



REVISED
OPERATIONS COMMITTEE
MAY 19, 2005

SUBJECT: LINE 107 STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file update on the cancellation of Line 107 (54th St. – Fairview Blvd.).

ISSUE

In March 2005, the Operations Committee approved a motion by Director Ludlow that called for staff to report on the following:

- A detail map of former Line 107 with an overlay of the alternative lines, including transfers (Attachments A and B)
- A comparison of former Line 107 passenger boardings to the alternative lines passenger boardings (Attachment C); and
- Fiscal and time impacts to passengers on former Line 107 and the alternative lines (Attachment D)

DISCUSSION

Metro South Bay Service Sector operates service averaging approximately 60 boardings per revenue service hour. After careful consideration, the South Bay Service Sector Governance Council approved staff recommendation to cancel Line 107 effective June 27, 2004. It was determined that Line 107 was not a sustainable service due to poor performance and low ridership, averaging only 23.4 boardings per revenue service hour. Typically, there were only 6 riders aboard former Line 107 buses that provided seating capacity for 40. Line 107 operated every 50 minutes on weekdays and attracted 1,230 weekday riders prior to its cancellation. On weekends, the bus operated every 70 minutes and attracted approximately 650 weekend day riders. Subsidy per passenger was \$2.57 (more than twice the system average for local bus lines).

In a continuing effort to carry more riders, resources were reallocated to areas with more passenger demand. This reallocation did not leave the former Line 107 riders without service since Lines 108/358 (Slauson Ave.) continued to operate and other ample alternatives existed. Attachment A shows the proximity of former Line 107 to the available alternatives.

Line 107 did not compete well with the duplicative service of Community DASH, a lower-cost option charging a 25-cent fare (the Metro base fare is \$1.25). Over the past ten years, LADOT has greatly expanded the Community DASH program such that three DASH routes competed directly with Line 107 for the same riders. These three community routes are DASH Chesterfield Square, DASH Leimert/Slauson, and DASH Southeast/Pueblo del Rio. In addition, Metro Line 108/358 (Slauson Ave.) operated just 1/3 mile south of the 54th St. corridor with a much better frequency of service – every 8 to 10 minutes – compared with every 50 minutes on Line 107. Staff observations indicated that many potential Line 107 riders rode the Slauson Ave. service due to shorter waits and better service levels.

In addition to Community DASH and Lines 108/358, Metro South Bay Service Sector worked with the Metro Gateway Cities Service Sector to extend Line 681 (Huntington Park – Watts Shuttle) from Florence/Pacific to the Metro Blue Line Slauson Station as shown in Attachment B. This shuttle service now carries an estimated additional 500 riders per weekday since the extension.

On the other end of the former Line 107, staff worked with the City of Inglewood to establish Line 607 (North Inglewood Shuttle). Line 607 “right-sizes” the delivery of service with a better match of service capacity to demand. Instead of operating large transit buses with 40 seats on small residential streets, Line 607 uses smaller shuttle buses with 18 seats. Based on early input from the community for service to the Windsor Hills/View Park area, Metro South Bay Service Sector expanded route Line 607 in September 2004 to link Slauson Ave. with Crenshaw Blvd. via Angles Vista Blvd.

The South Bay Service Sector continues to work with representatives of the affected communities to examine alternatives and make improvements. These affected communities include the Gateway Cities Service Sector, the City of Los Angeles Department of Transportation (LADOT), the City of Inglewood, Access Paratransit, the Foundation for the Junior Blind, the View Park/Windsor Hills Homeowners Association, the Bus Riders Union, and Crenshaw High School.

Attachment C shows the estimated ridership changes for the various alternative services since the cancellation of Line 107. Attachment D examines some specific sample trips previously made on Line 107 and how these trips can still be made today. While it is true that Line 107 may have been more convenient for some riders than the alternatives in service today, the low ridership of Line 107 did not justify continued expenditure of operating subsidies to afford convenient service for a few. Very few riders used Line 107 from end-to-end as evidenced by the average trip length of 2.9 miles. This is almost a mile shorter than the average trip length for the Metro bus system. Community DASH is a better fit for shorter trips, as it provides a quicker trip with more frequent service at a much lower fare. For those former Line 107 riders with longer trips, Line 108/358 on Slauson Ave. is a better alternative to avoid transferring between the Community DASH routes. For those passengers who cannot or will not walk the short 1/3-mile between Slauson and 54th St., there are at least six publicly funded paratransit services.

