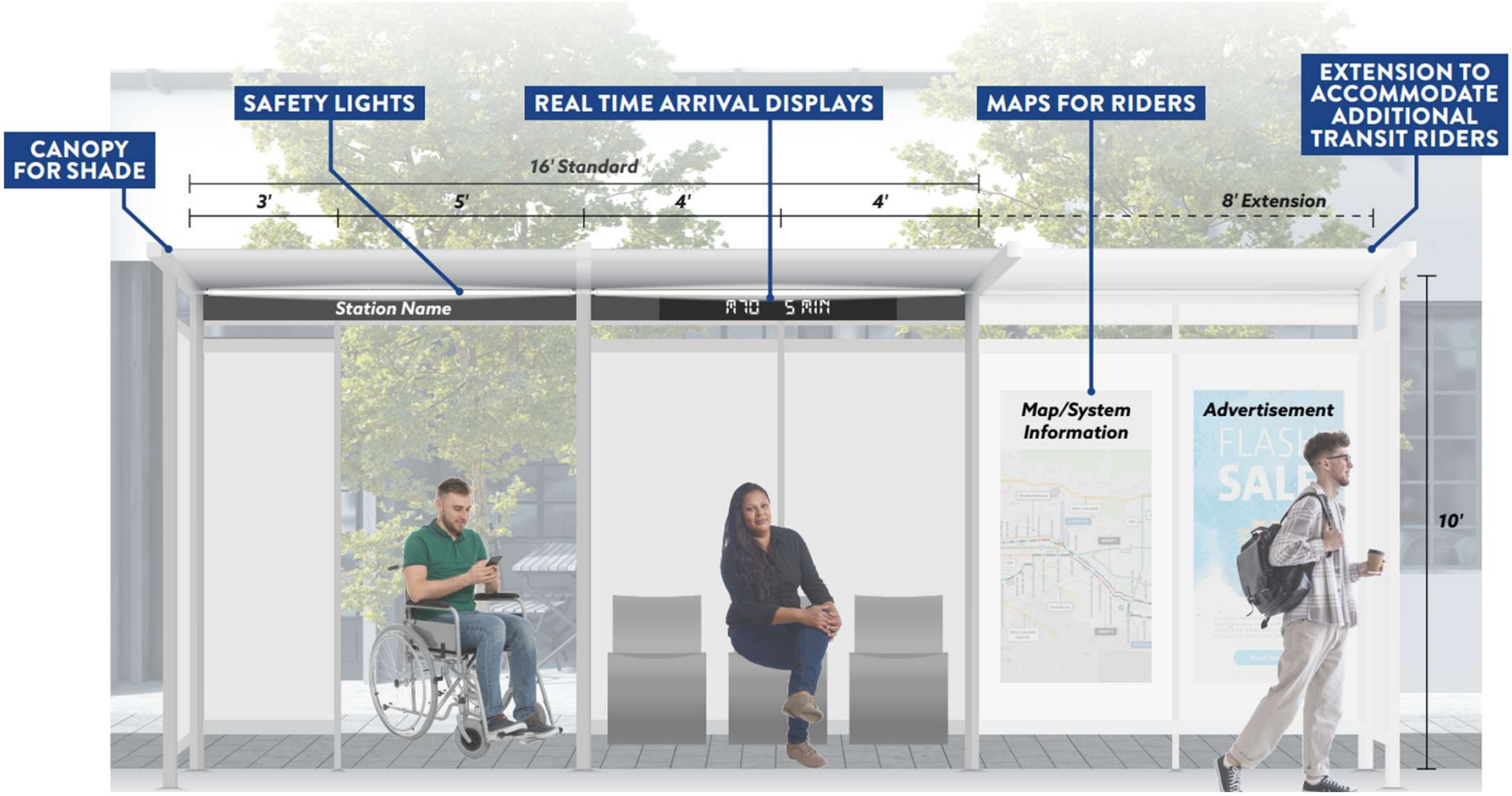
Transit signal priority can improve travel speed and reliability by up to 10%

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Bus Stop Amenities



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Technical Work Products

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Technical Work Products

Traffic Study

Complete

- ✓ **Compares LOS & Delay**(6-9AM & 4-7PM peak) for existing and existing + project conditions
- ✓ **Assess conditions** with removal of one travel lane in each direction with parking preserved
- ✓ Considers **measures of effectiveness** beyond LOS

