



GATEWAY CITIES GOVERNANCE COUNCIL

JULY 13, 2006

SUBJECT: LINE 26 SHUTTLE

ACTION: APPROVE RECOMMENDATION TO CANCEL SHUTTLE

BACKGROUND

At the Governance Council meeting in May, the Council directed staff to issue a rider notice later that month informing patrons of the Council's intention to seek public input at its June meeting regarding the possible cancellation of the Line 26 Shuttle. Attachment A shows the route of the Shuttle.

Affected riders were invited to attend either the Gateway Cities Governance Council meeting on June 8th, or the Westside-Central Governance Council meeting on June 14th to comment on this matter. Public input was also to be accepted via e-mail, U.S. Mail, by phone or fax. A decision on this matter was scheduled to occur at the July 13th meeting of the Gateway Cities Governance Council. Attachment B shows the passenger notice that was distributed to riders of this line.

SUMMARY OF PUBLIC COMMENT

A total of five persons commented on this matter by the close of the public record, June 30. Of this total, two persons provided oral testimony at the Westside Council meeting and three persons submitted comments by mail addressed to the Gateway Cities Sector. The latter persons stated they represent an organization known as the Franklin Ave.nue Riders Group.

At the Westside Council meeting both respondents suggested MTA consider rerouting other services in the Hollywood area as a way to retain service on Franklin Ave. Hollywood Blvd. was mentioned as a potential corridor to consider making adjustments. Line 206 was also mentioned as a possible line to be rerouted. Both respondents felt their suggestions would help provide a possible link to ferry Line 26 riders between Franklin Ave. and Hollywood Blvd.

The Franklin Ave. Riders Group raised several objections to the elimination of the Shuttle, and requested the line be continued until the City Dash bus could provide the service. Their principle objection to canceling the Shuttle at this time is the lack of a direct replacement service. They estimate they will need to walk up to 40 minutes to reach Hollywood Blvd., and will need to walk through an unsafe neighborhood. They said the cancellation of the Shuttle is unfair because MTA has allowed other low performance lines to operate in the past that have similar ridership characteristics as Line 26. Moreover, they state that a primary factor in proposing the cancellation of the Shuttle is to reduce maintenance costs. Some concern was also expressed

about the rider brochure, noting that the Hollywood Blvd. services do not directly serve the 26 Line bus stop at Sunset Blvd. and Virgil Ave.

Attachment C provides details of the public comment along with staff's response. Attachment D is a statement from the Franklin Ave. Riders Group.

CURRENT RIDERSHIP

Ride checks taken in April, May, and mostly recently in June of this year, continue to show extremely low passenger demand on the shuttle. The line is currently averaging about three passengers per trip, or roughly twelve passengers per hour. This is about 60% below the minimum performance standard of 30 passengers per hour.

NEXT STEPS

With approval from the Governance Council, the Line 26 Shuttle will be discontinued effective Monday, July 31, 2006. Staff will prepare a rider notice to inform affected patrons of the impending action. The rider notice is proposed to be distributed on this line during the week of July 24.

ATTACHMENT

[Attachment A: Line 26 Shuttle](#)

[Attachment B Passenger Notice Line 26](#)

[Attachment C: Summary Public Comment/Staff Response](#)

[Attachment D: Statement from Franklin Ave. Riders Group](#)

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