February 2005 Public Hearing

At the request of Director Burke, Metro South Bay held a public hearing in February 2005 to reaffirm the cancellation of Line 107. Approximately 30 people addressed the topic of Line 107 with only one person supporting its cancellation. Many of the public comments cited the convenience of former Line 107 and offered anecdotal information about how the loss of service impacted quality of life. However, many of the comments came from rider advocates including members of the Bus Riders Union rather than from former Line 107 riders. Some of the comments from former riders indicated the alternatives exist and are being used, although with some loss of convenience.

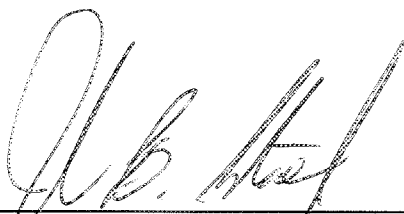
NEXT STEPS

Despite the opposition to the cancellation, staff recommends that the South Bay Governance Council reaffirm cancellation based on the ample alternatives in service today along the route of former Line 107. The Council is expected to take action on the staff recommendation at its April 16 Governance Council meeting held at the Arthur Winston Division.

ATTACHMENT(S)

- A. Former Line 107 with Overlay
- B. Various Maps with Alternatives
- C. Comparison of Estimated Boardings on Alternative Services
- D. Fiscal and Time Impacts to Former Line 107 Riders

