

**METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL  
MARCH 5, 2008**

**SUBJECT: METRO SAN FERNANDO VALLEY PROPOSED SERVICE CHANGES**

**ACTION: APPROVE FINDINGS OF PUBLIC HEARING AND ADOPT REVISED SERVICE CHANGE PROGRAM**

**RECOMMENDATION**

- A. Approve findings of Public Hearings conducted in February 2008 for service changes proposed to be implemented on June 29, 2008 or later;
- B. Adopt staff's revised Service Change Program as outlined in this report.

**ISSUE**

Federal guidelines and MTA policy require that a public hearing be held when major service changes to the bus system are considered. Accordingly, the Metro San Fernando Valley Governance Council conducted a public hearing on February 6, 2008, 6:30 pm, at the Marvin Braude Constituent Service Center in Van Nuys.

The purpose of the hearing was to solicit public input, written comments and verbal testimony regarding proposed service changes to 12 existing Metro San Fernando Valley bus lines and proposals for two new Rapid lines and one new local line. These changes are slated for implementation on June 29, 2008 or later.

A review of public input and a thorough analysis of impacts are contained in this report along with staff's revised service change recommendations. The Council is required to consider the possible impacts from these proposals before approving them.

**ALTERNATIVES CONSIDERED**

Alternatives to the staff recommendation are to 1) not adopt the revised service changes or 2) adopt a new subset of the proposals. Staff's recommendations optimize available resources but the Governance Council may select other alternatives that meet budgetary goals if necessary.

## **IMPACT ON BUDGET**

The recommended service changes will result in a 40,000 reduction in revenue service hours annually at a cost savings of about \$2.8 million (Attachment C). This meets our budgetary goal for June 2008.

## **BACKGROUND**

Metro faces an operating deficit of \$1 billion over the next ten years due to rising operating costs and limited operating funds. To maintain a balanced budget, Metro continuously reviews the bus service it provides to maximize resources. When necessary, Sector Governance Councils conduct public hearings on major service changes and approve changes for implementation each June and December to meet budgetary goals.

At the December 2007 meeting, all five Governance Councils received a draft copy of a Notice of Public Hearing and set public hearing dates for February 2008. The final hearing notice (Attachment A) included major changes to 57 existing bus lines or branch routes and proposals for six new Rapid lines and one new local line. The changes to the existing bus lines included major route, schedule and stop changes to 32 lines or branch routes, and proposals to cancel 25 lines.

The proposed June 2008 service changes, as stated in the December report, are designed to complete rapid bus expansion, restructure downtown service, improve schedule efficiencies, and improve poorly performing lines. To complete the rapid bus expansion plan, a total of 160,000 revenue service hours are proposed to be reallocated from selected lines and reinvested into six new and existing Metro Rapid lines. An additional 215,000 revenue service hours of savings will be achieved through “trip thinning” or reducing the number of trips provided in time periods with excess capacity. These changes are minor and do not require a public hearing.

A total of seven public hearings were held in the month of February. Each Sector Governance Council conducted their own public hearing to receive input on service change proposals within their respective jurisdictions. An additional system-wide public hearing was held at Metro Headquarters. The public could attend any hearing and comment on proposals from any sector. Comments were forwarded to the appropriate sector for consideration.

The Notice of Public Hearing was first published in the Los Angeles Times on Sunday, January 6, 2008. Additional notices were subsequently published in other local, regional, and foreign language newspapers system-wide. About 158,600 rider notices were distributed on buses, trains, and at customer service outlets informing riders of the proposals under consideration. The information was also posted on Metro’s main website and the website for each service sector.

Metro San Fernando Valley received and distributed about 30,120 brochures; 17,100 for the Sun Valley Division and 13,020 for the Chatsworth Division and Orange Line. Staff produced and distributed an additional 5,300 supplementary take-ones (with SFV proposals only) on Metro San Fernando Valley bus lines, including contract Line 634.

### **Summary of Public Comment**

Approximately 42 individuals attended the hearing held in Van Nuys. Twenty-eight of those individuals provided verbal testimony and 46 written testimonies were received via letters, facsimiles and emails by February 14, the close of the public record. In addition, 3 individuals provided verbal testimony on Metro San Fernando Valley bus lines at the hearing held at Metro Headquarters. One speaker submitted a petition with 29 signatures and another petition that consisted of 47 form letters was submitted at the hearing.

The respondents included representatives for Felipe Fuentes, 39<sup>th</sup> Assembly District Member - Northeast San Fernando Valley, City of Los Angeles Department of Transportation and various other organizations including the Southern California Transit Advocates, Transit Coalition, Granada Hills North Neighborhood Council, and the Bus Riders Union. The Cities of Burbank and Glendale each submitted written testimony.

The ninety-one respondents provided a total of 205 comments on various proposals including 2 petitions with 76 respondents. Approximately 21% (44 comments) supported, 79% (161 comments) opposed the various proposals, excluding the petitions. Some individuals commented on all line proposed for modifications including the Bus Riders Union and the Transit Coalition, who opposed all service reductions and one individual who supported all changes except one. The following is a brief summary of the comments received, summarized by type of service change proposal. More detailed comments are shown in Attachment **B**.

### **Line/Segment Cancellations/Service Reduction**

The proposals to cancel lines or line segments received 118 comments. The majority of the comments or 87% (103 comments) opposed and 13% (15 comments) supported the changes.

#### **Line 154 (Tarzana-Burbank Station via Oxnard St, Burbank Bl)**

The proposal to cancel Line 154 received the most comments, including 2 petitions with 76 signatures. Of the twenty-five comments received, all but one opposed the change. Patrons stated that they relied on this service to get to work, school, and shopping. Many low-income, disabled, and elderly patrons ride this line and it is their only means of transportation. Cancelling the line would leave no alternate service in some areas.

Patrons along the western segment stated that they would have to access three other bus lines to make the same short trip to work and for shopping. The City of Burbank is opposed to this change due to the elimination of a critical link between the North Hollywood Station and downtown Burbank and the lack of replacement service along portions of Burbank Boulevard. Suggestions to operate peak service or restructure line in lieu of cancellation were received as well.

**Line 155 (Universal City Station-Burbank Station via Riverside Dr, Alameda Av)**

The proposal to cancel Line 155 received the second highest number of comments. Of the 23 comments received, only two comments supported the proposal. Many patrons use this line to access jobs in Burbank and felt that Line 96 is not a viable alternative because the route and stops are not the same at many locations and service is very infrequent and unreliable. Suggestions were received to reroute either Lines 96, 224, 292 or new Line 222 over the route of line 155 in lieu of cancellation. The City of Burbank is concerned over the proposed reduction in service between the Media District and Downtown Burbank, as well as the elimination of service along Alameda Avenue. Some patrons commented that service needs to operate later to accommodate social activities at venues such as Universal City.

**Line 183 (Sherman Oaks-Glendale via Magnolia Bl)**

The proposal to cancel the Downtown Burbank to Glendale Station segment of Line 183 received 18 comments. All of the comments, except 3 opposed the proposal, some stating that there would be no alternate service available along Kenneth Road. Other comments focused on the negative impact the change would have on patrons traveling between Burbank and Glendale, as well as access to connecting Glendale Beeline service. Both the Cities of Glendale and Burbank opposed this proposal and requested that the sector work with each city to either modify the alignment in Glendale or develop lower cost alternatives. The City of Burbank recognizes the low ridership in the hillside area of Burbank but feels there is still a demand that could be met with the operation of smaller vehicles.

**Line 168 (Chatsworth Station-San Fernando via Lassen St, Paxton St)**

The proposal to cancel Line 168 received a total of 13 comments. Three respondents supported the proposal and 10 respondents, including Assembly Member Felipe Fuentes, rejected the proposal primarily because there is no replacement service along Lassen Street and Paxton Street and patrons would be required to walk one-half mile to access alternate service.

**Line 156 (Van Nuys-North Hollywood-Hollywood)**

The proposals to reduce service on Line 156, cancel midday service on Line 237 (Encino-Sherman Oaks via Balboa Bl, Woodley Av - Branch of Line 236) and cancel Line 634 (Sylmar Station-Mission College via Hubbard St) received 10 comments each. Of the 10 comments received, only one comment supported each of the proposals. Respondents who opposed the reduction in service on Line 156 stated that the Orange Line is too crowded and service is already infrequent through the Cahuenga Pass.

**Line 237 (Encino-Sherman Oaks via Balboa Bl, Woodley Av - Branch of Line 236)**

Comments opposing the cancellation of midday service on Line 237 focused on the need to access the Woodley Orange Line Station, the Van Nuys Flyaway and Kennedy High School, and the Mid-Valley Regional Library. The Granada Hills North Neighborhood Council and Southern California Transit Advocates (SOCATA) both opposed the change and requested that service be restructured to eliminate duplication along the Victory and Van Nuys Boulevard segments. It was suggested that the route be combined with Line 239 at Rinaldi Street and Balboa Boulevard and new Line 159 operate between Cal State Northridge and Sylmar Station via Reseda Boulevard and Rinaldi Street.

**Line 634 (Sylmar Station-Mission College via Hubbard St)**

Both Assembly Member Felipe Fuentes and Los Angeles Mission College opposed the cancellation of Line 634 since it provides a direct connection to the college from Sylmar Station. Many students and faculty travel from Lancaster and Palmdale to the station and transfer to Line 634 to the college. It was stated that there is no convenient way to get to the college from the station without transferring and traveling along a circuitous route.

**Line 92 (Downtown LA-Burbank Station via Glendale Av, Glenoaks Bl)**

The proposal to shorten the southern terminal of Line 92 at Vignes Street and Cesar Chavez Avenue received nine comments. Three comments supported, with one suggestion to terminate the line at Patsaouras Plaza and another suggestion to extend some trips through downtown. Six comments opposed the proposal, with some stating that residents from Silverlake and Echo Park are already transferring to other lines in the heart of downtown. These patrons would be forced to transfer at the downtown periphery and travel a few blocks and then transfer to their connecting line.

The City of Los Angeles Department of Transportation opposed the proposal to Line 92, 94 and 794, stating the change is premature. It was stated that these changes appeared to be part of a downtown restructuring plan but that this plan is still under discussion with Metro staff. As a consequence, existing Metro bus lines would not have the capacity to absorb transferring patrons since there is no funding to operate additional DASH service and fewer Metro bus lines would be traveling through the heart of downtown.

**Metro Rapid Bus Proposals**

The proposals related to the implementation of two new Rapid lines received a total of 73 comments. Approximately 29% (21 comments) supported and 71% (52 comments) opposed the proposals.

## **San Fernando/Lankershim Corridor**

### **Line 224 (Sylmar-Universal City Station via San Fernando Rd, Lankershim Bl)**

The proposed reallocation of selected trips from Line 224 to new Rapid Line 724 received 9 comments. One comment supported the proposal and 8 respondents rejected the proposal primarily, because the public hearing document was unclear. It was assumed that all trips would be reallocated to new Line 724 and there would be no service between the North Hollywood and Universal City Station. If this were the case, many patrons would be unable to access alternate service. The Southern California Transit Advocates (SOCATA) completely opposed this proposal and all proposals related to this change since they did not support the implementation of new Rapid Line 724.

### **Line 724 (Sylmar Station-North Hollywood Station via San Fernando Rd, Lankershim Bl)**

The proposal to implement new Rapid Line 724 received 5 comments. Two comments supported the proposal, with one comment stating that Line 724 would be a better feeder service to the Red Line. The Bus Riders Union provided conditional support of this line since it is part of the New Service Plan for the Consent Decree, but was opposed to reallocating resources from existing lines. Respondents who opposed the start-up of new rapids felt that rapids weren't need or that this particular rapid line should not be implemented at all.

## **San Fernando Road South Corridor**

### **Line 94 (Downtown LA-Sun Valley via San Fernando Rd)**

The proposal to extend Line 94 to Sylmar and reallocated trips to new Line 794 received 9 comments. Only one comment supported the proposal. The majority of comments stated that Line 94 should not be changed at all.

The proposal to shorten the southern terminal of Line 94 in downtown Los Angeles was supported by 3 comments and opposed by 9 comments due to the negative impact of transferring. SOCATA felt that this line was a poor choice for terminating at Union Station and suggested restructuring Lines 90-91 and 290 to terminate at Glendale Station and creating new Line 291 to operate via the route of Line 91 and 685. LADOT also opposed this proposal based on the comment provided on Line 92.

### **Line 394 (Downtown LA-Sylmar Station via San Fernando Rd- Branch of Line 94)**

The proposal to cancel Line 394 and reallocate trips to New Line 794 received 13 comments. Four comments supported the proposal, with one respondent supporting the proposal as long as trips are reallocated to the Option 2 proposal for new Line 794 and a Rapid bus stop is provided at the Bob Hope Airport. Nine comments opposed the proposal; with some stating that Lines 94 and 394 should stay the same and rapid should not take the place of local service. SOCATA completely opposed this proposal and all proposals related to this change since the resources from Line 394 would not be directly replaced by the route of new Rapid Line 794.

## **Line 794 (San Fernando Rd South Metro Rapid)**

### **Option 1**

The proposal to operate Line 794 between Downtown LA and Downtown Burbank via San Fernando Road and Brand Boulevard (Option 1) received 9 comments. Four of the comments supported the proposal, with one comment stating that the route would serve Glendale Galleria. The Bus Riders Union provided conditional support of this option since it is part of the New Service Plan for the Consent Decree, but not by reallocating resources from other bus lines. The proposal received five comments opposing Option 1, including the City of Glendale. The City felt that Brand Boulevard is adequately served by both Metro and Beeline service and that “rapid” service was not possible along Brand Boulevard, primarily due to signalization at every block and mid-block pedestrian crosswalks. Other comments were opposed to the proposal due to issues with the route alignment or rapid bus service in general. SOCATA completely opposed this proposal and all proposals related to this change.

### **Option 2**

The Option 2 proposal to operate Line 794 between Downtown LA and Sun Valley primarily via San Fernando Road received 9 comments. Five of the comments supported the proposal. The City of Glendale supported this proposal based on high corridor ridership, good travel speeds and connectivity to other services. The City also stated that they would be able to implement signal priority by June 2008, which will not be available along Brand Boulevard. The City of Burbank provided conditional support based on a route extension to Bob Hope Airport and Sun Valley when their new transfer station is completed. Four comments opposed the proposal due to issues with the route alignment or rapid bus service in general.

### **Line 794**

The Line 794 proposal to shorten this line at Union Station received 7 comments. One comment supported the proposal and 6 comments opposed the proposal based on the same reason for not shortening Lines 94 and 394.

### **Other Service Changes**

A total of 14 comments were received on the following Metro Connections related change to Line 163 and new local Line 222. About 43% of the comments opposed, and 57% of the comments supported the proposals.

### **Line 163 (West Hills-Hollywood via Sherman Way, Hollywood Way)**

The route of Line 163 is proposed to be split into two separate lines at Vineland Avenue and San Fernando Road. The Line 163 segment would operate on Sherman Way between West Hills and Sun Valley. This change received 11 comments, with 5 comments supporting the proposal, primarily if replacement service is available and that trips are interlined to mitigate transfers between Lines 163 and 222. The City of Burbank provided support based on the condition that there is no reduction in service levels on the Line 222 segment of the route. Respondents who opposed the proposal

wanted to maintain the alignment of Line 163. It was also stated that the transfer location near Vineland Avenue and San Fernando Road is not a desirable place to transfer, particularly at night.

**Line 222 (Sun Valley-Hollywood via Hollywood Way, Barham Bl)**

The eastern portion of Line 163 is proposed to be renumbered to new Line 222 and service levels are proposed to be reduced to better match demand. This change is related to the proposal for Line 163 and received 3 comments supporting the proposal, including one comment to add a rapid or express service along the alignment to add appeal.

**REVISED SERVICE PLAN**

As a direct result of public testimony received, staff proposes to significantly modify elements of June 2008 Service Change Program based on concerns raised during the public hearing process.

**Line or Segment Cancellations**

**Line 92 - Downtown LA-Burbank Station via Glendale Av, Glenoaks Bl**

**Original Proposal**

Shorten southern terminal at Vignes Street and Cesar Chavez Avenue.

**Staff Recommendation**

Maintain existing downtown route.

The Metro Connections Downtown Service Plan recommended shortening the southern terminal of Lines 92, 94 and 794 at Vignes Street and Cesar Chavez Avenue to achieve a savings of 10,000 revenue service hours.

Based on public comment and the negative impact this would have on patrons traveling through downtown Los Angeles, staff recommends withdrawing the proposal. In addition, there are no plans to augment DASH service if downtown routes are shortened which could result in overcrowding on existing Metro bus lines traveling through downtown.

**Line 154 - Tarzana-Burbank Station via Oxnard St, Burbank Bl**

**Original Proposal**

Cancel service due to low productivity.

**Staff Recommendation**

Cancel line as proposed.



The June 2007 Board report listed Line 154 as one of the 25 worst performing bus lines in the system with a productivity index of .41. Metro's Transit Service Policy states that services that are below a .6 performance index are designated as poorly performing lines and are subject to corrective action and/or cancellation. As a result, staff canceled Saturday last June. The first quarter performance index indicates that the productivity of this line is .38 and service is now recommended for cancellation.