Parking Study

Complete

- ✓ **Reviews existing on-street parking supply and demand** during the peak hour weekday (10AM-12PM, 12-2PM, 4PM-6PM) and weekend (10AM-12PM)
- ✓ **Assess conditions** that preserve travel lanes but removes parking

Conceptual Engineering (CE)

To be prepared after studies

- Shows how either curb or side running bus lanes can fit within the existing curb-to-curb roadway
- Shows locations for transit stop upgrades

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Traffic Study Results

Traffic Study

Complete

- ✓ Studied Existing Conditions and compared to Existing Conditions + Project
- ✓ Studied **43 signalized** intersections
- ✓ Turning movement counts (TMCs) collected during the AM & PM Peak Periods
- ✓ Counts were collected in May 2025

Results of the traffic study indicate that with the project all intersections perform at an acceptable level of service except the following:

Intersection	Change in Delay (seconds)	
	AM	PM
Garvey Ave & Del Mar Ave	-12.6*	17.6
Garvey Ave & San Gabriel Blvd	7.8	25.3

*Intersection under Existing Conditions is operating at an unacceptable level of service. Project introduces signal synchronization which shows improvement in delay, but it does not meet acceptable delay threshold.

Vehicles may access dedicated bus lanes at intersections, using the lane as a de facto right-turn lane

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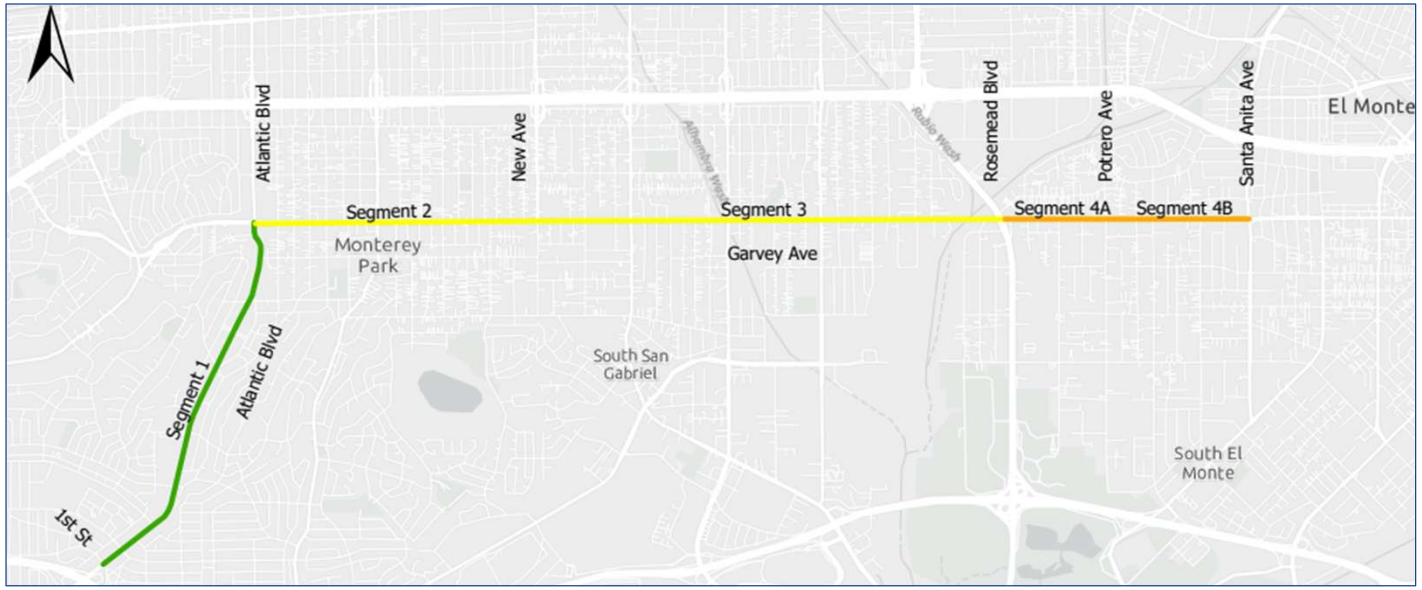
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Parking Study Results