Prepared by: Dana Coffey, General Manager – Metro South Bay

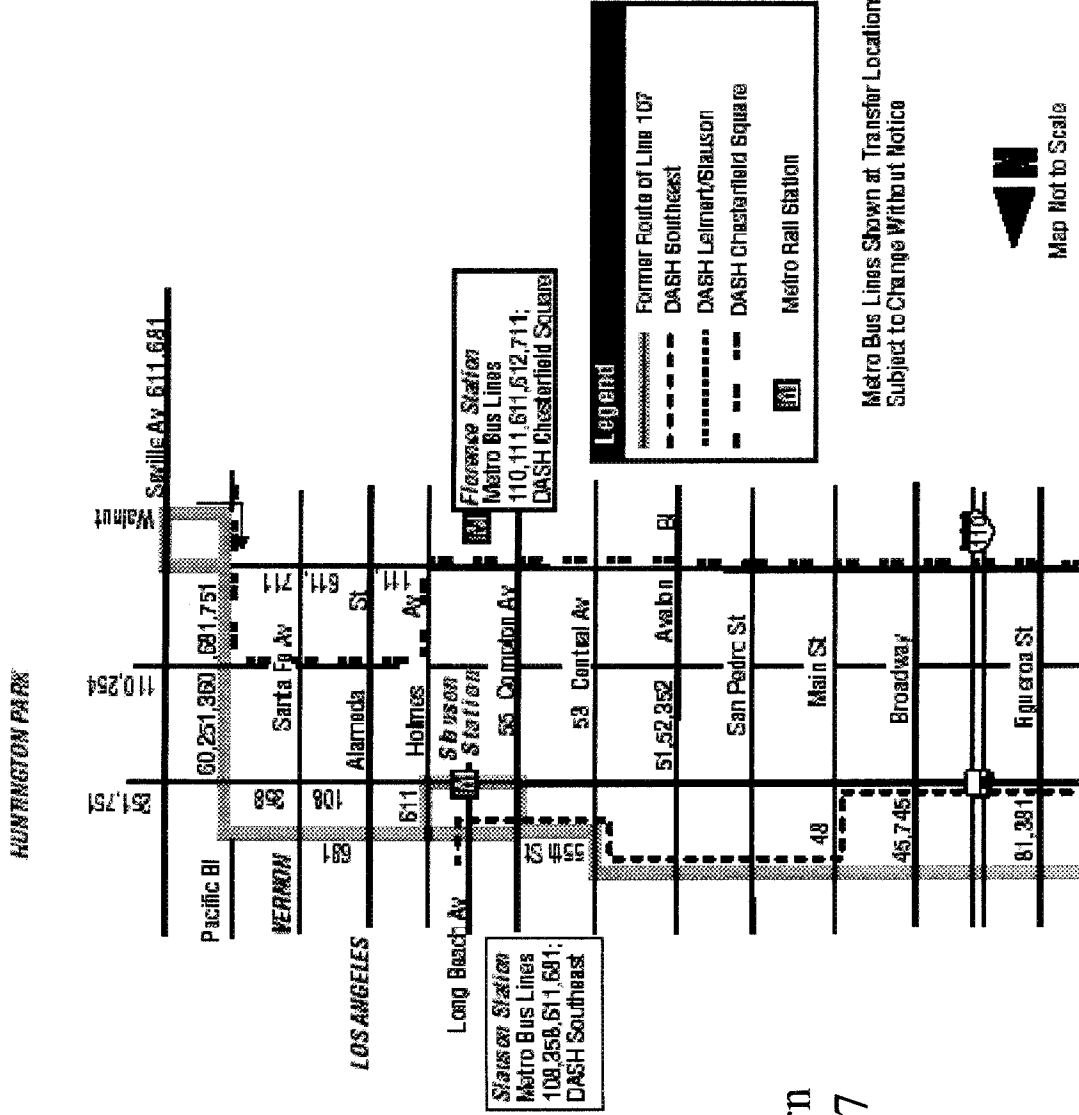


John B. Catoe, Jr.
Deputy Chief Executive Officer



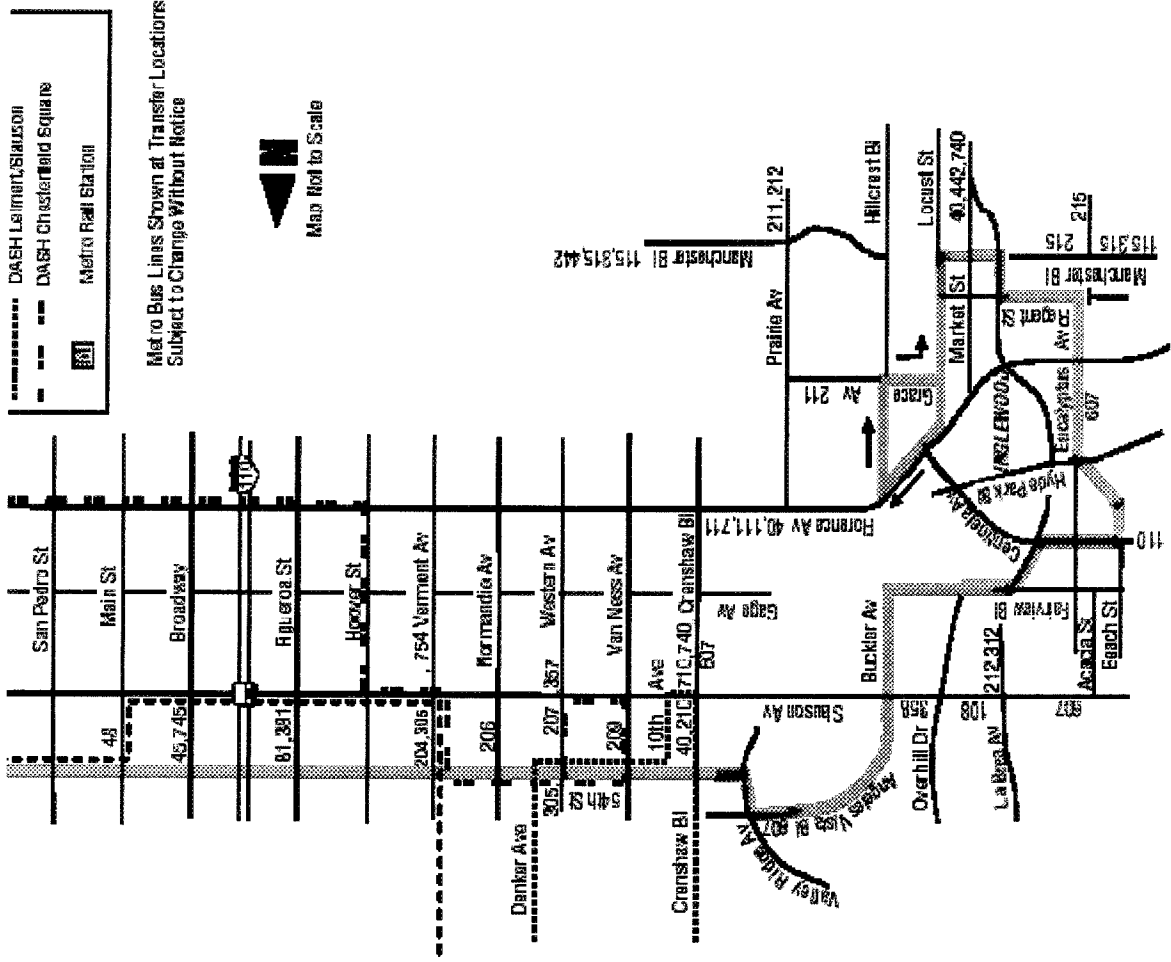