**Line 155 - Universal City Station-Burbank Station via Riverside Dr, Alameda Av**

Alternatives provided by Line 96.

**Original Proposal**

Cancel service due to low productivity.

**Staff Recommendation**

Maintain existing service.

In response to public comment, staff has reviewed existing schedules and will adjust schedules and remove excess trips in order to maintain this line.

**Line 156 Van Nuys-North Hollywood-Hollywood**

**Original Proposal**

Reduce service frequency to improve productivity. No change in Line 656 Owl service.

**Staff Recommendation**

Reduce frequency as proposed.

An analysis of ridership on Line 156 identified excess capacity on trips operated on this line on weekdays and weekends. Service levels will be reduced to operate every 30 minutes during the peaks and every 45 minutes during the midday on weekdays. Weekend service will operate every 45 to 60 minutes.

**Line 168 - Chatsworth Station-San Fernando via Lassen St, Paxton St**

**Original Proposal**

Cancel service due to low productivity.

**Staff Recommendation**

Cancel service as proposed.

The June 2007 Board Report listed Line 168 as one of the 25 worst performing bus lines in the system with a productivity index of .49. Metro's Transit

Service Policy states that services that are below a .6 performance index are designated as poorly performing poorly lines and are subject to corrective action and/or cancellation. Staff has already implemented corrective action in June 2005 by canceling weekday midday and Saturday service. The first quarter performance index indicates that the productivity of this line is .31 and service is now recommended for cancellation.

**Line 183 - Sherman Oaks-Glendale via Magnolia Bl**

**Original Proposal**

Shorten eastern terminal at 1st and Angeleno in Downtown Burbank to improve productivity. Alternatives include Line 94 & Glendale Bee Line.

**Staff Recommendation**

Maintain route at reduced service levels.

In response to public comment, staff will reduce service levels on this line to once an hour in lieu of canceling the segment east of downtown Burbank. In addition, staff has reviewed existing schedules on other lines and will adjust service levels and remove excess trips to offset the additional hours needed to maintain the entire route of this line.

**Line 237 - Encino-Sherman Oaks via Balboa Bl, Woodley Av (Branch of Line 236)**

**Original Proposal**

Cancel weekday midday service along Woodley Av. to improve productivity.

**Staff Recommendation**

Cancel midday service as proposed.

Staff has reviewed the existing schedule on this line and determined that few patrons are using this line during the midday. There are about 237 boardings on 12 trips or 19.8 boardings per revenue service hours. As a result, staff recommends canceling this period of service so that service could be maintained on other existing lines.

**Line 634 - Sylmar Station-Mission College via Hubbard St**

Alternatives include Lines 92 and 234.

**Original Proposal:**

Cancel service due to low productivity.

**Staff Recommendation:**

Maintain existing service.

In response to public comment, staff has reviewed existing schedules and will adjust schedules and remove excess trips in order to maintain this line.

### **Metro Rapid Bus Proposals**

The following proposals were tied to the implementation of two new Rapid lines.

### **San Fernando/Lankershim Corridor**

#### **Line 224 - Sylmar-Universal City Station via San Fernando Rd, Lankershim Bl**

##### **Original Proposal**

Reallocate trips to new Rapid Line 724.

##### **Staff Recommendation**

Modify proposal to shorten northern terminal at Sylmar Station and reallocate selected trips to new Line 724.

Staff is aware that the public hearing document was unclear regarding the proposal for Line 224. The document gave the impression that all Line 224 trips would be reallocated to new Line 724. Line 224, however, will continue to operate to Universal City Station but the route will be shortened at the northern terminal at Sylmar Station. Service levels will be reduced and selected trips will be reallocated to implement new Rapid Line 724, operating between Sylmar Station and North Hollywood Station. Both changes are necessary to facilitate the implementation of Line 724.

#### **New Line 724 - Sylmar Station-North Hollywood Station via San Fernando Road, Lankershim Boulevard Rapid**

##### **Original Proposal**

New Rapid between Sylmar Station and North Hollywood Station (weekdays only) operating via San Fernando Rd. and Lankershim Bl.

##### **Staff Recommendation**

Implement new Rapid line as proposed.

This change complies with the court mandated Consent Decree New Service Plan for Rapid bus expansion. Service will operate every 10 minutes during the peaks and every 20 minutes during the off-peak on weekdays only. The span of service is approximately 5:00 am to 9:00 pm.

## **San Fernando Road South Corridor**

### **Line 94 Downtown LA-Sun Valley via San Fernando Rd**

#### **Original Proposal**

Extend northern route to Olive View Hospital to replace canceled segment of Line 394; reallocate trips to new Rapid Line 794; Shorten southern terminal at Vignes Street and Cesar Chavez Avenue.

#### **Staff Recommendation**

Implement route extension to Olive View Hospital as proposed.  
Convert selected trips to new Line 794.  
Maintain existing downtown route.

The reinstatement of Line 94 service to Sylmar provides former Line 394 patrons with through service between Sylmar, Sun Valley and Downtown Los Angeles seven days a week. Converting selected trips to new Line 794 will facilitate the implementation of this new rapid line. The existing downtown route will be maintained. (See staff recommendation for Line 92.)

### **Line 394 Downtown LA-Sylmar Station via San Fernando Rd. (Branch of Line 94)**

#### **Original Proposal**

Cancel service and reallocate trips to new Line 794; replace segment between Sun Valley and Sylmar Station with extension of local Line 94.

#### **Staff Recommendation**

Cancel service and reallocate trips as proposed.

Resources from Line 394 will be reallocated to new Line 794. See comments on Line 794 below.

### **New Line 794, San Fernando Rd South Metro Rapid**

#### **Original Proposal**

##### **Option 1**

New Rapid from Downtown LA to Downtown Burbank operating primarily via San Fernando Rd. and Brand Bl. Shorten southern terminal at Vignes St. and Cesar Chavez Av.

#### **Staff Recommendation**

Withdraw proposal. (See comments below.)

## **Option 2**

New Rapid from Downtown LA to Sun Valley operating primarily via San Fernando Rd. Shorten southern terminal at Vignes St. and Cesar Chavez Av.

## **Staff Recommendation**

Modify the route of Option 2 to terminate at Downtown Burbank.  
Maintain existing downtown route (see comment on Line 92.)

Staff's recommendation for Line 794 in September 2006 was to cancel Line 394 and reallocate resources to new Line 794 operating along the same route as Line 394. This option is no longer available since the route is not in conformance with the Board approved New Service Plan for rapid bus expansion. In addition, resources are constrained since both Lines 724 and 794 are required to be implemented in June 2008. By implementing the shortened route of Line 794 between Downtown Los Angeles and Downtown Burbank, reallocating resources from both Lines 94 and 394 and reinstating Line 94 service to Sylmar, staff will be able to make the best use of resources to implement both new Rapid lines and mitigate transfers due to the cancellation of Line 394.

Option 2 is a slight modification to the Board approved route in the New Service Plan for Rapid bus expansion. The original line was proposed to operate via San Fernando Road instead of Brand Boulevard and a small segment of the Ventura -134- Freeway. Staff is recommending this minor reroute based on comments received and support from both the cities of Burbank and Glendale. The City of Glendale provided strong support for this option based on the high ridership, travel speeds and connectivity to other corridors that could be achieved along San Fernando Road. The City also stated that they have the ability to implement signal priority by June 2008 which is not available along Brand Boulevard.

Service will operate every 10 minutes during the peaks and every 20 minutes during all other periods on weekdays. The span of service is approximately 5:00 am to 9:00 pm. Line 794 will also operate new service on the weekends.

## **OTHER MAJOR SERVICE CHANGES**

Major service changes were proposed on three other existing lines, as well as the implementation of one new local line as follows.

### **Line 163 - West Hills-Hollywood via Sherman Way, Hollywood Way**

#### **Original Proposal**

Restructure into two separate lines at Vineland Ave and San Fernando Rd; Operate Sherman Way segment as Line 163 and Hollywood Way segment as new Line 222; no change to Line 363.

#### **Staff Recommendation**

Restructure into two separate lines as proposed.

Line 163 is about 27 miles long. The line will be broken into two separate lines at the existing shortline location of Vineland Avenue and San Fernando Road. This line has received continuous complaints from operators and patrons regarding on-time performance, primarily due to the negative impact of traffic congestion and the large number of detours in the Hollywood area.

Line 163 will retain its current designation on the Sherman Way segment operated between West Hills and Sun Valley. Service levels will be slightly reduced during certain periods to remove excess capacity. There will be no change to Line 363, branch route of Line 163.

### **New Line 222 - Sun Valley-Hollywood via Hollywood Way, Barham Bl**

#### **Original Proposal**

Replace canceled segment of Line 163 between Sun Valley and Hollywood and reduce service

#### **Staff Recommendation**

Implement new Line 222 as proposed.

New Line 222 will operate primarily along Hollywood Way and Barham Boulevard between Sun Valley and Hollywood. Service will be reduced to operate about every 40 minutes on weekdays and once an hour on weekends.

In response to public comment, staff will mitigate most transfers between Lines 163 and 222 by scheduling timed transfer meets on most trips near or at the Sun Valley terminal. Beginning at approximately 9:00 pm, Lines 163 and 222 will be interlined so patrons will be able to travel between these two lines on one bus.

## **SUMMARY**

The revised service plan meets Metro San Fernando Valley's budgetary goal for reducing service hours, implementing two new Rapid lines, improving service efficiency, and preserving weekday service along selected corridors to mitigate passenger impacts (Attachment **C**). Service levels are reduced, in some cases, to minimum service levels of once an hour in lieu of cancellation and to make better use of resources. Maps for the revised service plan are shown on Attachment **D**.

## **NEXT STEPS**

Staff will implement approved service modifications described in the report on June 29, 2008 or later.

## **ATTACHMENTS**

- A. Notice of Public Hearing
- B. Summary of Public Comments Received for February 2008 Public Hearings
- C. Estimated Impact on Passengers and Revenue Service Hours
- D. Revised Maps

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**Metro**

**ATTACHMENT A**

**NOTICE OF PUBLIC HEARING**

**Los Angeles County Metropolitan Transportation Authority**

The Los Angeles County Metropolitan Transportation Authority will hold seven public hearings in February 2008 to receive community input on proposed modifications to Metro’s bus services. Approved changes will become effective June 2008 or later. Details of the hearing dates, times, and locations are listed at the end of this notice.

The upcoming public hearings are being held in conformance with federal public hearing requirements outlined in Section 5307 (d) 1 of Title 49 U.S.C., and public hearing guidelines adopted by Metro’s Board of Directors in 1993, as amended.

Listed below are the service proposals to be considered at the hearings, and the respective service sectors that will host the public hearings. In general, the proposed modifications will improve the efficiency of the public transportation system through a better use of limited resources. The public can attend any of these hearings and comment on proposals of interest to them.

**METRO SAN GABRIEL VALLEY SECTOR**

<b>LINE</b>	<b>LINE NAME</b>	<b>PROPOSED SERVICE CHANGE</b>
<b>175</b>	Silverlake-Hollywood via Fountain & Hyperion	Service to be canceled due to low productivity
<b>177</b>	Pasadena-JPL via Walnut & 210 Fwy	Service to be canceled due to low ridership
<b>201</b>	Glendale-Koreatown via Silverlake & Vermont	Cancel Saturday and Sunday service due to low ridership. During weekdays cancel service south of Vermont & 1 <sup>st</sup> St due to excessive service duplication, and improve service levels on remaining route
<b>256</b>	Altadena-Commerce via Hill & Eastern	Service to be canceled due to low productivity
<b>258</b>	Alhambra-Paramount via Fremont & Eastern	Cancel service south of Garfield & Imperial due to low ridership
<b>361</b>	Pasadena-Artesia Blue Line Station Limited	Limited-stop service to be incorporated into new Rapid Bus Line 762
<b>620</b>	Boyle Heights Shuttle	Service to be canceled due to low productivity
<b>New 762</b>	Pasadena-Maywood via Fair Oaks & Atlantic Metro Rapid	New weekday and Saturday Rapid Bus service along the route of Line 260 between Fair Oaks /Colorado & Atlantic/Imperial
<b>770</b>	El Monte-Downtown LA via Garvey Av & Chavez Av Metro Rapid	New Rapid Bus service on Saturday. Also improved service levels to be operated on weekdays



Metro Public Hearing Notice (Continued)

**METRO SAN FERNANDO VALLEY SECTOR**

<b>LINE</b>	<b>LINE NAME</b>	<b>PROPOSED SERVICE CHANGE</b>
<b>92</b>	Downtown LA-Burbank Station via Glendale Av, Glenoaks Bl	Shorten southern terminal at Vignes St and Cesar Chavez Av.
<b>94</b>	Downtown LA-Sun Valley via San Fernando Rd	Extend northern route to Olive View Hospital to replace canceled segment of Line 394; Shorten southern terminal at Vignes St and Cesar Chavez Av. Reallocate trips to new Rapid Line 794.
<b>154</b>	Tarzana-Burbank Station via Oxnard St, Burbank Bl	Cancel service due to low productivity.
<b>155</b>	Universal City Station-Burbank Station via Riverside Dr, Alameda Av	Cancel service due to low productivity. Alternatives provided by Line 96.
<b>156</b>	Van Nuys-North Hollywood-Hollywood	Reduce service frequency to improve productivity. No change in Line 656 Owl service.
<b>163</b>	West Hills-Hollywood via Sherman Way, Hollywood Way	Restructure into two separate lines at Vineland Av and San Fernando Rd; Operate Sherman Way segment as Line 163 and Hollywood Way segment as new Line 222; no change to Line 363.
<b>168</b>	Chatsworth Station-San Fernando via Lassen St, Paxton St	Cancel service due to low productivity.
<b>183</b>	Sherman Oaks-Glendale via Magnolia Bl	Shorten eastern terminal at First and Angeleno in Downtown Burbank to improve productivity. Alternatives include Line 94 & Glendale Bee Line.
<b>New 222</b>	Sun Valley-Hollywood via Hollywood Way, Barham Bl	Replace canceled segment of Line 163 between Sun Valley and Hollywood and reduce service.
<b>224</b>	Sylmar-Universal City Station via Fernando Rd, Lankershim Bl	Reallocate trips to new Rapid Line 724.
<b>237</b>	Encino-Sherman Oaks via Balboa Bl, Woodley Av (Branch route of Line 236)	Cancel weekday midday service along Woodley Av to improve productivity.
<b>394</b>	Downtown LA-Sylmar Station via San Fernando Rd (Branch route of Line 94)	Cancel service and reallocate trips to new Line 794; Replace segment between Sun Valley and Sylmar Station with extension of local Line 94.
<b>634</b>	Sylmar Station-Mission College via Hubbard St	Cancel service due to low productivity. Alternatives include Lines 92 and 234.
<b>New 724</b>	Sylmar-North Hollywood Station via San Fernando Rd, Lankershim Bl Metro Rapid	New Rapid between Sylmar Station and North Hollywood Station (weekdays only) operating via San Fernando Rd and Lankershim Bl.
<b>New 794</b>	San Fernando Rd South Metro Rapid	<b>Option 1</b> -New Rapid from Downtown LA to Downtown Burbank operating primarily via San Fernando Rd and Brand Bl, <b>or</b> <b>Option 2</b> -New Rapid from Downtown LA to Sun Valley operating primarily via San Fernando Rd. South terminal of Line 794 to be located at Vignes St and Cesar Chavez Av under Options 1 or 2.