Parking Study

Jurisdiction	Corridor/Segment	Peak Observed Occupancy
Monterey Park	Atlantic Blvd (1st St to Mabel Ave)	**23.2%** (Weekday Morning 10A-12P)
Monterey Park	Garvey Ave (Atlantic Blvd to Elizabeth St)	**49.7%** (Weekday Midday 12P-2P)
Rosemead	Garvey Ave (New Ave to Rosemead Blvd)	**39.3%** (Weekday Midday 12P-2P)
South El Monte	Garvey Ave (Rosemead Blvd to Potrero Ave)	**69.5%** (Weekend Morning 10A-12P)
El Monte	Garvey Avenue (Sastre Ave to Santa Anita Ave)	**53.8%** (Weekday Midday 12P-2P)



Peak Observed Occupancy

- 0% to 25%
- 25.1% to 50%
- 50.1% to75%
- 75.1% to 100%

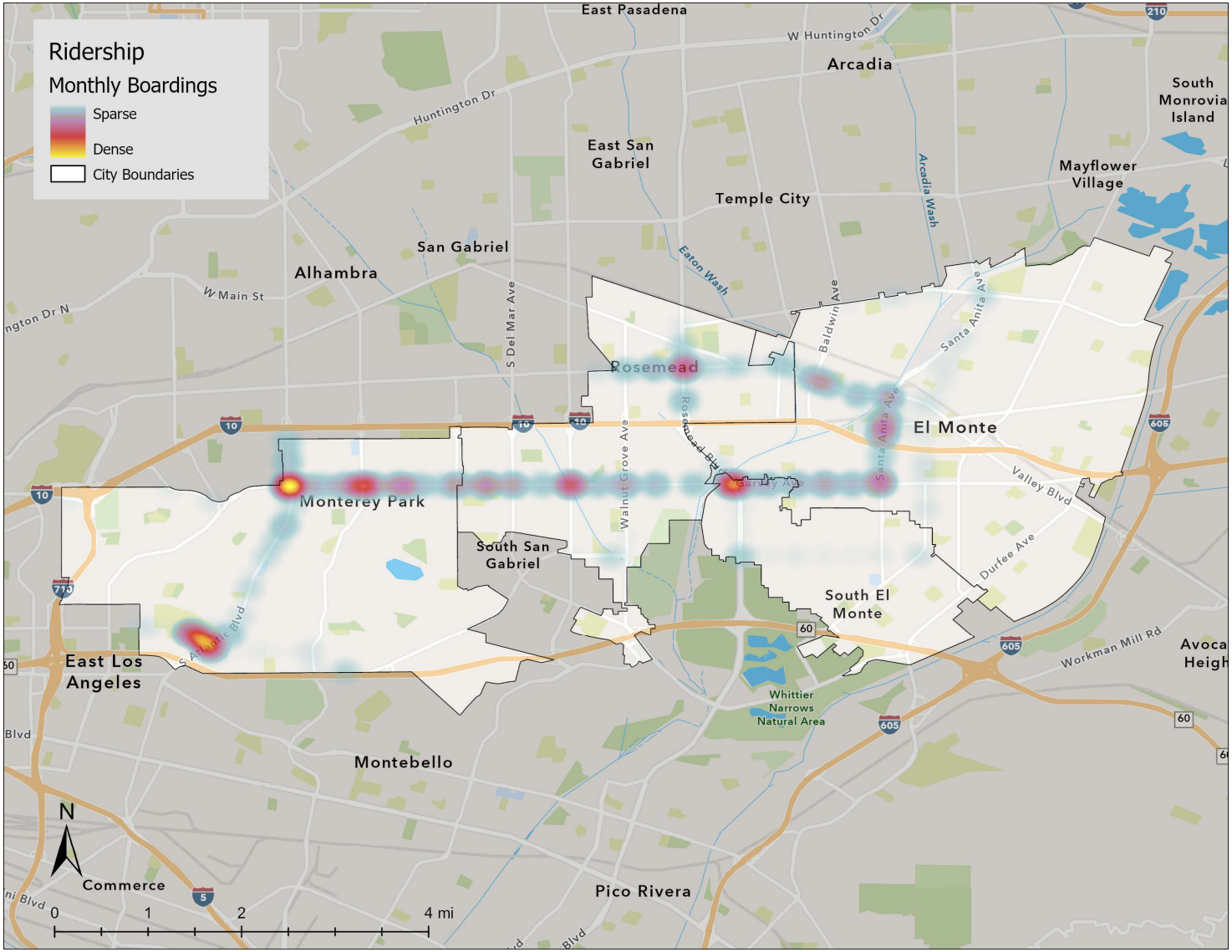
MB1

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Ridership Map

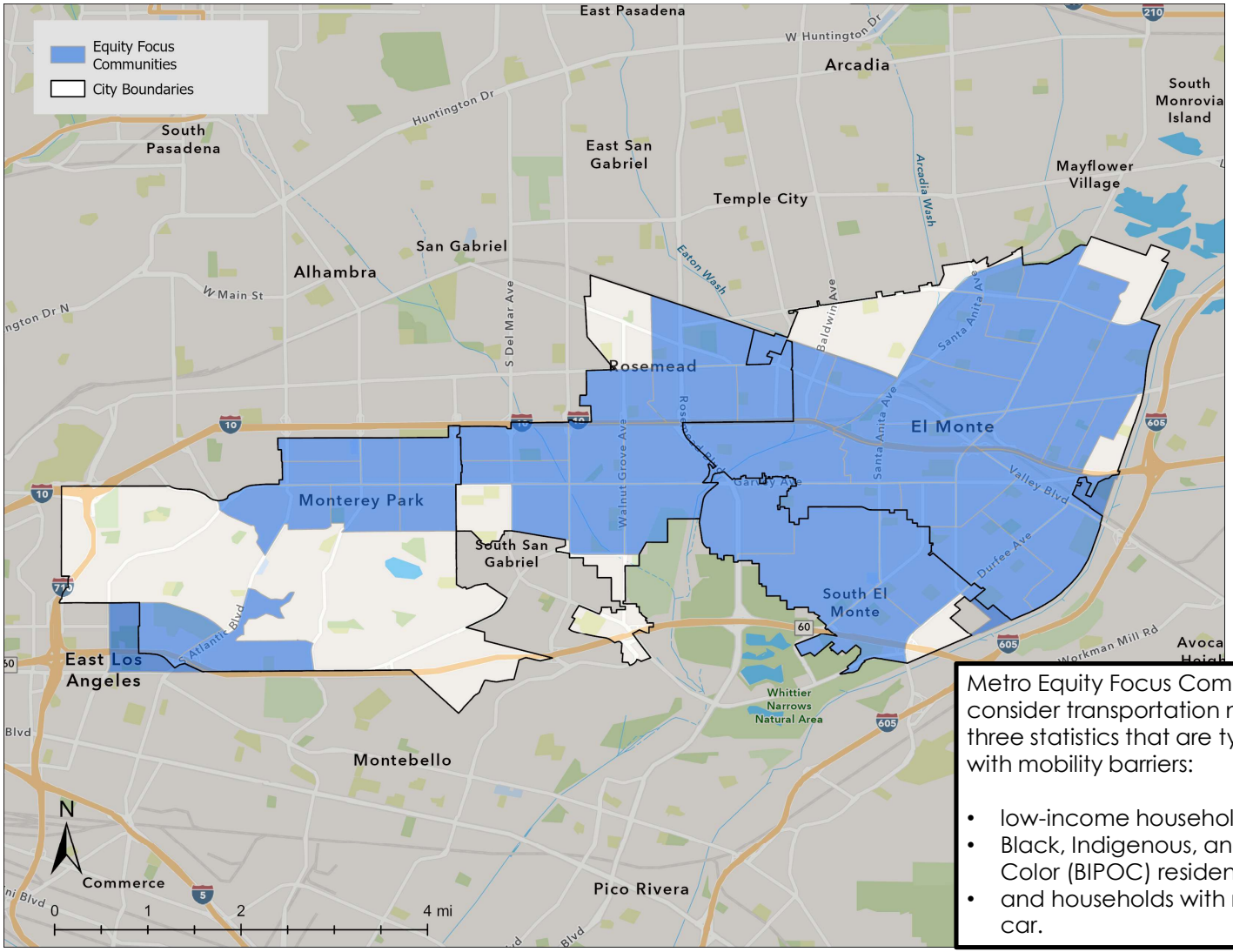


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Metro Equity Focus Communities (2025)