Roger Snoble
Chief Executive Officer

FORMER LINE 107 WITH OVERLAY



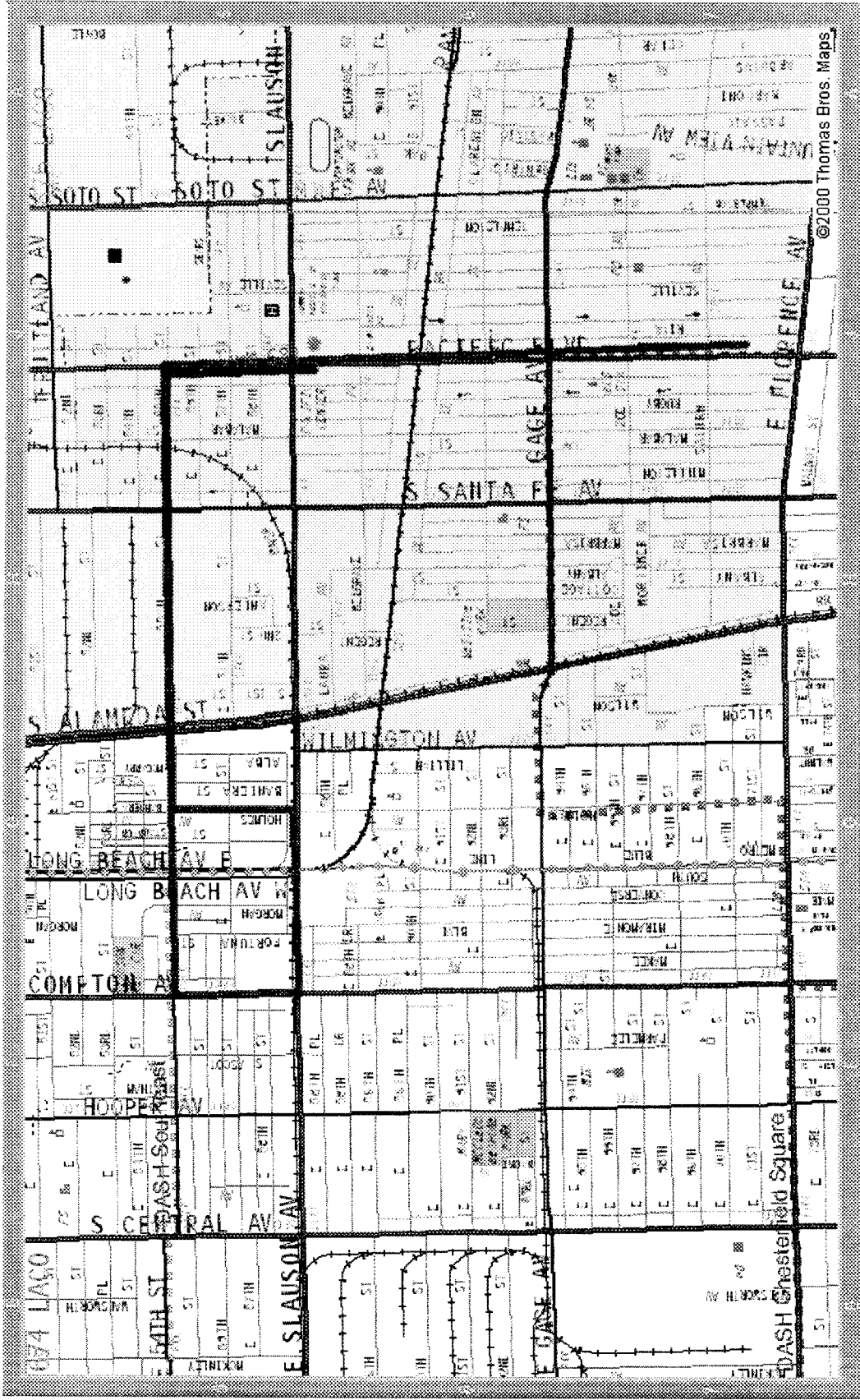
This map shows the eastern half of the former Line 107