Metro Public Hearing Notice (Continued)

**METRO GATEWAY CITIES SECTOR**

LINE	LINE NAME	PROPOSED SERVICE CHANGE
26-51	Hollywood-Compton-Artesia Transit Center via Avalon BI	Consolidate Owl trips on Avalon BI & San Pedro St to provide two-way service, and remove one-way Owl trips from Central Av.
53	Downtown LA - CSU Dominguez Hills via Central Av	Restructure line in conjunction with start-up of new Rapid Bus Line 753 along Central Av. Route to be modified to serve Imperial Station and removed from Avalon Station. Line will continue to serve CSDH college. Cancel one-way Owl service on Central Av and consolidate trips on Avalon BI & San Pedro St.
60	Downtown LA - Artesia Station via Long Beach BI	Owl service south of Artesia BI to downtown Long Beach, and west of Long Beach BI to Compton Station to be canceled due to low ridership.
62	Downtown LA - Hawaiian Gardens via Telegraph Rd	Service south of Rosecrans to Hawaiian Gardens to be canceled due to low ridership. Norwalk Transit may assume discontinued segment to Cerritos and including service to Hawaiian Gardens.
102	Baldwin Village-South Gate via Coliseum St	Cancel Sunday service due to low productivity.
105	W Hollywood - Vernon via La Cienega BI - Vernon Av	Cancel route segment east of Pacific BI due to duplication with Line 611.
121	Imperial Station - Whittwood Mall via Imperial Hwy	Cancel Sunday service due to low productivity.
127	Compton Station - Downey via Compton BI & Somerset BI	Cancel service due to low productivity.
254	Boyle Heights-103 <sup>rd</sup> St Station via Lorena St- Boyle Av	Cancel service due to low productivity & excessive service duplication. Portions of existing route now served by other transit operators/lines.
265	Pico Rivera - Lakewood Center Mall via Paramount BI	Cancel Sunday service due to low productivity.
350	South Central Av. - Limited - Branch Of Line 53	Reallocate trips to new Rapid Line 753.
612	South Gate Shuttle	Cancel Sunday service due to low productivity.
705	W. Hollywood -Vernon via La Cienega BI - Vernon Av Metro Rapid	Improve frequency and span of service as required by Consent Decree.
NEW 753	Central Av Metro Rapid	Establish new Rapid Bus line along the route of local Line 53. New line to operate Monday thru Friday. South terminal to be located at Imperial Station in Willowbrook

**METRO SOUTH BAY SECTOR**

<b>LINE</b>	<b>LINE NAME</b>	<b>PROPOSED SERVICE CHANGE</b>
<b>108/358</b>	Marina Del Rey - City of Commerce via Slauson Av	Cancel service west of Fox Hills Transit Center to Marina del Rey, alternatives include Culver City 2, Big Blue Bus 14, and Metro Line 110
<b>110</b>	Playa Vista - Bell Gardens via Jefferson Bl & Gage Av	Extend route from Playa Vista to southern Marina del Rey; cancel service east of Garfield Av, alternative service provided by Bell Gardens Trolley
<b>115/315</b>	Playa Del Rey - Norwalk via Manchester Av & Firestone Bl	Cancel Line 315 and replace with new Line 715; reduce service frequency on Line 115
<b>120</b>	Aviation/LAX Station - Rosa Parks Station via Imperial Hwy	Cancel Sunday service, alternatives include the Metro Green Line and Line 117 on Century
<b>124</b>	El Segundo - Rosa Parks Station via El Segundo Bl	Cancel service, alternatives include Line 125 on Rosecrans and the Metro Green Line
<b>126</b>	Manhattan Beach - Hawthorne Station - El Camino College	Cancel service, alternatives include Line 125 on Rosecrans, Line 210 on Crenshaw, and Line 40 on Hawthorne
<b>202</b>	Willowbrook-Compton-Wilmington via Willowbrook Av	Cancel service, alternatives include the Metro Blue Line, Line 205 on Wilmington Av, the Hahn Trolley, and Compton Renaissance
<b>209</b>	Wilshire/Western Station - Gardena via Van Ness Av.	Cancel service, alternatives include Line 210 on Crenshaw Bl and Line 207 on Western Av
<b>211/215</b>	Inglewood - South Bay Galleria via Prairie Av. and Inglewood Av	Cancel service, alternatives include Line 40 on Hawthorne Bl and Lines 212/312 on Prairie Av
<b>439</b>	L.A. Union Station – LAX Transit Center Express via I-110 Fwy.	Cancel midday and weekend service, alternatives include Lines 42 and 110 in Ladera and Culver City 6 on Sepulveda
<b>444</b>	Downtown L.A -West Torrance-Rolling Hills-Rancho Palos Verdes Express	Cancel midday service and weekend service north of Artesia Transit Center, to be replaced with expanded Line 450X
<b>445</b>	Downtown L.A. -San Pedro-via Harbor Transitway Express	Cancel midday service and weekend service north of Artesia Transit Center, to be replaced with expanded Line 450X
<b>450X</b>	Downtown L.A. - Artesia Transit Center Express	Expand service to operate during midday and weekends north of Artesia Transit Center to downtown LA
<b>608</b>	Crenshaw Connection	Cancel service, alternatives include Lines 40, 42, 105, 206, and Community DASH

Metro Public Hearing Notice (Continued)

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>626</b>	LAX Transit Center - EL Segundo Employment Center	Cancel service, alternatives include Line 232 on Sepulveda and multiple carriers between Aviation/LAX Station and LAX City Bus Center
<b>711</b>	Florence Metro Rapid	Cancel weekend service, alternative is Line 111 on Florence Av
<b>New 715</b>	Manchester – Firestone Metro Rapid	New Rapid service from LAX City Bus Center to Firestone & Atlantic in South Gate
<b>940</b>	Hawthorne Rapid Express	Cancel service, alternative is Line 740 Hawthorne Metro Rapid

**METRO WESTSIDE / CENTRAL SECTOR**

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>10</b>	Downtown LA -West Hollywood via Temple St & Melrose Av	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>14</b>	Downtown LA - Beverly Hills via Beverly Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>37</b>	Downtown LA –Fairfax-Washington via Adams Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>38</b>	Downtown LA –Fairfax-Washington via Jefferson Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
<b>220</b>	West Hollywood - Culver City via Robertson Bl	Cancel service due to low ridership.
<b>330</b>	Pico/Rimpau - Monterey Park via Pico Bl & East 1st St	Replace service on Line 330 with new Metro Rapid Line 730.
<b>NEW 730</b>	Downtown LA - Pico/Rimpau via Pico Bl Metro Rapid	Implement new Rapid service from Downtown LA to Pico/Rimpau

Additional details about these proposals will be available for public review after January 14, 2008. To obtain this information contact the address listed below, or visit your nearest Metro Customer Relations Center. Information can also be accessed at: [www.metro.net](http://www.metro.net).

These proposals may be approved in whole, or in part, at a date following the public hearings. Approved changes may also include other alternatives derived from public comment. Interested members of the public are encouraged to attend the upcoming hearings and provide testimony on any service change proposal (public comments will not be restricted to just the bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Sector Governance Council to be considered prior to taking action on these proposals. Persons unable to attend the hearings may submit written testimony postmarked through February 14, 2008, the close of the public record.

Metro Public Hearing Notice (Continued)

All written testimony sent via U.S. Mail should be addressed to:

**Metro Customer Relations  
One Gateway Plaza, 99PL4  
Los Angeles, CA 90012-2932  
Attn: June 2008 Service Changes**

Comments sent via e-mail should be addressed attention “**June 2008 Service Changes**”, and sent to:

[customerrelations@metro.net](mailto:customerrelations@metro.net)

Comments via FAX should be addressed as above and sent to: **213-922-6988**.

## **SCHEDULED PUBLIC HEARINGS**

### **SAN FERNANDO VALLEY SECTOR**

**February 6, 2008, 6:30 PM**

Marvin Braude Constituent Service Center  
6262 Van Nuys Bl.  
Van Nuys

### **GATEWAY CITIES SECTOR**

**February 12, 2008, 6 PM**

Girls Club House Recreation Ctr  
4940 Southern Av (So Gate Park)  
South Gate

### **SOUTH BAY SECTOR**

**February 6, 2008, 6:00 PM**

Carson Community Center  
801 Carson St  
Carson

### **WESTSIDE/CENTRAL SECTOR**

**February 13, 2008, 5 PM**

La Cienega Tennis Center  
325 So. La Cienega Bl  
Beverly Hills

### **METRO HEADQUARTERS (All Sectors)**

**February 9, 2008, 10 AM**

Metro Board Room, 3<sup>rd</sup> Floor  
One Gateway Plaza  
Los Angeles

### **GATEWAY CITIES SECTOR**

**February 14, 2008, 4 PM**

The Gas Company  
9240 Firestone Bl  
Downey

### **SAN GABRIEL VALLEY SECTOR**

**February 11, 2008, 6 PM**

San Gabriel Valley Sector Office  
3449 Santa Anita Ave  
3<sup>rd</sup> Floor Council Chambers  
El Monte

Upon request, foreign language translation, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday.

**Attachment B**  
**Summary of Public Comments Received for February 2008 Public Hearings**  
**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
92	Downtown LA-Burbank Station via Glendale Av, Glenoaks Bl	Shorten southern terminal at Vignes St. and Cesar Chavez Av.	3	6	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Suggests terminating line at Patsaouras Plaza.</li> <li>• Extend some trips as new Line 93 trips to 7th/ Broadway.</li> </ul> <p><b>OPOSE:</b></p> <ul style="list-style-type: none"> <li>• LADOT staff has been working with Metro staff on a downtown plan; Changes to southern terminal of Lines 92 and 94 appear to be part of the plan but are premature; Many issues still under discussion and there is no funding available to augment DASH service if Metro lines are shortened; Many patrons would be inconvenienced by having to transfer to travel through downtown but there would be less service..</li> <li>• Bus Riders Union urges Governance Council to reject reduction of bus system resources due to significant impacts on Lines 154, 155, and 183 that access Burbank; Line 168 patrons forced walk; Rapids are happening by truncating other lines and slowing local service; 400,000 annual service hours being reduced between 5 sectors or 40% of service expansions won under the Consent Decree; Service expansions were implemented to remedy past racial discrimination; Undoing service expansions is to undo civil rights gains; Turnstiles funds are operations funds that could be used to support service cuts.</li> <li>• Cutting lifeline if MTA eliminates service to downtown LA area.</li> <li>• Opposes and suggests merging Lines 92 and 200 to provide a single bus route along Glendale and Alvarado Boulevards.</li> <li>• Silverlake resident urges Metro to maintain present route since it would add a transfer at downtown periphery to access other lines traveling through downtown.</li> <li>• Southern California Transit Advocates (SOCATA) opposes proposal since this is the only line to downtown Los Angeles from Echo Park area where passengers can connect to other lines along Spring and Main Streets.</li> </ul>	<p><b>Staff recommendation:</b> Withdraw proposal.</p> <p>Staff agrees that the Metro Connections recommendation for this plan is premature and requires further discussion since there are no plans to mitigate the negative impact of transferring.</p>

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94	Downtown LA-Sun Valley via San Fernando Rd	Extend northern route to Olive View Hospital to replace canceled segment of Line 394; Reallocate trips to new Rapid Line 794.	1	8	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Restore Line 94 to the way it was; breaking the line in two has made life harder.</li> <li>• Destruction of Line 94.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• Disabled rider has relied on public transportation entire life; Moved to Glendale 22 years ago to be able to access job in downtown LA; Consider operating service through downtown during peaks or eliminating Line 394 and making the last stop at First and Hill Streets to allow transfer to DASH.</li> <li>• Leave Line 94-394 as is to better maximize service; keep line as is, 24-7.</li> <li>• SOCATA opposes proposal; States that the only reasonable Metro Rapid service for San Fernando Road must be a direct replacement of Line 394; Public hearing document for December, 2006 service changes specifically refers to this conversion in the future.</li> </ul>	<p><b>Staff Recommendation</b>  Implement Sylmar extension and reallocation of resources as proposed. Maintain existing downtown route.</p> <p>Rerouting Line 94 service back to Sylmar mitigates impact of canceling Line 394 and restores connection for patrons impacted by transfers on Line 224.</p> <p>Converting selected trips to new Line 794 will facilitate the implementation of this new rapid line.</p>
		Shorten southern terminal at Vignes St and Cesar Chavez Av.	3	9	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Suggests terminating line at Patsauras Plaza.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• See Line 92 comment by LADOT staff.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• SOCATA believes that San Fernando Road is a poor choice of corridors for termination at Union Station; Suggests restructuring Lines 90/91 by extending Line 290 via the route of Line 90 and terminate service at Glendale Station and operating Line 291 via the routes of Lines 91 and 685; Patrons would be able to transfer between Lines 290-291 and faster Line 794 service to downtown Los Angeles.</li> </ul>	<p><b>Staff Recommendation</b>  Maintain existing downtown route. (See staff recommendation for Line 92.)</p>

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154	Tarzana-Burbank Station via Oxnard St, Burbank Bl	Service to be canceled due to low productivity.	1	24	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• City of Burbank does not support proposal as it connects the North Hollywood area with Downtown Burbank, resulting in fewer east-west lines in the City; no replacement service along portions of Burbank Boulevard and is the most requested service addition to Burbankbus; Metro should develop policy and funding mechanism that would allow local transit operators to provide lower cost replacement service as an alternative to drastic service cuts.</li> <li>• Has ridden line for 20 years to downtown Burbank and North Hollywood Station; disabled son uses line to get to school and other places; submitted a <b>petition with 29 names</b> of riders that would be impacted.</li> <li>• <b>47 separate form letters</b> submitted stating that Line 154 has good ridership; Some form letters state that 7:05 am trip leaving Burbank Station carries about 60 riders; trip leaving Burbank/Yolanda at 8:35 am carries about 30 riders, sometimes 50 or more riders; Need service to go to work, Valley College and other schools, shopping; One form letter listed seven individuals that are members of Tierra del Sol, an organization for adults with disabilities, who use the line to get to the Burbank mall.</li> <li>• Concerned about frequency of changes to bus system that has resulted in confusion so riders have stopped using bus.</li> <li>• Travels from Encino several days a week to work or to make court appearances in Van Nuys or downtown Los Angeles; Consider running during peaks.</li> <li>• Need access to Burbank Temporary Aid Center for low income residents; facility located on Burbank Boulevard and there will be no way for clients to walk to facility if service is terminated.</li> <li>• Takes Metrolink from Thousand Oaks; Transfer at Station to get to work.</li> <li>• Line provides critical access to North Hollywood Station; At least operate service during rush hours.</li> <li>• Family relies on Line 154 to get to work and school.</li> </ul>	<p><b>Staff Recommendation</b>  Cancel service due to low productivity.</p> <p>This line is among the 25 worst performing bus lines in the system with a productivity index of .38, below the minimum productivity level of .6 in accordance to Metro Transit Service Policy.</p>



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<b>154</b> <b>(cont)</b>	Tarzana-Burbank Station via Oxnard St, Burbank Bl	Service to be canceled due to low productivity.			<ul style="list-style-type: none"> <li>• Rides line from Encino to work near Van Nuys Boulevard and Noble Avenue, just south of Oxnard Street; Same trip will require three buses, including hourly service on Line 239; Full buses should not be principal criteria for operating public transit.</li> <li>• Senior patrons has taken bus for 10 years; Same trip to Trader Joe's on Burbank/White Oak will require three buses.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• Keep Line 154; Line 183 on Magnolia Boulevard does not cut it; Victory Boulevard is too far; forget subway to the sea; many alternatives to cutting Line 154 altogether.</li> <li>• Opposes and suggests rerouting line to Oxnard Street between Van Nuys and Burbank Boulevards and append to Line 183, operating from Burbank via Burbank, Sepulveda and Magnolia Boulevards.</li> <li>• Mentally and physically challenged patron will lose job and independence since accessing alternate service will be too challenging.</li> <li>• SOCATA opposes proposal and suggests operating portion between Burbank and the North Hollywood Station as new Line 293, branch route of Line 292; Line 96 would be shortened at Burbank Station and the segment to Universal City Station would operate as an extension of Line 292; Segment between Universal City Station and Sherman Oaks would operate as new Line 162; Realign Line 96 to operate via Alameda Avenue, Main Street, Victory Boulevard, Olive Avenue to Burbank Station.</li> </ul>	
<b>155</b>	Universal City Station-Burbank Station via Riverside Dr, Alameda Av	Service to be canceled due to low productivity. Alternatives provided by Line 96.	<b>2</b>	<b>21</b>	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• City of Burbank does not support proposal without providing additional resources to Line 96; Elimination of service would result in very infrequent service between Media District and Downtown Burbank; Eliminate service along Alameda Avenue east of Buena Vista; Metro should develop policy and funding mechanism that would that would allow local transit operators to provide lower cost replacement service as an alternative to drastic service cuts.</li> <li>• If you're going to get rid of line, have Line 96 come from downtown to Universal City Station like it does on Saturday, then don't need Line 155.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> </ul>	<p><b>Staff Recommendation</b>  Maintain existing service.</p> <p>In response to public comment, staff will adjust schedules and remove excess trips to maintain this line.</p>

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LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
155 (cont.)	Universal City Station-Burbank Station via Riverside Dr, Alameda Av	Service to be canceled due to low productivity. Alternatives provided by Line 96.			<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Line 96 is not an alternative for Line 155 because doesn't operate same route and stops are not close enough.</li> <li>• Line 96 is supposed to take up slack for Line 155 but line is notorious for no shows and buses showing up late.</li> <li>• Buses may never be full, but there are always a number of other passengers riding; Line 96 as an alternative is unreliable.</li> <li>• Needs Line 155 to go to venues at Universal City; Service needs to operate after 8 pm like in New York City.</li> <li>• Takes line to work every day between Burbank and Universal City; suggests canceling midday service instead or reroute Line 96 to Alameda Avenue instead of Olive Avenue; Already canceled weekend service; NBC moving from Burbank to Universal City so there will be more riders later on.</li> <li>• Low ridership on Line 155 may be due to the situation where Lines 96, 155 and 183 buses operate hourly at the same time of day instead of at different time intervals; Lack of service after 8 pm severely limits ability to attend social functions; Still need Metro even with Burbank Bus service.</li> <li>• Demands that Line 224 or 292 be extended over canceled portion of Line 155.</li> <li>• Line 155 should take over Line 96's route west of Universal City Station, with Line 96 terminating at Universal City; Interline Line 96 and Line 155 and operate as contract service.</li> <li>• Increase frequency of Line 96 or create a branch route of Line 222 operating via Riverside Drive, Cahuenga Boulevard and Lankershim Boulevard to the Universal City Station, then via West Cahuenga Boulevard to rejoin Line 222 at Barham Boulevard; Outsource shuttle service and share cost with Burbankbus, Universal Studios Tour, Universal City Walk and Warner Brothers VIP Tours.</li> <li>• Recent convert to public transportation riding Line 155 five days a week to "go green"; Concerned about the alternative since Line 96 service is very unreliable.</li> <li>• Line needs to be marketed more towards employees at NBC, Warner and Disney Studios as Red Line and Metrolink feeder.</li> </ul>	