Metro Equity Focus Communities (EFC) consider transportation needs based on three statistics that are typically associated with mobility barriers:

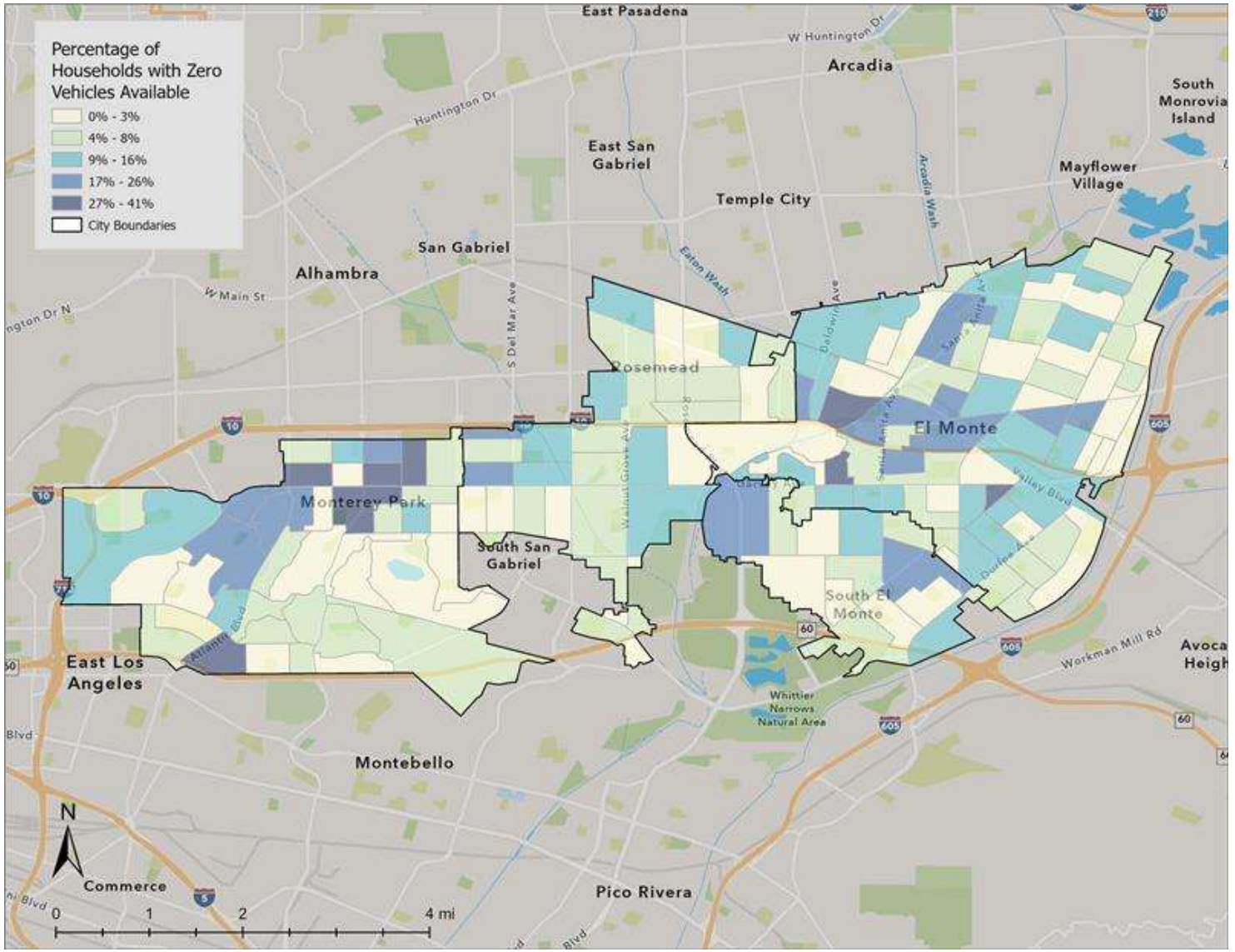
- low-income households
- Black, Indigenous, and other People of Color (BIPOC) residents
- and households with no access to a car.