ATTACHMENT A CONT'D



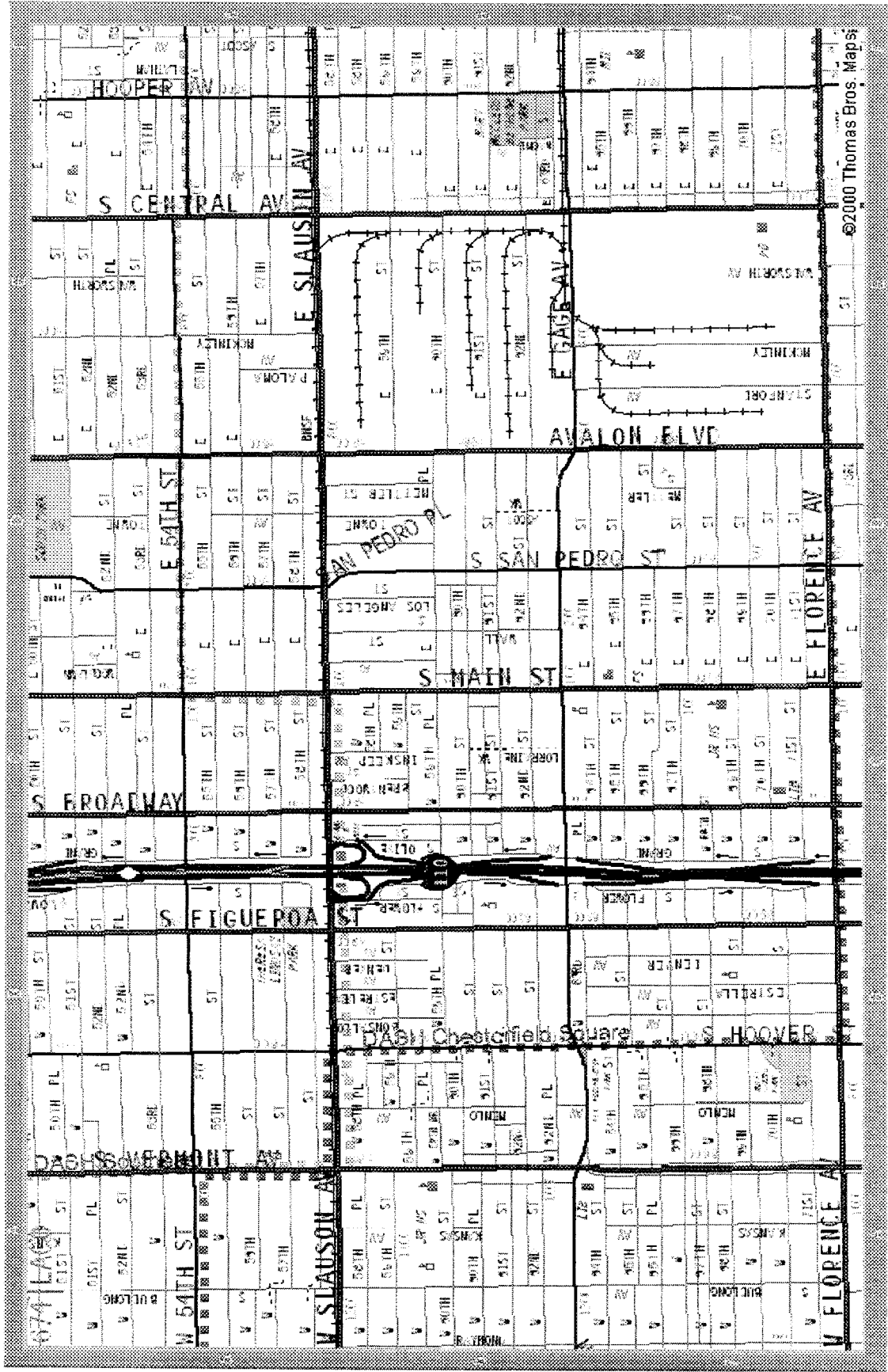
This map shows the western half of former Line 107

Various Maps of Alternatives -- Line 681 Extension, DASH Southeast, DASH Chesterfield Square -- and Transfer Locations