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156	Van Nuys-North Hollywood-Hollywood	Reduce service frequency to improve productivity. No change in Line 656 Owl service.	1	9	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Rides line every day to Hollywood; Orange Line is too crowded.</li> <li>• Line doesn't come often enough through Cahuenga Pass.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> </ul>	<p><b>Staff Recommendation</b> Implement as proposed.</p> <p>Service levels will be reduced to maximize resources as follows:</p> <p>Weekday 30" peaks 45" midday</p> <p>Weekends 45-60" all day</p>
163	West Hills-Hollywood via Sherman Way, Hollywood Way	Restructure into two separate lines at Vineland Ave and San Fernando Rd; Operate Sherman Way segment as Line 163 and Hollywood Way segment as new Line 222; no change to Line 363.	5	6	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• You can shorten Line 163 but have a replacement.</li> </ul> <p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Conditioned on night service being interlined at Sun Valley.</li> <li>• City of Burbank supports proposal providing there is no reduction in headways along Line 222 segment.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Can't transfer from Line 163 to Line 222 at night because the corner of Sunland and San Fernando is a terrible intersection to have to get off bus and wait 10-20" for another bus.</li> <li>• No room for Route 222; Vineland Av. and Strathern Street is a bad place to transfer. Faster to take Line 156 to access Barham and Forest Lawn Drive.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• Need one bus service from Burbank to West Hills.</li> </ul>	<p><b>Staff Recommendation</b> Implement as proposed.</p> <p>This change is necessary to improve on-time performance and address on-going complaints.</p> <p>Line 163 will retain its current designation on the Sherman Way segment operated between West Hills and Sun Valley.</p> <p>Service levels will be slightly reduced during certain periods to remove excess capacity. Transfers will be mitigated (see Line 222).</p> <p>No change to Line 363, branch route of Line 163.</p>

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168	Chatsworth Station-San Fernando via Lassen St, Paxton St	Service to be canceled due to low productivity.	3	10	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Already travels 2 hours to get home; Operate with smaller buses or get DASH to operate.</li> <li>• Patrons starting at Arroyo Avenue and Foothill Boulevard will not have a direct connection to important lines on major streets such as San Fernando Road and Van Nuys Boulevard.</li> <li>• Spokesperson for Assembly member Felipe Fuentes states that Lines 168 and 634 are critically important lines to residents of Northeast SFV; Expressed strong concerns for riders regarding proposed service cuts.</li> <li>• Reroute line to Veterans Administration Hospital.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• Route has been on slash and burn for last 2 years; Leave alone.</li> </ul>	<p><b>Staff Recommendation</b>  Cancel service due to low productivity.</p> <p>Line 168 as one of the 25 worst performing bus lines in the system with a productivity index of .3, below the minimum productivity level of .6 in accordance to Metro Transit Service Policy.</p>

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183	Sherman Oaks-Glendale via Magnolia Bl	Shorten eastern terminal at 1st and Angeleno in Downtown Burbank to improve productivity. Alternatives include Line 94 & Glendale Bee Line.	3	15	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• City of Glendale opposes cancellation and requests that sector staff work with the City to modify to the alignment of the eastern segment of the route.</li> <li>• City of Burbank recognizes low ridership in the hillside area of Burbank but feels there is a demand that could be met by operating smaller vehicles and working cooperatively with Burbank and Glendale to develop lower cost alternatives; Facilitate transfers between Line 183 and Lines 92/94/794/Beeline for passengers traveling between North Hollywood and Glendale if line is shortened.</li> <li>•</li> <li>• If service is canceled, will have to restart line to serve Americana Mall at Brand, located on Colorado Street instead of Broadway in Glendale.</li> <li>• Travels from Magnolia Boulevard and Cahuenga Boulevard to convalescent home on Glenoaks Boulevard; already hard to get there since must transfer to Line 92 due to elimination of weekend service; Mentions senior citizen who won't be able to use the line to get to library and downtown Burbank since she resides above Kenneth Road where service will be canceled and there is no alternate service.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• Low ridership due to infrequent service.</li> <li>• Needs Line 183 to get into Montrose to use Beeline.</li> <li>• Reconsider changes to L183, line is Gateway between Burbank and Glendale and several other places, no other way to get into that area of Glendale.</li> <li>• Travels from Pacific/Doran to downtown Glendale; Closest alternative is 8 blocks away on Glenoaks Boulevard; Elderly residents ride line regularly.</li> <li>• No replacement service along Kenneth Road corridor.</li> <li>• Uses Line 183 to shop in Burbank and Glendale; cannot afford to ride Metro Access for \$5 one-way.</li> </ul>	<p><b>Staff Recommendation</b>  Maintain route at reduced service levels.</p> <p>In response to public comment, staff will reduce service levels to once an hour in lieu of cancellation.</p>

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**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
<b>NEW LINE 222</b>	Sun Valley-Hollywood via Hollywood Way, Barham Bl	Replace canceled segment of Line 163 between Sun Valley and Hollywood and reduce service	<b>3</b>		<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Add Metro Rapid Line 722 in 2010 or a Metro Express Line 422X in near future.</li> </ul>	<p><b><u>Staff Recommendation</u></b> Implement as proposed.</p> <p>New line will operate primarily along Hollywood Way and Barham Boulevard between Sun Valley and Hollywood.</p> <p>Service levels will be reduced to maximize resources to operate about every 40 minutes on weekdays and once an hour on weekends.</p> <p>In response to public comment, staff will mitigate most transfers between Lines 163 and 222 trips in Sun Valley.</p> <p>Beginning at approximately 9:00 pm, Lines 163 and 222 will be interlined so patrons will be able to travel between these two lines on one bus.</p>

**Attachment B**  
**Summary of Public Comments Received for February 2008 Public Hearings**  
**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
224	Sylmar-Universal City Station via San Fernando Rd, Lankershim Bl	Reallocate trips to new Rapid Line 724.	1	8	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Concerned that there will be no service between the North Hollywood Station and Universal City Station if Line 224 trips are converted to Line 724 trips; Spouse is disabled and cannot walk 1.5 miles to nearest stop; No other means of transportation.</li> <li>• Two other respondents expressed concern regarding the lack of service on segment mentioned above if service on Lines 155 is canceled and Line 224 trips are absorbed into Line 224; Walking to nearby service takes too long but many elderly and other people cannot walk well and depend on the service; Leaves only Line 156, which is being cut back in service.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• No an explanation in document about what service levels will operate on the remaining local line on Lankershim Boulevard.</li> <li>• SOCATA opposes proposal (see comment for Line 94).</li> </ul> <p><b>OTHER:</b></p> <ul style="list-style-type: none"> <li>• Maintain same service levels on Line 224 between Metrolink Station and Olive View Medical Center</li> </ul>	<p><b>Staff Recommendation</b>            Modify proposal to shorten northern terminal at Sylmar Station; Reallocate trips to new Rapid Line 724; Replacement service available on Line 94.</p> <p>Staff is agrees that the public hearing document was unclear.</p> <p>This line will continue to operate to Universal City Station but the route will be shortened at the northern end to Sylmar Station and service levels reduced.</p> <p>This allows resources to be reallocated to new Rapid Line 724, operating between Sylmar Station and North Hollywood Station.</p>

**Attachment B**  
**Summary of Public Comments Received for February 2008 Public Hearings**  
**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
237	Encino-Sherman Oaks via Balboa Bl, Woodley Av (Branch route of Line 236)	Cancel weekday midday service along Woodley Av. to improve productivity.	1	9	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Letter and spokesperson for Granada Hills North Neighborhood Council urges Council to oppose proposal and support the proposal of Council Member Kymberleigh Richards to alter route (see comment from Southern California Transit Advocates); Line provides vital service to Kennedy High School, which providing connections to service that access the Mid-Valley Regional Library, Van Nuys FlyAway and the Orange Line.</li> <li>• Sherman Oaks end of Line 237 from Ventura Boulevard needs to go by Van Nuys Flyaway or direct service to airport will be eliminated.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• Need service after 8 pm.</li> <li>• Advertise Line 237 service to Van Nuys Flyaway; once an hour buses too difficult to use, especially if a trip is missed.</li> <li>• Reroute line to Veterans Administration Hospital.</li> <li>• Woodley bus is well utilized but late buses are a problem; Add an express on Woodley that would stop at Victory, Vanowen and Sherman Way</li> <li>• SOCATA opposes proposal due to elimination of midday connection to the Woodley Orange Line Station and does not eliminate service duplication along Victory and Van Nuys Boulevard; Suggests interlining Line 239 with Line 239 at Rinaldi Street and Balboa Boulevard and operating new Line 159 between Cal State Northridge and Sylmar Station via Reseda Boulevard and connecting via Rinaldi Street to the canceled segment of Line 239 to Sylmar.</li> </ul>	<p><b>Staff Recommendation</b>  Implement as proposed.</p> <p>Staff has reviewed the existing schedule on this line and determined that few patrons are using this line during the midday. There are about 237 boardings on 12 trips or 19.8 boardings per service hour.</p> <p>As a result, staff recommends canceling this period of service so that service could be maintained on other existing lines.</p>



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**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
394	Downtown LA-Sylmar Station via San Fernando Rd. (Branch of Line 94)	Cancel service and reallocate trips to new Line 794; Replace segment between Sun Valley and Sylmar Station with extension of local Line 94.	4	9	<p><b>CONDITIONAL SUPPORT</b></p> <ul style="list-style-type: none"> <li>• Supports reallocation of service to better Metro Rapid service along San Fernando Boulevard providing service is extended to the Bob Hope Airport and Sun Valley in accordance to Option 2.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Discontinuing line will force riders to transfer at San Fernando Road and Lankershim Boulevard, doubling or tripling travel time.</li> <li>• Document doesn't say what replacement service will operate on weekends.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• Metro Rapids should not take the place of regular stop Metro buses; If it comes down to getting rid of Line 394 for a 794 that only goes half way to Sylmar, then forget it; Already takes 50-70 minutes from Sylmar to 26th Avenue; Sylmar deserves a Metro Rapid from the Sylmar Station to downtown.</li> <li>• Leave Line 94-394 as is to better maximize service.</li> <li>• SOCATA opposes proposal (see comment for Line 94).</li> </ul>	<p><b>Staff Recommendation</b> Implement as proposed.</p> <p>Resources from Line 394 will be reallocated to new Line 794. See comments on Line 794 below.</p>
634	Sylmar Station-Mission College via Hubbard St	Service to be canceled due to low productivity. Alternatives include Lines 92 and 234.	1	9	<p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Letter and public hearing comment received from Los Angeles Mission College requesting to maintain Line 634; students and staff need reliable service to get them from the train station to campus without having a 45" delay or having to transfer; enrollment continuously growing so need transportation to/from campus as quickly as possible.</li> <li>• Two other respondents stated that faculty, employees and students from Palmdale and Lancaster need direct service from Metrolink Station to Mission College.</li> <li>• Bus Riders Union rejects proposal (see comment Line 92).</li> <li>• See Line 168 comment from Assembly Member Felipe Fuentes.</li> <li>• Keep route but loop via Hubbard Street and route of Line 234 east of Sylmar Station; Interline with Line 234.</li> <li>• Against parameters of Metro Connections to connect transit centers to large ridership bases such as Mission College; Error in Hearing Notice saying that Line 92 is replacement service.</li> </ul>	<p><b>Staff Recommendation:</b> Maintain existing service.</p> <p>In response to public comment, staff has reviewed existing schedules and will adjust schedules and remove excess trips in order to maintain this line.</p>

**Attachment B**  
**Summary of Public Comments Received for February 2008 Public Hearings**  
**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
<b>NEW RAPID LINE 724</b>	Sylmar-North Hollywood Station via San Fernando Rd, Lankershim Bl Metro Rapid	New Rapid between Sylmar Station and North Hollywood Station (weekdays only) operating via San Fernando Rd. and Lankershim Bl.	<b>2</b>	<b>3</b>	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>Line 724 will be better feeder to Red Line subway.</li> </ul> <p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>Bus Riders Union supports proposal as part of the Consent Decree but not by reallocating resources. (See comment on Line 92.)</li> </ul> <p><b>OPPOSED:</b></p> <ul style="list-style-type: none"> <li>Council should say don't need rapids; they're basically dysfunctional.</li> <li>Oppose and extend Line 750 north on Lankershim Boulevard to Sun Valley or Sylmar Station instead to connect the Red Line, Orange Line and all north-south buses on Ventura Boulevard.</li> <li>SOCATA opposes proposal (see comment for Line 94).</li> </ul>	<p><b>Staff Recommendation</b> Implement as proposed.</p> <p>This change complies with the court mandated Consent Decree New Service Plan for Rapid bus expansion.</p> <p>Service will operate every 10 minutes during the peaks and every 20 minutes during the off-peak on weekdays only.</p>
<b>NEW RAPID LINE 794</b>	Downtown LA-Downtown Burbank via San Fernando Rd	Option 1: New Rapid from Downtown LA to Downtown Burbank operating primarily via San Fernando Rd. and Brand Bl.	<b>4</b>	<b>5</b>	<p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>Supports Option 1; Line 794 should serve Glendale Galleria, the city's busiest transit destination; Extend route to Sylmar, or Line 750.</li> <li>Bus Riders Union supports proposal as part of the Consent Decree but not by reallocating resources. (See comment on Line 92.)</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>City of Glendale does not support this option as Brand Boulevard is adequately served by both Metro and the Glendale Beeline and "rapid" service is not possible on Brand with signalization at every block and additional pedestrian actuated mid-block crossings.</li> <li>Council should say don't need rapids; they're basically dysfunctional.</li> <li>SOCATA opposes proposal (see comment for Line 94).</li> </ul>	<p><b>Staff Recommendation</b> Withdraw proposal. (See comments on Line 794-Option 2.)</p>

**Attachment B**  
**Summary of Public Comments Received for February 2008 Public Hearings**  
**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
<b>NEW LINE 794</b>	Downtown LA- Downtown Burbank via San Fernando Rd	Option 2: New Rapid from Downtown LA to Sun Valley operating primarily via San Fernando Rd.	<b>5</b>	<b>4</b>	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• City of Glendale supports option due to high corridor ridership, good travel speeds, connectivity to other services and ability of City to implement signal priority by June 2008, not available along Brand Boulevard.</li> <li>• Welcomes Line 794 but make sure there is a stop between Burbank Boulevard/San Fernando Boulevard, Burbank and Lincoln/Empire Avenue</li> <li>• Supports either option.</li> </ul> <p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• City of Burbank supports Option 2 with a connection to Bob Hope Airport and emerging development in the airport area, as well as connecting with the proposed Metro Rapid Line 724.</li> <li>• Needs to stop at San Fernando Road and Los Feliz Boulevard.</li> </ul> <p><b>OPOSE:</b></p> <ul style="list-style-type: none"> <li>• Lin e794 has to operate to San Fernando if the line is going to replace Line 394.</li> <li>• Council should say don't need rapids; they're basically dysfunctional.</li> <li>• Metro Rapids should not take the place of regular stop Metro buses; If it comes down to getting rid of Line 394 for a 794 that only goes half way to Sylmar, then forget it; Sylmar deserves a Metro Rapid from the Sylmar Station to downtown.</li> <li>• SOCATA opposes proposal (see comment for Line 94).</li> </ul>	<p><b>Staff Recommendation</b>  Modify the route to terminate in Downtown Burbank. Maintain existing downtown route (see comment on Line 92.)</p> <p>This change complies with court mandated Consent Decree New Service Plan for Rapid bus expansion, with the exception of a minor reroute from Brand Bl to San Fernando Rd; Minor reroute responds to comments received and support from Burbank (conditional) and Glendale.</p> <p>Shortened route will allow staff to reinvest resources and implement two new rapid lines and extend Line 94 to Sylmar to mitigate transfers due to cancellation of Line 394.</p> <p>Service will operate every 10 minutes during the peaks and every 20 minutes during the off-peak on weekdays. Service will also be provided on weekends.</p>

**Attachment B**  
**Summary of Public Comments Received for February 2008 Public Hearings**  
**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
<b>NEW LINE 794</b>	Downtown LA-Downtown Burbank via San Fernando Rd	South terminal of Line 794 to be located at Vignes St. and Cesar Chavez Av., under Options 1 or 2.	<b>1</b>	<b>6</b>	<b>OPPOSE:</b> <ul style="list-style-type: none"> <li>• Bus Riders Union rejects proposal to shorten route (see comment Line 92).</li> <li>• SOCATA opposes proposal (see comment for Line 94).</li> <li>• See Line 92 comment by LADOT staff.</li> </ul>	
		<b>TOTAL COMMENTS</b>	<b>44</b>	<b>161</b>	<b>TOTAL COMMENTS: 205</b>  2 Petitions (unaudited) with 76 signatures (names)	
<b>OTHER</b>					<ul style="list-style-type: none"> <li>• Until you have a hearing that's not on a Christian holiday I recommend not moving forward with any of this.</li> </ul>	Six other public hearings conducted.