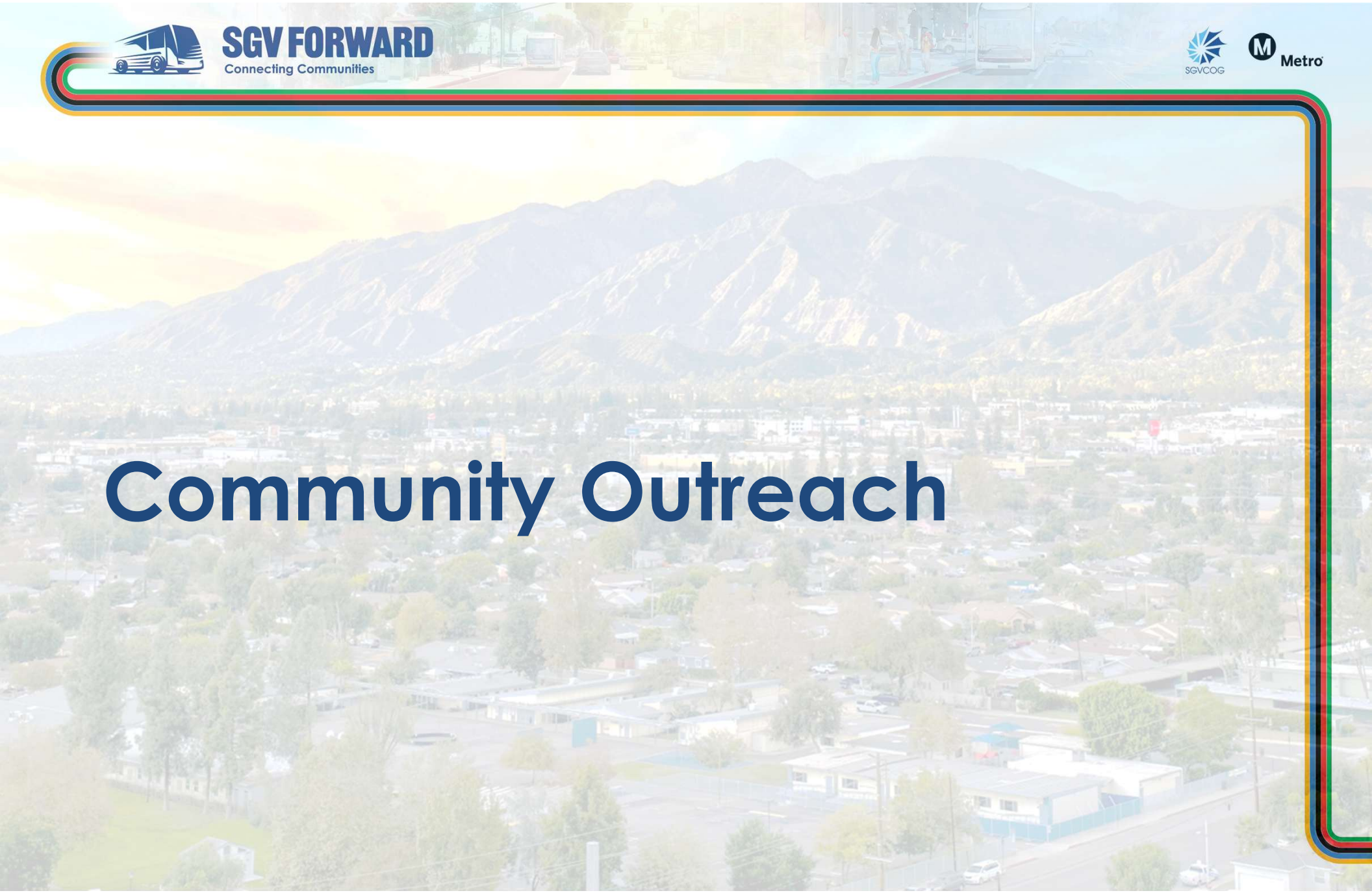
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Zero Car Households