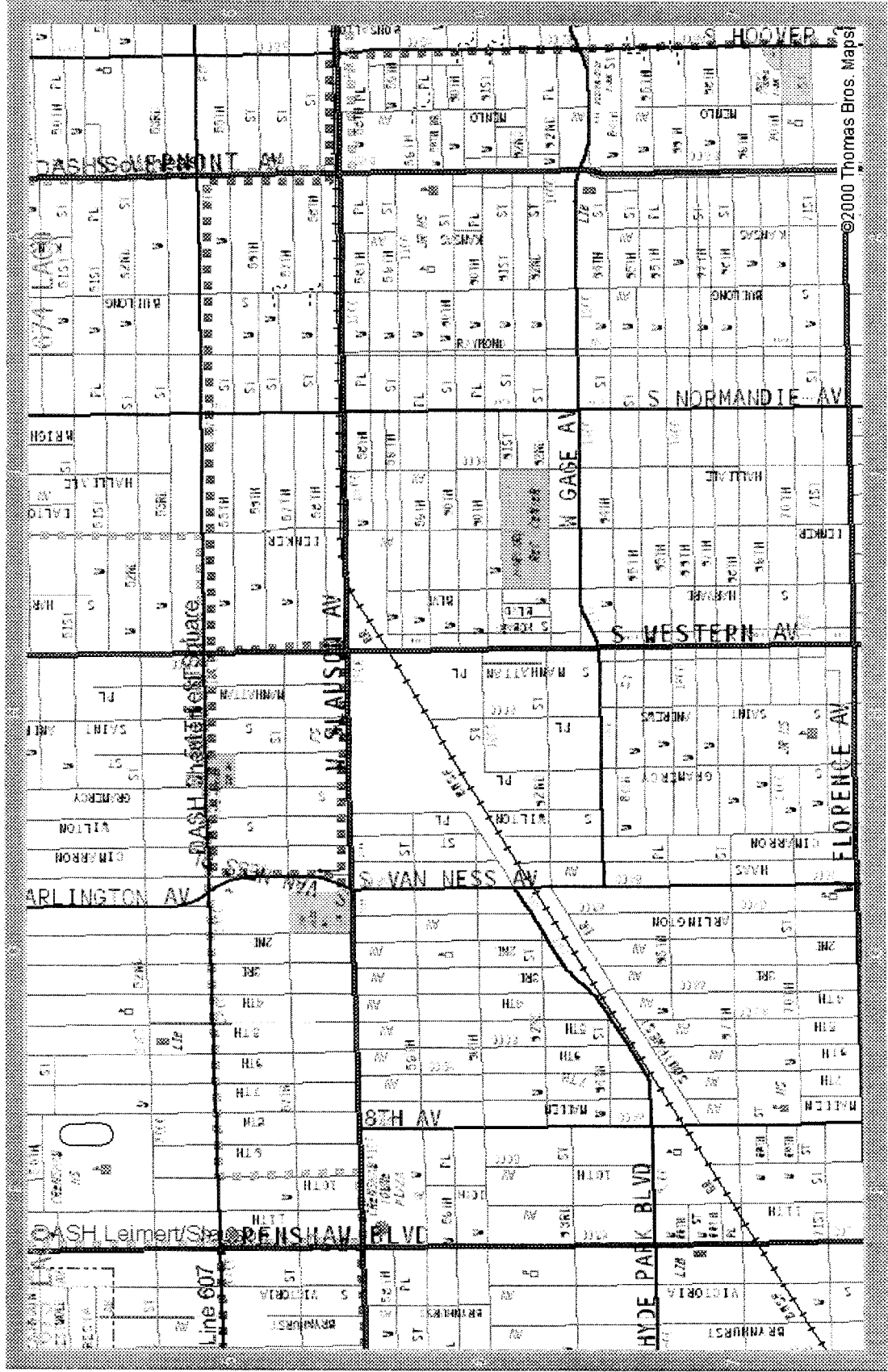


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DASH Chesterfield Square, DASH Southeast with Transfer Location