**ATTACHMENT C**  
**METRO SAN FERNANDO VALLEY BUS LINES - FEBRUARY 2008 PUBLIC HEARING**  
**Estimated Impact on Passengers and Revenue Service Hours**

Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data			Revenue Service Hours (RSH)			
				Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Performance Index*	Brdgs/ Rev. Hr.	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Net Change Annual RSH	Net Change in Cost
92	Downtown LA-Burbank Station via Glendale Av Glenoaks Bl	Local Tier 2	Shorten southern terminal at Vignes St. and Cesar Chavez Av. <u>Staff Recommendation:</u> Maintain existing downtown route.	6,162	4,725	3,538	2,022,214	0	0	0	none	0.701	37.09	3.25	54,516	54,516	0	\$0
94	Downtown LA-Sylmar via San Fernando Rd	Local Tier 1	Extend northern route to Olive View Hospital to replace canceled segment of Line 394; Reallocate trips to new Rapid Line 794. <u>Staff Recommendation:</u> Extend northern route to Olive View Hospital. Convert selected trips to new Line 794.	13,024	8,319	5,980	4,100,548	1,623	801	563	Restores thru service on Line 94; This may restore thru trips for Line 224 patrons impacted by shortening Line 94 previously (See also Lines 394 and 794)	0.802	38.33	3.14	106,980	74,085	-32,895	-\$2,302,636
94	Downtown LA-Sylmar via San Fernando Rd	Local Tier 1	Shorten southern terminal at Vignes St and Cesar Chavez Av. <u>Staff Recommendation:</u> Maintain existing downtown route.	13,024	8,319	5,980	4,100,548	0	0	0	none	See above			See above			
154	Tarzana-Burbank Station via Oxnard St, Burbank Bl	Local Tier 2	Service to be canceled due to low productivity. <u>Staff Recommendation:</u> Implement as proposed.	833	0	0	212,415	(833)	0	0	One-half mile walk to parallel service on Line 164; No replacement service along Burbank Bl	0.378	21.30	5.65	9,971	0	-9,971	-\$697,935
155	Universal City Station-Burbank Station via Riverside Dr, Alameda Av	Local Tier 2	Service to be canceled due to low productivity. Alternatives provided by Line 96. <u>Staff Recommendation:</u> Maintain existing route.	568	0	0	144,840	0	0	0	none	0.491	28.98	4.16	4,998	4,998	0	\$0
156	Van Nuys-North Hollywood-Hollywood	Local Tier 2	Reduce service frequency to improve productivity. No change in Line 656 Owl service. <u>Staff Recommendation:</u> Implement as proposed.	3,065	1,715	1,353	949,229	(3,065)	(1,715)	(1,353)	5-8 minute increase in wait time	0.425	25.94	4.64	36,590	28,513	-8,077	-\$565,411
163	West Hills-Sun Valley via Sherman Way	Local Tier 1	Restructure into two separate lines at Vineland Ave and San Fernando Rd; Operate Sherman Way segment as Line 163 and Hollywood Way segment as new Line 222; no change to Line 363. <u>Staff Recommendation:</u> Implement as proposed.	13,436	8,164	5,696	4,181,076	(555)	(305)	(249)	Transfer in Sun Valley will be mitigated by timed transfers and interlining night trips	0.882	48.95	2.46	85,411	68,495	-16,916	-\$1,184,120
168	Chatsworth Station-San Fernando via Lassen St, Paxton St	Local Tier 3	Service to be canceled due to low productivity. <u>Staff Recommendation:</u> Implement as proposed.	300	0	0	76,500	(300)	0	0	One-half mile walk to parallel service on Lines 158, 167 or 233	0.309	18.40	6.54	4,157	0	-4,157	-\$290,955

**ATTACHMENT C**  
**METRO SAN FERNANDO VALLEY BUS LINES - FEBRUARY 2008 PUBLIC HEARING**  
**Estimated Impact on Passengers and Revenue Service Hours**

Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data			Revenue Service Hours (RSH)				
				Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Performance Index*	Brdgs/ Rev. Hr.	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Net Change Annual RSH	Net Change in Cost	
183	Sherman Oaks-Glendale via Magnolia Bl	Local Tier 2	Shorten eastern terminal at 1st and Angeleno in Downtown Burbank to improve productivity. Alternatives include Line 94 & Glendale Bee Line. <u>Staff Recommendation:</u> Maintain route at reduced service levels.	2,219	783	521	636,779		0	0		0.545	29.24	4.12	21,780	18,210	-3,570	-\$249,914	
<b>NEW LINE 222</b>	Sun Valley-Hollywood via Hollywood Way, Barham Bl	Local Tier 2	Replace canceled segment of Line 163 between Sun Valley and Hollywood and reduce service <u>Staff Recommendation:</u> Implement as proposed.	See Line 163				See Line 163				NA				12,811	12,811	\$896,770	
224	Sylmar Station-Universal City Station via San Fernando Rd, Lankershim Bl	Local Tier 1	Reallocate trips to new Rapid Line 724. <u>Staff Recommendation:</u> Modify proposal to shorten northern terminal at Sylmar Station. Reallocate trips to new Rapid Line 724. Replacement service available on Line 94.	10,182	6,610	4,166	3,181,758	(6,663)	(801)	(562)	10-12 minute increase in wait time for non-Line 794 users; Patrons traveling north of Sylmar Station will be required to transfer to Line 94 (See Line 94)	0.946	57.97	2.08	54,883	32,188	-22,695	-\$1,588,615	
237	Encino-Sherman Oaks via Balboa Bl, Woodley Av (Branch route of Line 236)	Local Tier 3	Cancel weekday midday service along Woodley Av. to improve productivity. <u>Staff Recommendation:</u> Implement as proposed.	2,272	710	466	643,308	(231)	0	0	Alternate service on Line 164 or Lines 233, 761-Van Nuys Bl.; No service on Woodley	0.531	31.28	3.85	20,565	17,505	-3,060	-\$214,200	
394	Downtown LA-Sylmar Station via San Fernando Rd (Branch route of Line 94)	Local Tier 1	Cancel service and reallocate trips to new Line 794; Replace segment between Sun Valley and Sylmar Station with extension of local Line 94. <u>Staff Recommendation:</u> Implement as proposed.	See Line 94								2 minute additional wait time on Line 94 for non-Line 794 users; See Line 794.	See Line 94						\$0
634	Sylmar Station-Mission College via Hubbard St	Shuttle Tier 3	Service to be canceled due to low productivity. Alternatives include Lines 92 and 234. <u>Staff Recommendation:</u> Maintain existing route.	206	0	0	52,530	0	0	0	none	0.603	16.75	4.14	3,137	3,137	0	\$0	
<b>NEW RAPID LINE 724</b>	Sylmar Station-North Hollywood Station via San Fernando Rd, Lankershim Bl	Rapid Tier 1	New Rapid between Sylmar Station and North Hollywood Station (weekdays only) operating via San Fernando Rd. and Lankershim Bl. <u>Staff Recommendation:</u> Implement as proposed.	0	0	0	1,311,210	5,142	0	0	About 20% faster service for Line 224 patrons able to use this service.	NA				26,010	26,010	\$1,820,700	

**ATTACHMENT C  
METRO SAN FERNANDO VALLEY BUS LINES - FEBRUARY 2008 PUBLIC HEARING  
Estimated Impact on Passengers and Revenue Service Hours**

Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data			Revenue Service Hours (RSH)			
				Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Performance Index*	Brdgs/ Rev. Hr.	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Net Change Annual RSH	Net Change in Cost
NEW RAPID LINE 794	Downtown LA-Downtown Burbank via San Fernando Rd	Rapid Tier 1	<p><b>Option 1:</b> New Rapid from Downtown LA to Downtown Burbank operating primarily via San Fernando Rd. and Brand Bl.</p> <p><b>Option 2:</b> New Rapid from Downtown LA to Sun Valley operating primarily via San Fernando Rd. South terminal of Line 794 to be located at Vignes St. and Cesar Chavez Av., under Options 1 or 2.</p> <p><b>Staff Recommendation:</b>  <span style="color: red;">Modify Option 2 to operate between Downtown Burbank and Downtown Los Angeles primarily via the San Fernando Road. Maintain existing downtown route.</span></p>	0	0	0	1,014,390	3,978	0	0	About 10-20% faster service for Line 394 patrons able to use this service. Additional patrons would benefit under Option 2; Transfer in downtown if line shortened near Union Station	NA				36,210	36,210	\$2,534,700
	Schedule Changes to remove excess capacity	Various Lines	Staff has reviewed existing schedules and will adjust schedules and remove excess trips in lieu of canceling some lines														-14,000	-\$980,000
<b>Source: 1st Qtr. FY 08 Line Performance Index</b>												<b>Note:</b> Cost is based on marginal rate of 70/vsh			-40,309	-2,821,616		
												* 1.000 is the avg. Performance Index value for each line type (Local, Express, Shuttle, Rapid) Line below 0.60 are considered poor performing lines.						

Attachment D

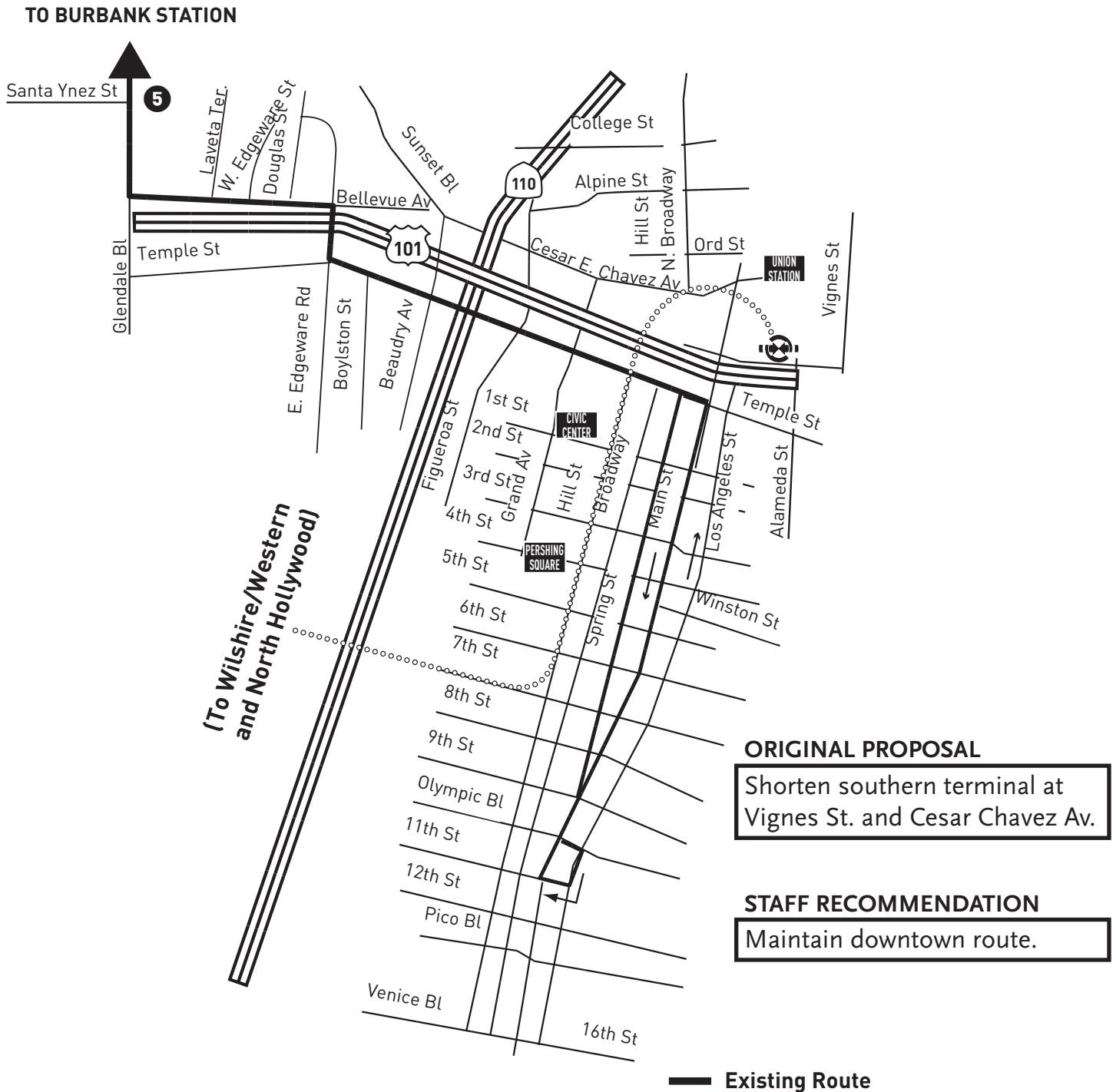
REVISED MAPS

Metro San Fernando Valley

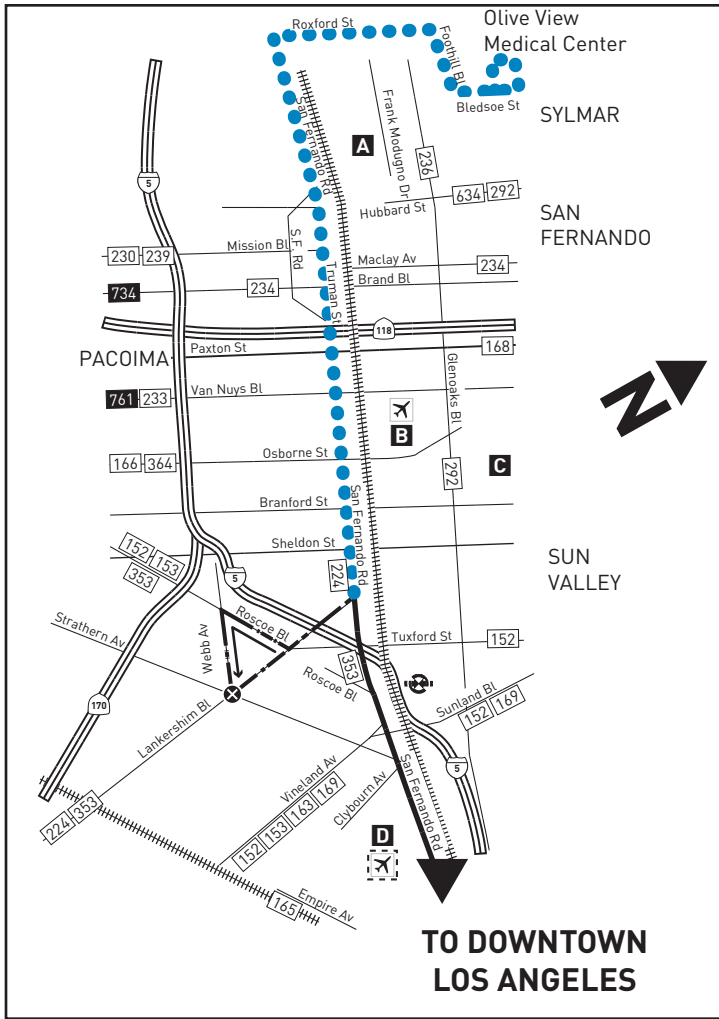
Revised Serviced Change Proposals  
Effective June 29, 2008 or Later