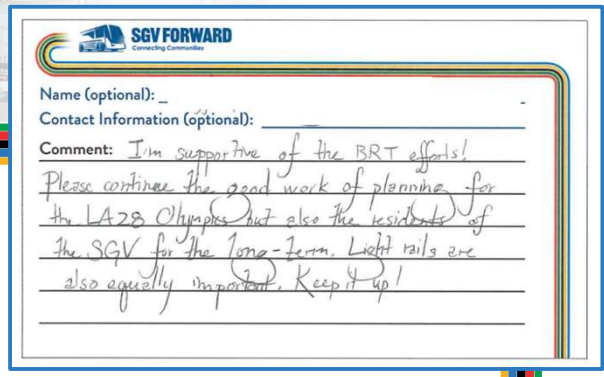


Community Outreach

Key Outreach Events

Community Meetings and Pop-Up Events

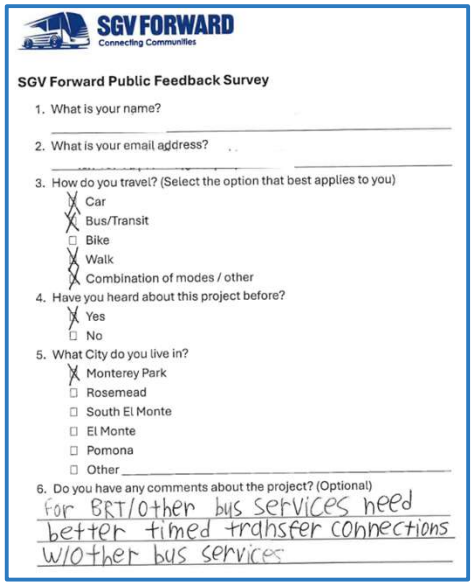
- **Oct. 16, 2025 –** Monterey Park Monster Mash
- **Nov. 2, 2025 –** South El Monte / El Monte Open Streets Event
- **Nov. 5, 2025 –** Pomona Meeting
- **Nov. 7, 2025 –** El Monte / South El Monte Meeting
- **Nov. 10 & 13, 2025 –** Garvey Avenue Improvements Project Community Meetings
- **Jan. 26, 2026 –** Monterey Park Meeting
- **Jan. 28, 2026 –** Rosemead Meeting
- **Jan. 31, 2026 –** Monterey Park Lunar New Year
- **Feb. 26, 2026 –** Pomona ACTS Community Event


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Name (optional): _

Contact Information (optional): _____

Comment: I'm supportive of the BRT efforts! Please continue the good work of planning for the LA28 Olympics but also the residents of the SGV for the long-term. Light rails are also equally important. Keep it up!


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SGV Forward Public Feedback Survey

1. What is your name?
2. What is your email address?
3. How do you travel? (Select the option that best applies to you)
   - [X] Car
   - [X] Bus/Transit
   - [ ] Bike
   - [X] Walk
   - [X] Combination of modes / other
4. Have you heard about this project before?
   - [X] Yes
   - [ ] No
5. What City do you live in?
   - [X] Monterey Park
   - [ ] Rosemead
   - [ ] South El Monte
   - [ ] El Monte
   - [ ] Pomona
   - [ ] Other
6. Do you have any comments about the project? (Optional)

For BRT/other bus services need better timed trahsfer connections w/other bus services



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Outreach Campaign Engagement

69

WRITTEN COMMENTS

received at community events

485

INTERESTED PARTIES

engaged

21

SOCIAL MEDIA POSTS

made on Facebook, Instagram, and X (formerly Twitter) ~376,000 viewers

1,110

FLYERS

placed at 38 public counters and posting boards along the corridor

Materials developed in 4 languages:

- English
- Vietnamese
- Mandarin Chinese
- Spanish

Community Feedback

Community members emphasized:

- Need for **better bus amenities** (including seating, security, cameras, lighting, real-time arrival displays, trash cans, and cooling amenities)
- Need for **better bus service reliability and connectivity** to other destinations around the SGV
- Need to **preserve parking** whereas others indicated parking is not needed
- Desire for **bus lanes** along with **bike lanes** on Garvey Avenue
- Some expressed concerns regarding **traffic and parking** considerations
- Desire to **activate Garvey Avenue** to be **safer** and **more vibrant** for the business community







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Thank you!

https://www.sgvcog.org/sgvforward

sgvforward@sgvcog.org