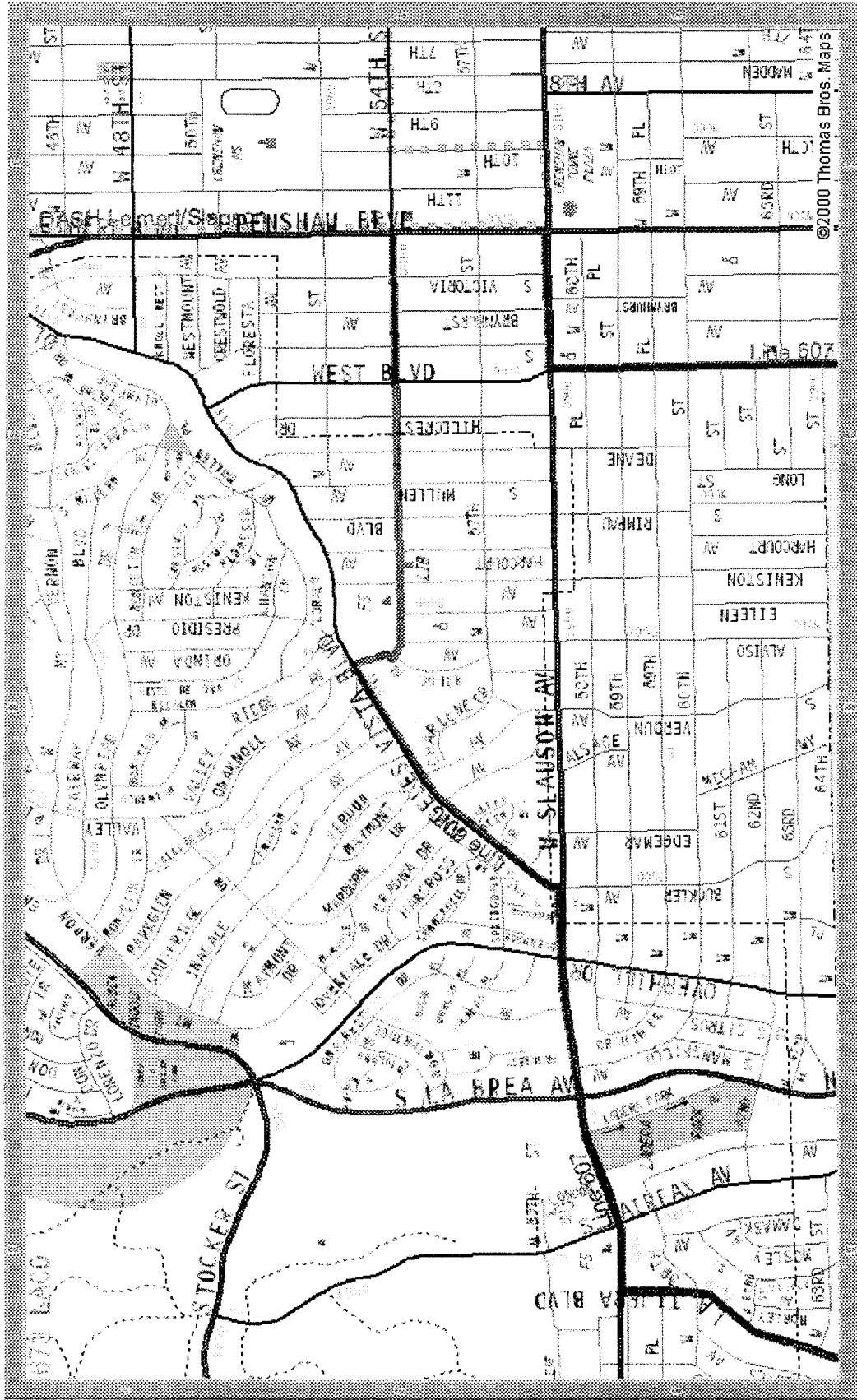


DASH Leimert Slauson, DASH Chesterfield Square, Line 607 with Transfer Locations

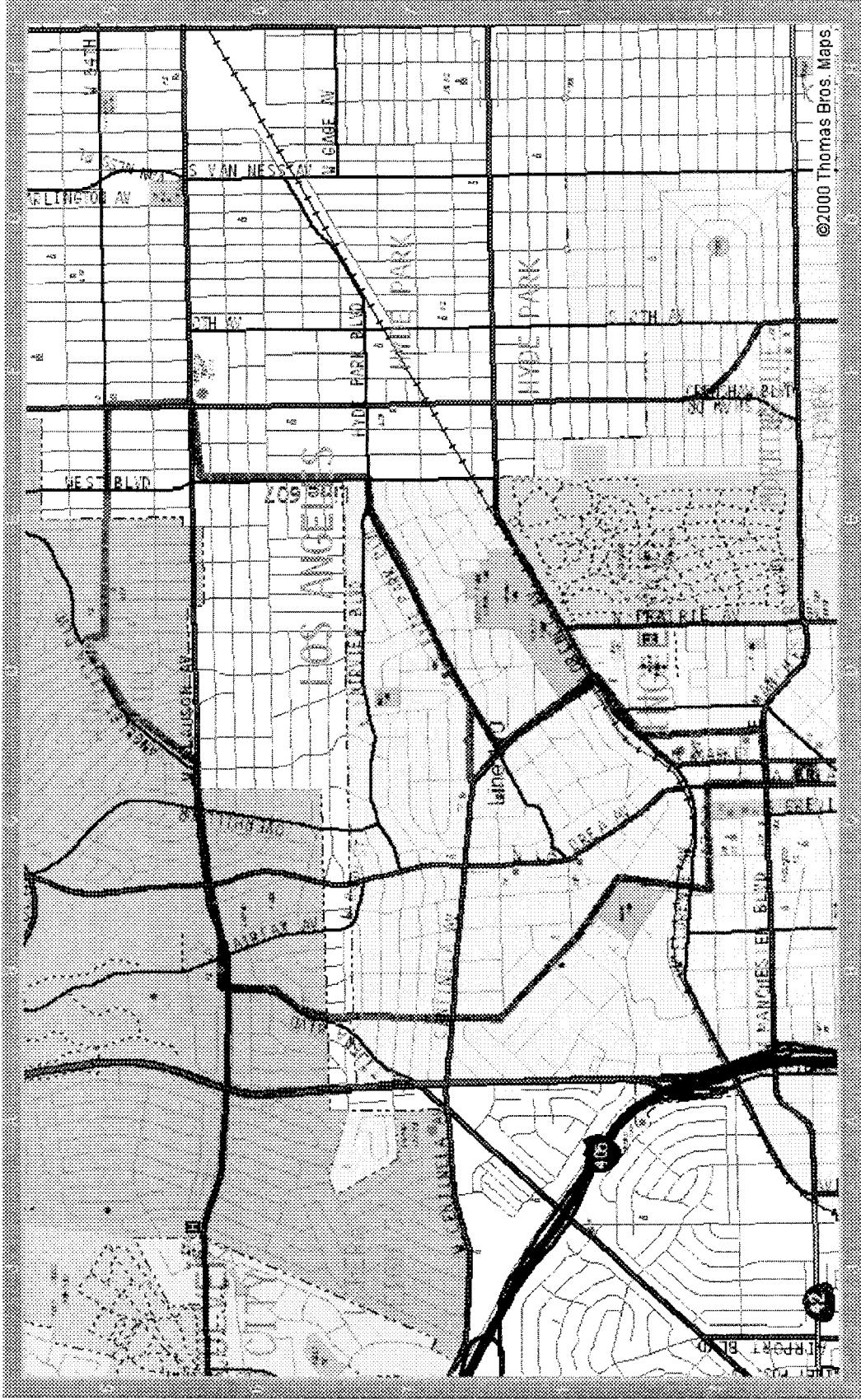


Line 607 Northern End

ATTACHMENT B CONT'D



Line 607 Full Route (North Inglewood Shuttle)



ATTACHMENT C

COMPARISON OF ESTIMATED BOARDINGS ON ALTERNATIVE SERVICES

Community Service Name	Estimated Monthly Boardings With Line 107	Estimated Monthly Boardings Without Line 107	Change in Estimated Monthly Boardings
DASH Chesterfield Square	85,000	85,000	0
DASH Leimert/Slauson	45,000	48,000	3,000
DASH Southeast	97,000	121,000	24,000
N. Inglewood Shuttle (607)	-	3,000	3,000
Watts -- Huntington Park Shuttle (681)	34,000	50,000	16,000
Line 107	32,000	-	-32,000
TOTAL BOARDINGS:	293,000	307,000	14,000

FISCAL AND TIME IMPACTS

WITH LINE 107 WITHOUT LINE 107

Origin	Destination	Fare	Day Pass	Travel Time	Fare	Day Pass	Travel Time	Route Provided by Metro Trip Planner
Slauson Blue Line Stn.	54th/Crenshaw	\$1.25	\$3.00	0:25	\$1.25	\$3.00	0:32	via Line 108 (25") + 1/3 mile walk (7")