# LINE 92 - DOWNTOWN LA-BURBANK STATION VIA GLENDALE AV., GLENOAKS BL.



# LINE 94 - DOWNTOWN LA-SYLMAR VIA SAN FERNANDO RD.

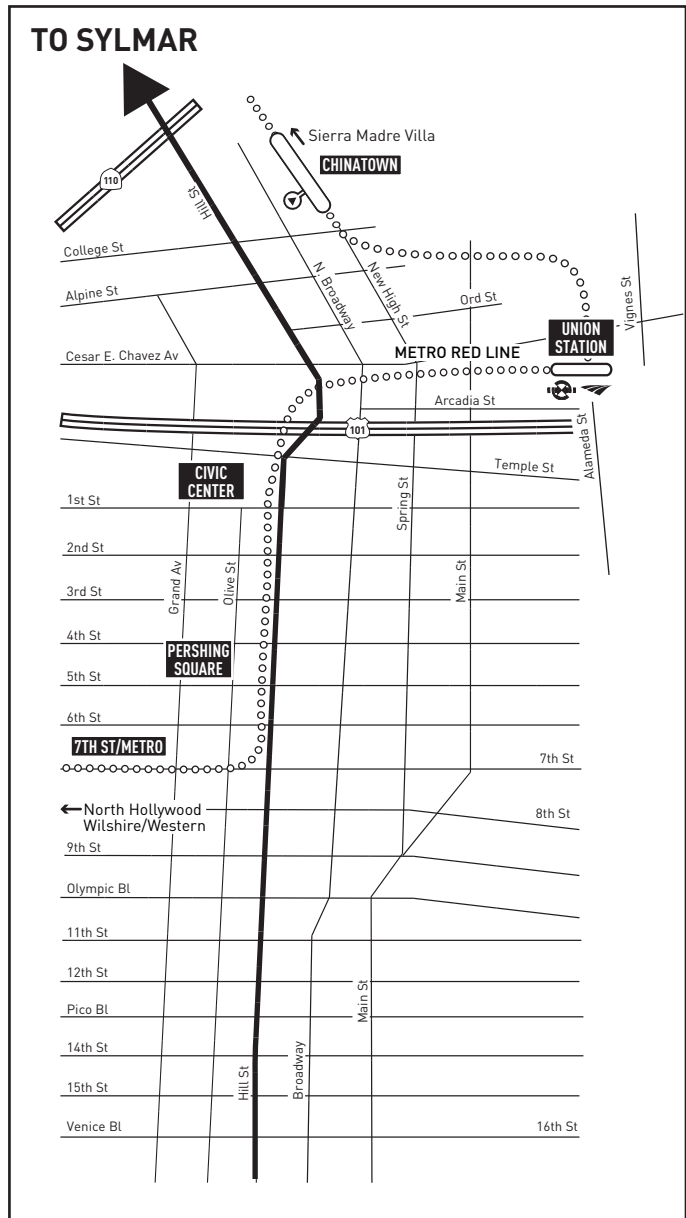
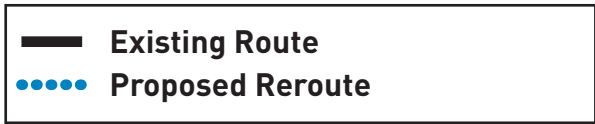


## ORIGINAL PROPOSALS

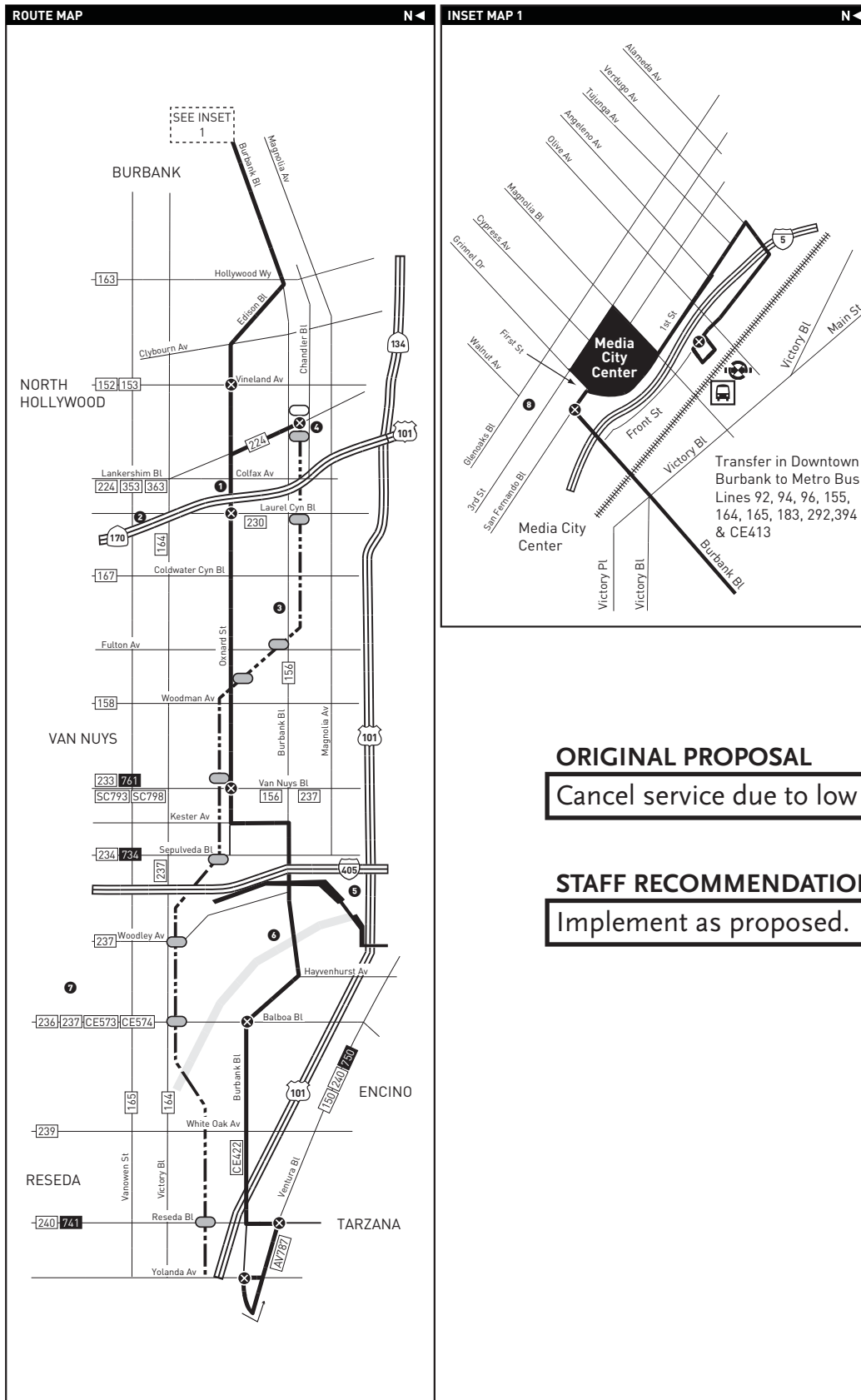
Extend northern route to Olive View Hospital to replace canceled segment of Line 394 (see left);  
Shorten southern terminal at Vignes St. and Cesar Chavez Av (see below). Reallocate trips to new Rapid Line 794.

## STAFF RECOMMENDATIONS

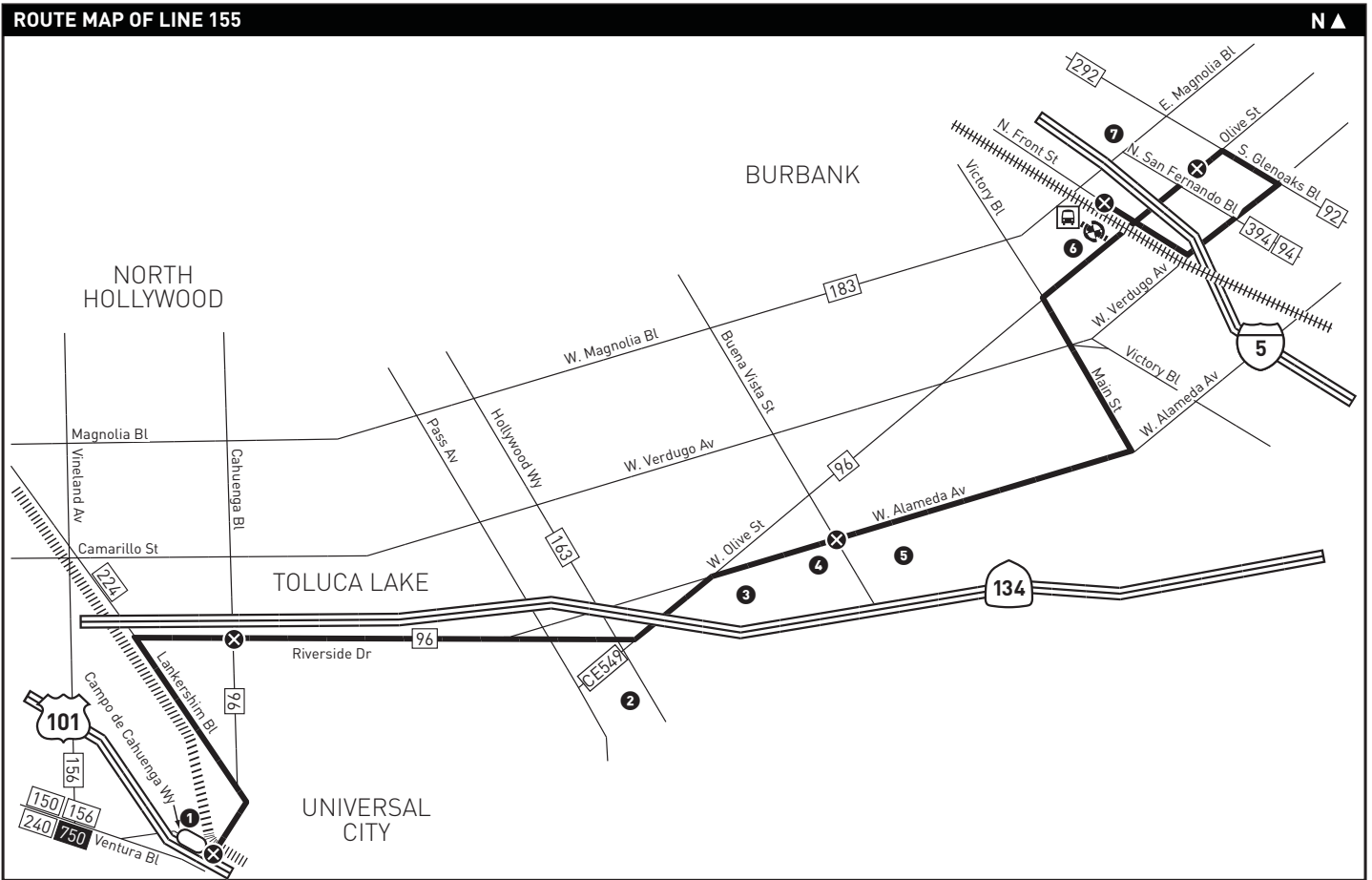
Implement route extension to Olive View Hospital.  
Convert selected trips to new Line 794.  
Maintain downtown route.



# LINE 154 - TARZANA-BURBANK STATION VIA OXNARD ST., BURBANK BL.



# LINE 155 - UNIVERSAL CITY STATION-BURBANK STATION VIA RIVERSIDE DR., ALAMEDA AV.



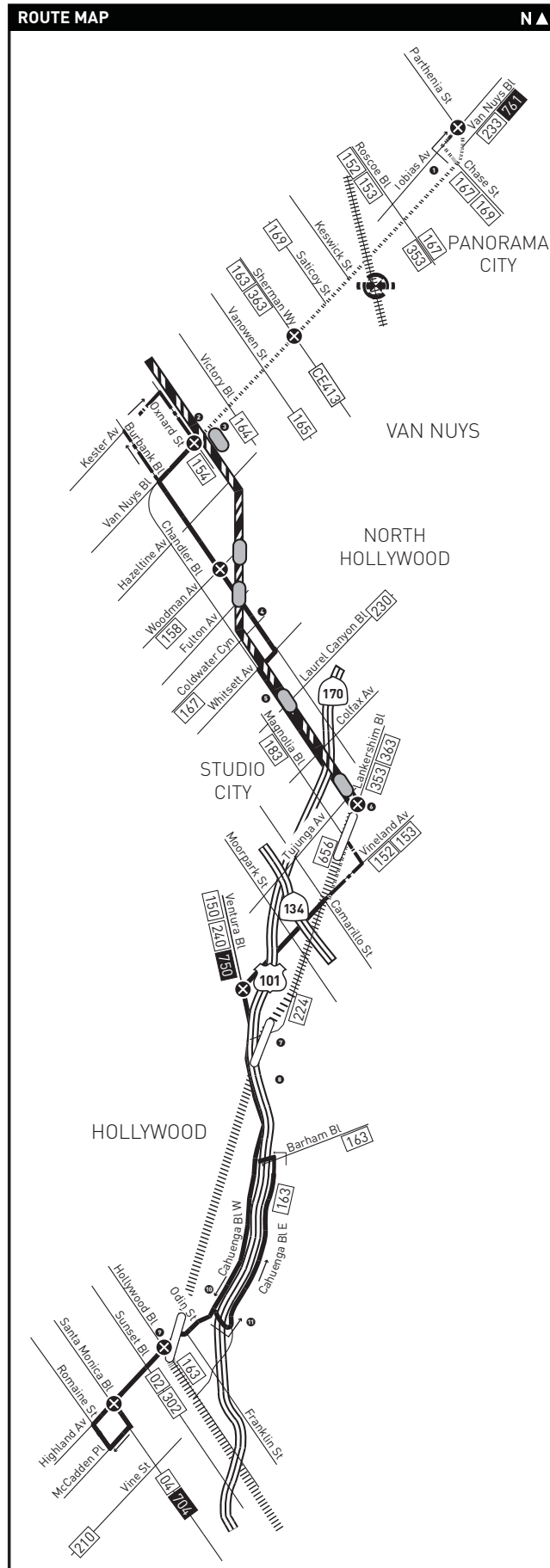
## ORIGINAL PROPOSAL

Cancel service due to low productivity.

## STAFF RECOMMENDATION

Maintain existing route.

# LINE 156-656 - VAN NUYS - NORTH HOLLYWOOD - HOLLYWOOD



**ORIGINAL PROPOSAL**

Reduce service frequency to improve productivity. No change in Line 656 Owl service.

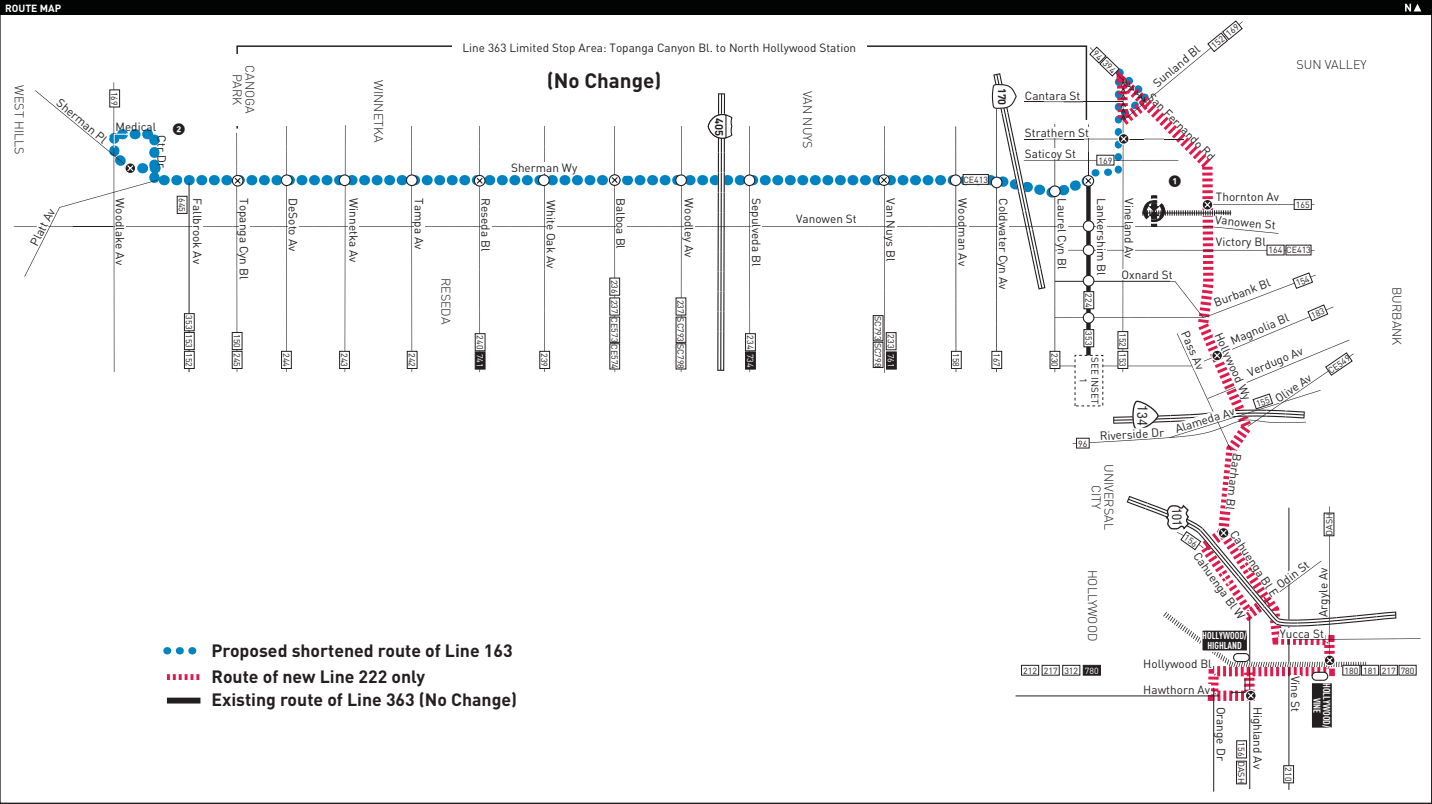
**STAFF RECOMMENDATION**

Implement as proposed.

**Service Levels:**

- Weekdays  
30" peaks  
45" off-peak
- Saturday & Sunday  
45" - 60" all day

# LINE 163 - WEST HILLS-HOLLYWOOD VIA SHERMAN WAY, HOLLYWOOD WAY



### ORIGINAL PROPOSAL

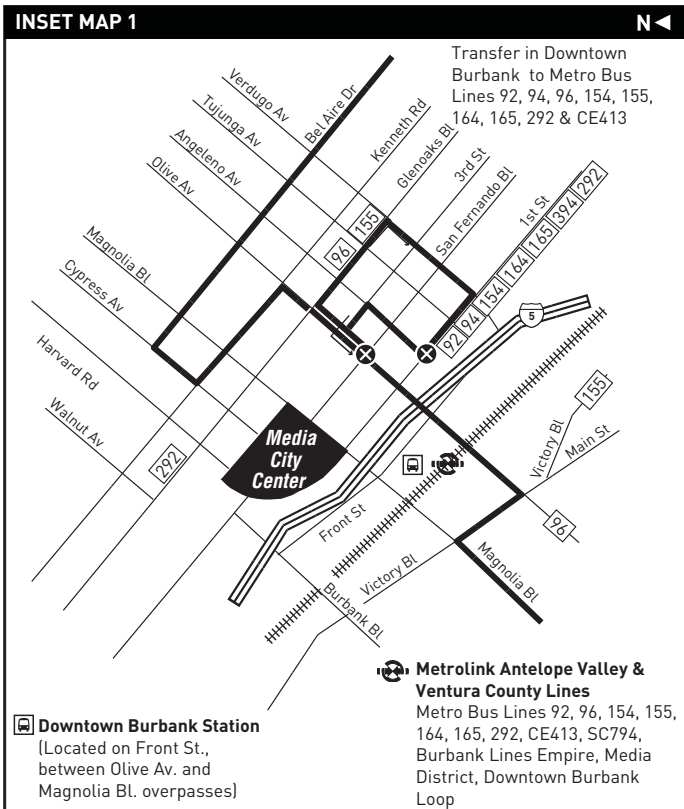
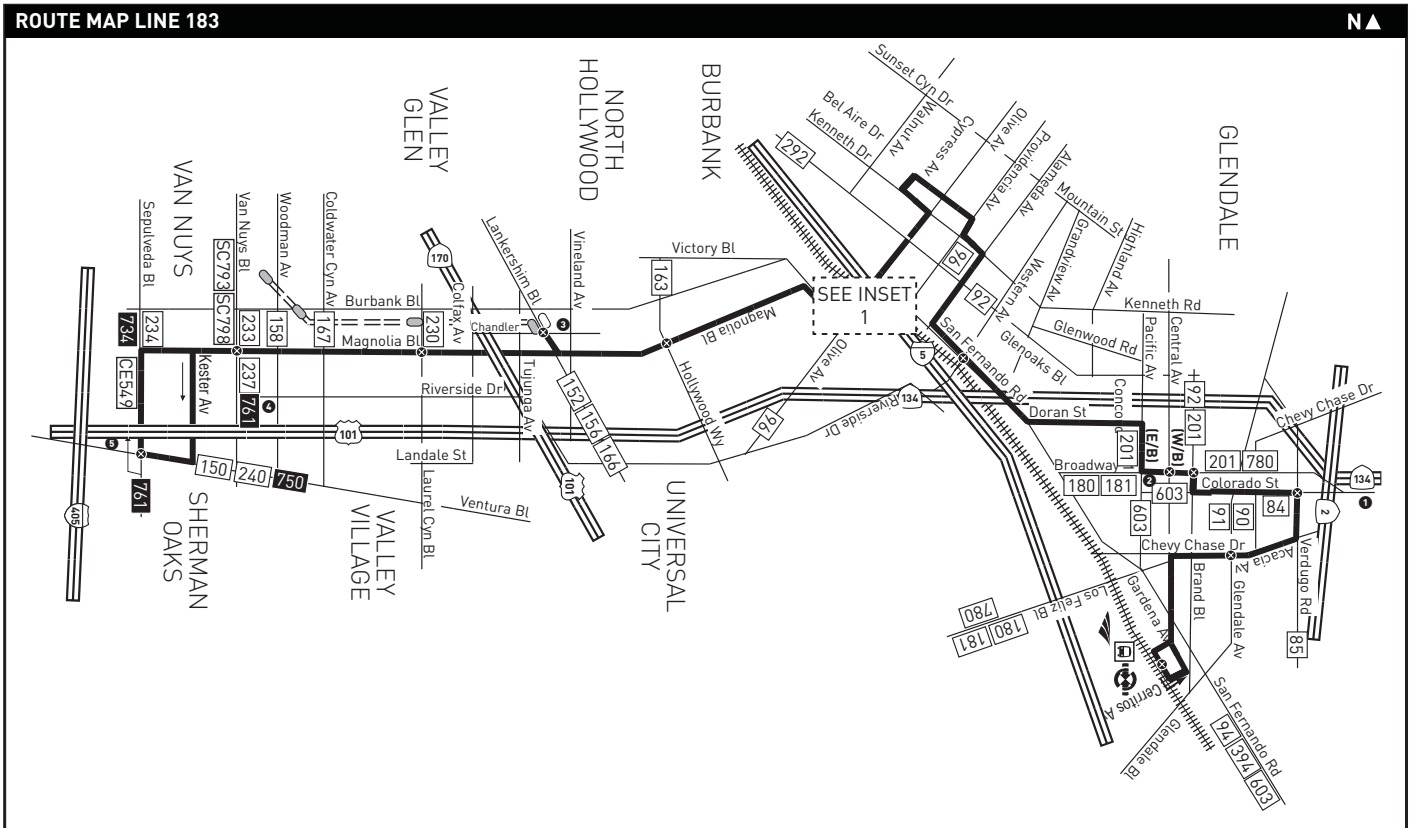
Restructure into two separate lines at Vineland Av and San Fernando Rd; Operate Sherman Way segment as Line 163 and Hollywood Way segment as new Line 222; no change to Line 363.

### STAFF RECOMMENDATION

Implement as proposed.  
 Coordinate schedule with Line 222 to mitigate transfers.  
 Interline night trips starting at about 9:00 pm.



# LINE 183 - SHERMAN OAKS-GLENDALE STATION VIA MAGNOLIA BL



## ORIGINAL PROPOSAL

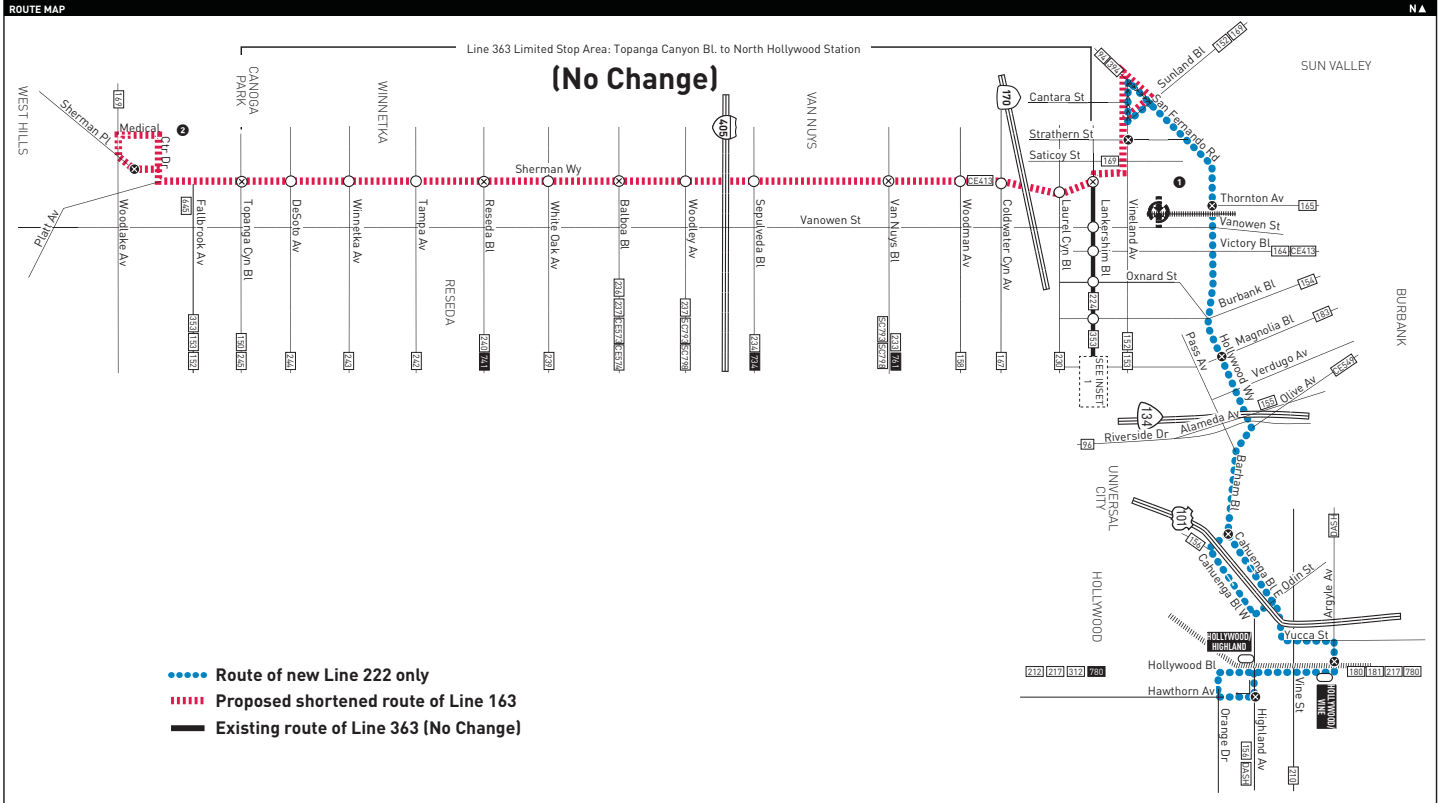
Shorten eastern terminal at First and Angeleno in Downtown Burbank to improve productivity. Alternatives include Lines 94 & Glendale BeeLine

## STAFF RECOMMENDATION

Maintain eastern terminal.  
Reduce service levels to once an hour.



# NEW LINE 222 - SUN VALLEY-HOLLYWOOD VIA HOLLYWOOD WAY, BARHAM BL



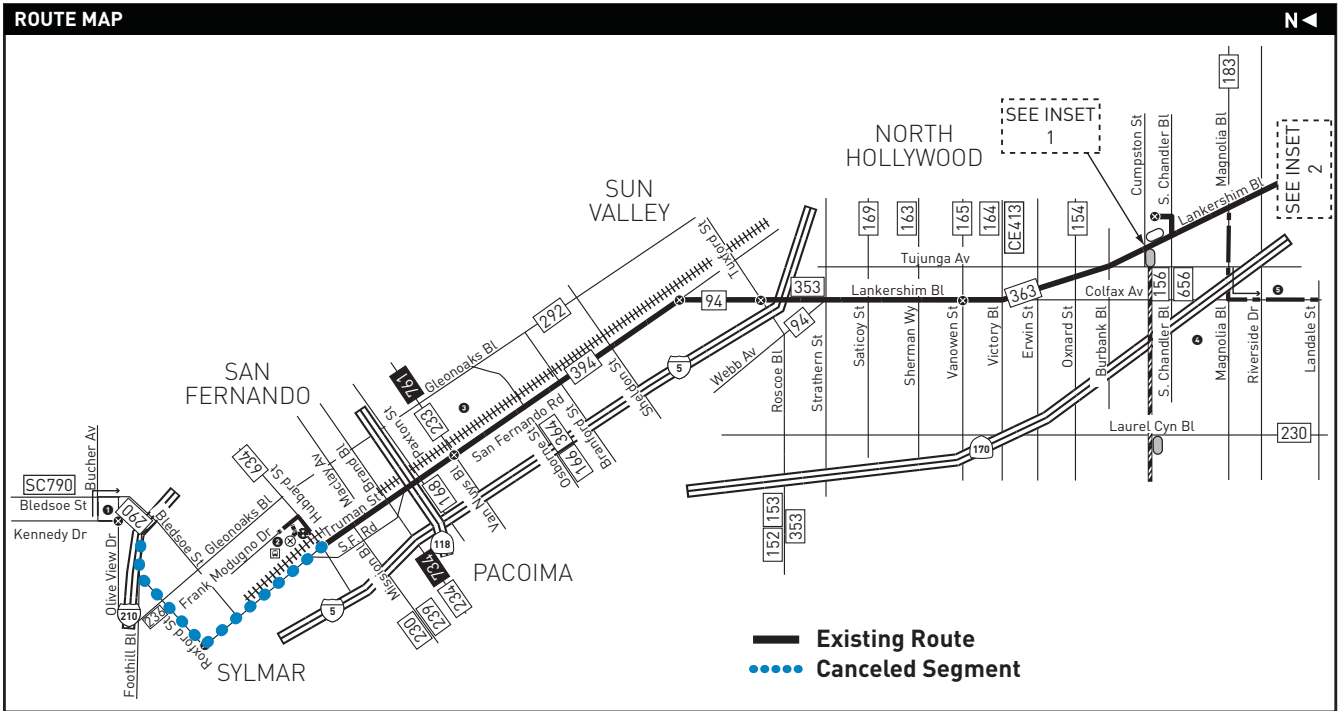
## ORIGINAL PROPOSAL

Replace canceled segment of Line 163 between Sun Valley and Hollywood and reduce service.

## STAFF RECOMMENDATION

Implement as proposed.  
Most trips will have timed transfer connections at Sun Valley terminal to meet Line 163 trips.  
Interline night trips starting at about 9:00 pm.

# LINE 224 - SYLMAR STATION - UNIVERSAL CITY STATION VIA FERNANDO RD, LANKERSHIM BL

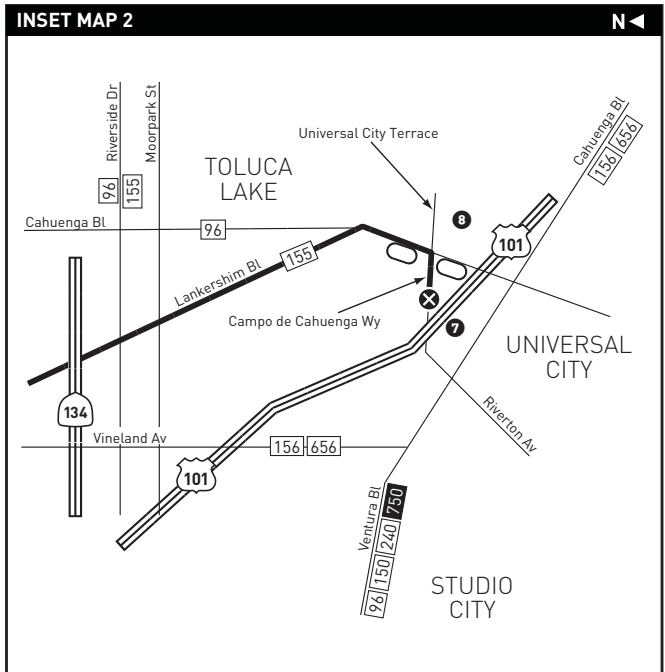
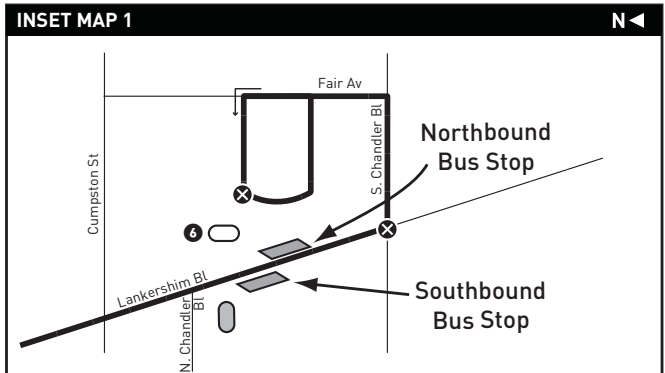