54th/Crenshaw	Slauson Blue Line Stn.	\$1.25	\$3.00	0:24	\$1.25	\$3.00	0:32	via 1/3 mile walk (7") + Line 108 (25")
			\$3.00			\$3.00		
Manchester/La Brea	54th/Vermont	\$1.25	\$3.00	0:28	\$1.50	\$3.00	0:26 0:33	via Line 711 (Florence Rapid) + DASH Vermont/Main + 1/3 mile walk
54th/Vermont	Manchester/La Brea	\$1.25	\$3.00	0:28	\$1.50	\$3.00	0:36 0:43	via 1/3 mile walk + via DASH Vermont/Main + Line 711 (Florence Rapid)
			\$3.00			\$3.00		
54th/Broadway	Florence/Pacific	\$1.25	\$3.00	0:28	\$2.50	\$3.00	0:31 0:38	via 1/3 mile walk + Line 745 (Broadway Rapid) + Line 711 (Florence Rapid)
Florence/Pacific	54th/Broadway	\$1.25	\$3.00	0:32	\$2.50	\$3.00	0:28 0:33	via Line 711 (Florence Rapid) + Line 48 (San Pedro St.) + 1/4 mile walk
			\$3.00			\$3.00		
Beach/Centinel	54th/Western	\$1.25	\$3.00	0:28 0:18	\$2.50	\$3.00	0:31 0:26	via Line 207 (Western Av.) + Line 110 (Cage Av.) + Line 305 (Crosstown Bus)
54th/Western	Beach/Centinel	\$1.25	\$3.00	0:32 0:17	\$2.50	\$3.00	0:28 0:30	via Line 207 (Western Avenue) + via Line 110 (Cage Av.) + Line 305 (Crosstown Bus)