## ORIGINAL PROPOSAL

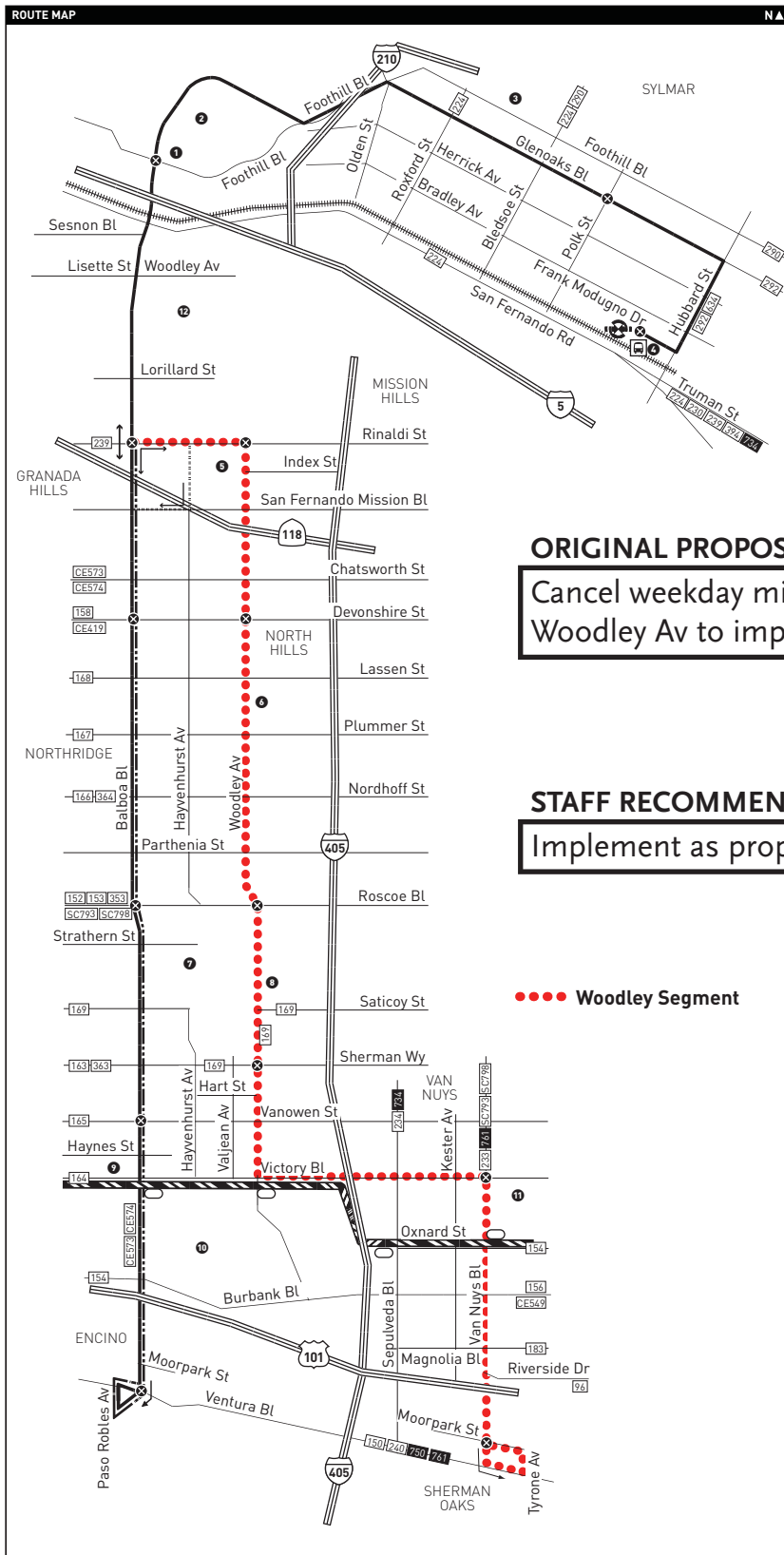
Reallocate trips to new Rapid Line 724.

## STAFF RECOMMENDATION

Shorten northern terminal to Sylmar Station. Reallocate trips to new Rapid Line 724 as proposed. Replacement service available on Line 94.



# LINE 237 - ENCINO-SHERMAN OAKS VIA BALBOA BL, WOODLEY AV (BRANCH ROUTE OF LINE 236)



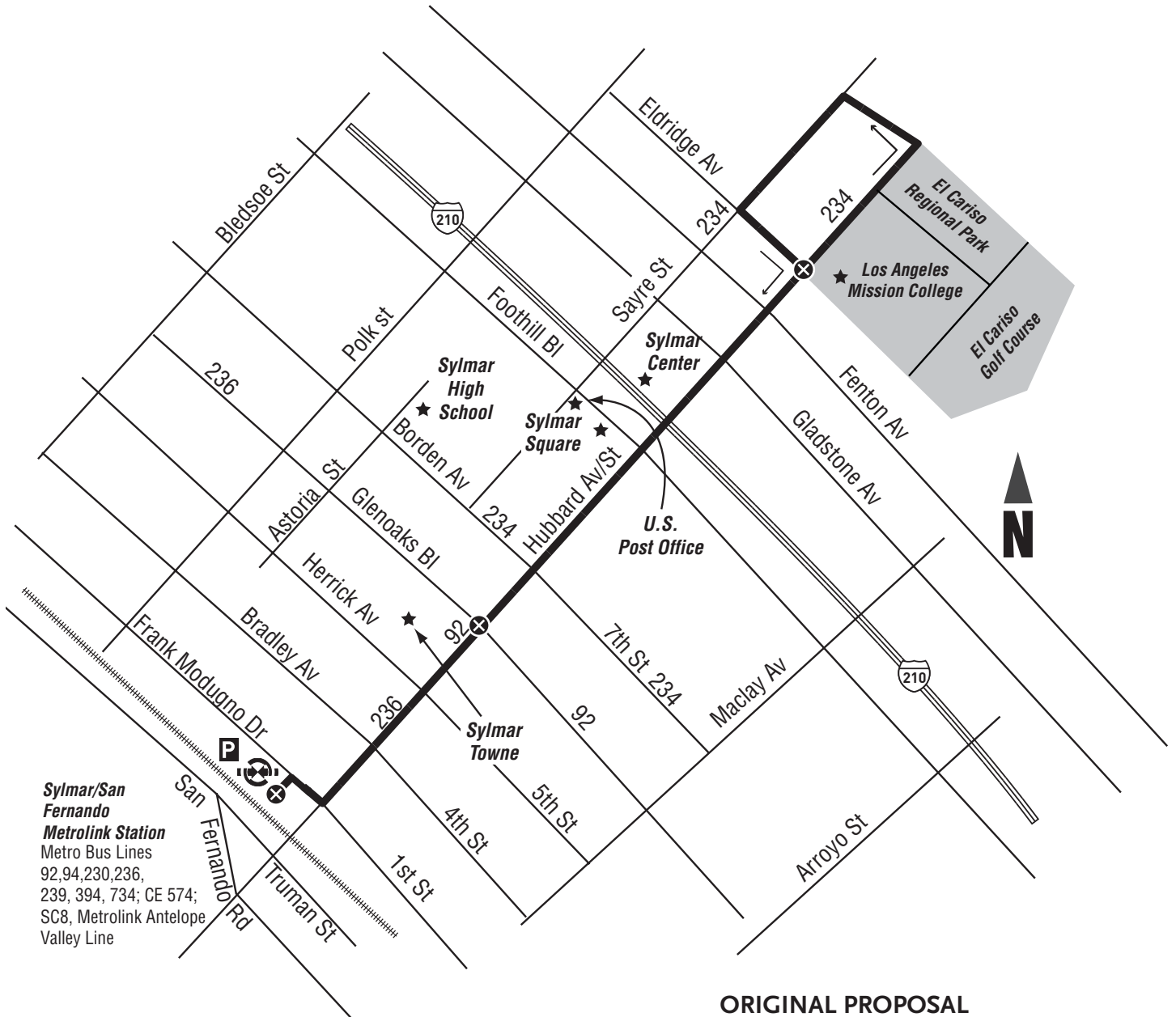
**ORIGINAL PROPOSAL**  
Cancel weekday midday service along Woodley Av to improve productivity.

**STAFF RECOMMENDATION**  
Implement as proposed.

●●● Woodley Segment



# LINE 634 - SYLMAR STATION-MISSION COLLEGE VIA HUBBARD ST



**Sylmar/San Fernando  
Metrolink Station**  
Metro Bus Lines  
92, 94, 230, 236,  
239, 394, 734; CE 574;  
SC8, Metrolink Antelope  
Valley Line

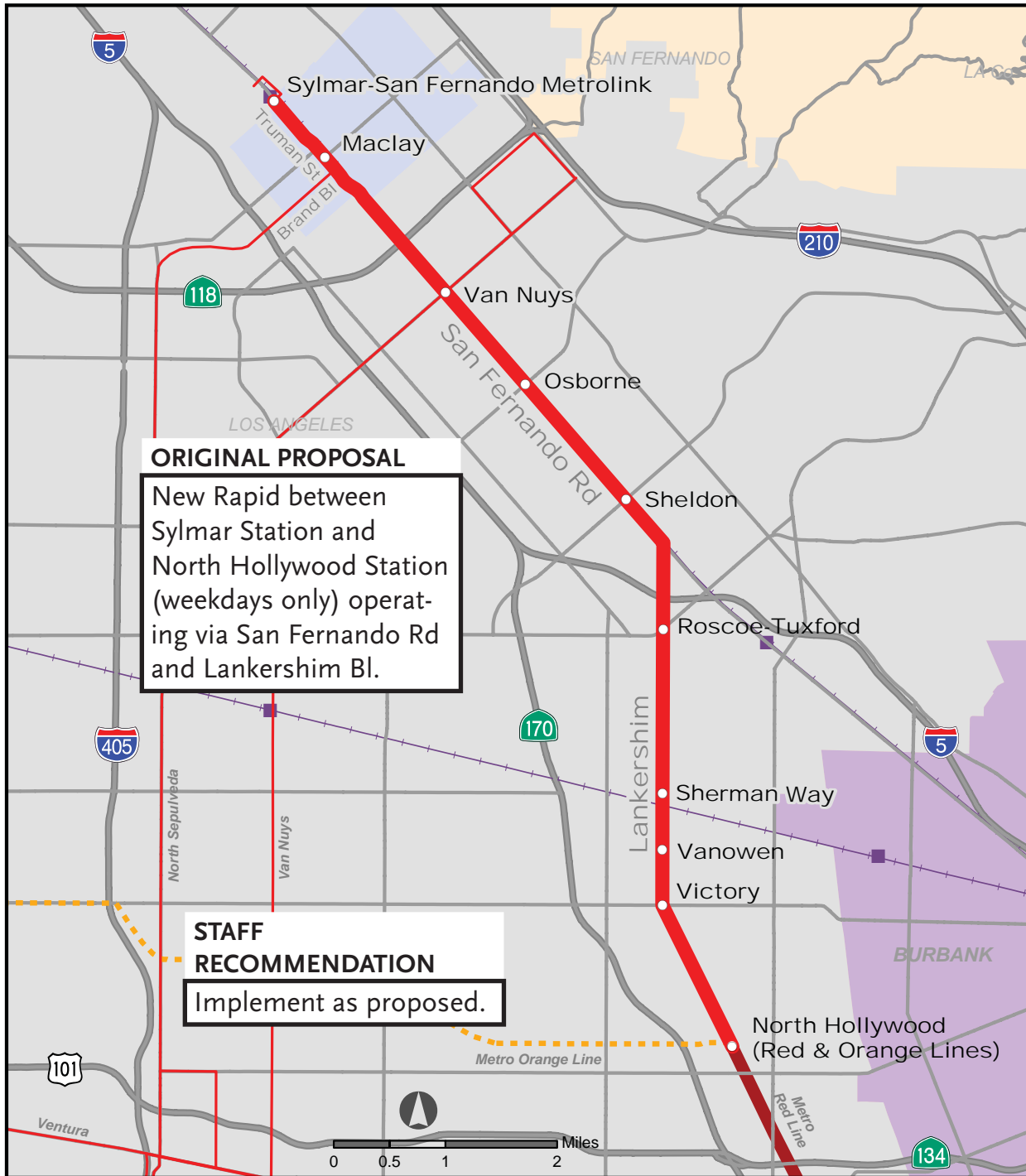
## ORIGINAL PROPOSAL

Cancel service due to low productivity.  
Alternatives include Lines 92 and 234.

## STAFF RECOMMENDATION

Maintain existing route.

# NEW LINE 724 - SYLMAR-NORTH HOLLYWOOD STATION VIA SAN FERNANDO RD, LANKERSHIM BL



**ORIGINAL PROPOSAL**  
 New Rapid between Sylmar Station and North Hollywood Station (weekdays only) operating via San Fernando Rd and Lankershim Bl.

**STAFF RECOMMENDATION**  
 Implement as proposed.

## San Fernando-Lankershim Metro Rapid Effective June 2008

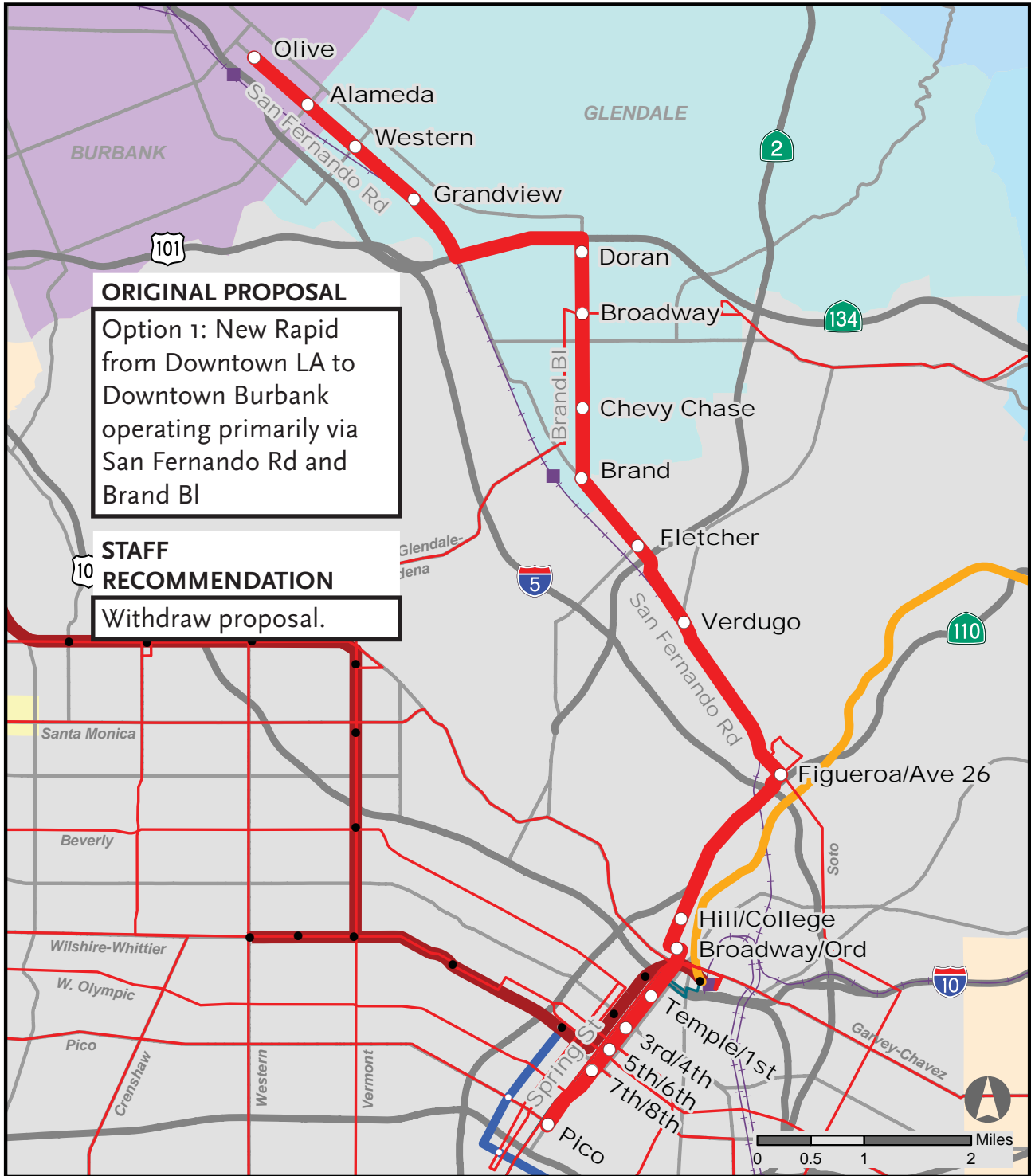


- San Fernando-Lankershim Metro Rapid and Stops
- Other Rapid Lines

Phase II-D

Countywide Planning and Development  
 July 2006

# NEW LINE 794 - SAN FERNANDO RD SOUTH RAPID



**ORIGINAL PROPOSAL**  
 Option 1: New Rapid from Downtown LA to Downtown Burbank operating primarily via San Fernando Rd and Brand Bl

**STAFF RECOMMENDATION**  
 Withdraw proposal.

## San Fernando Metro Rapid

Effective June 2008



- San Fernando Metro Rapid and Stops
- Other Metro Rapid Lines

Phase II-E

Countywide Planning and Development  
 July 2006

# LINE 794 - DOWNTOWN LA - DOWNTOWN BURBANK VIA SAN FERNANDO RD RAPID



**San Fernando Metro Rapid**  
Effective June 2008

Phase II-E

San Fernando Metro Rapid and Stops  
 Other Metro Rapid Lines

Countywide Planning and Development  
July 2006

## ORIGINAL PROPOSAL

Option 2-New Rapid from Downtown LA to Sun Valley operating primarily via San Fernando Rd. South terminal of Line 794 to be located at Vignes St and Cesar Chavez Av under Options 1 or 2.

## STAFF RECOMMENDATION

Modify proposal to operate between Downtown LA and Downtown Burbank primarily via San Fernando Rd.  
 Maintain downtown route.  
 Operate weekdays and weekend. (Terminal to be determined.)