



NEWS

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MTA ADOPTS BUS/RAIL INTERFACE PLAN TO SERVE CITIES ALONG METRO GREEN LINE CORRIDOR

The MTA Board adopted on March 22nd a Metro Green Line Bus/Rail Interface Master Plan that will modify 46 MTA bus lines and create 13 new feeder routes. Some of the routes will be implemented this summer to provide bus/rail connections to passengers of the new Metro Green Line.

Route changes and new bus lines will enhance transportation options for residents of the communities of Norwalk, Bellflower, Downey, Paramount, Lakewood, Lynwood, South Gate, Compton, Willowbrook, Watts, Gardena, Hawthorne, Inglewood, El Segundo, Westchester, Lawndale, Manhattan Beach, Hermosa Beach and Redondo Beach.

"The goal of the plan is to connect the stations with as many north-south bus lines as possible and to coordinate MTA bus and rail lines with those of municipal bus operators," said Supervisor Michael Antonovich, chairman of the MTA.

The master plan was adopted by the MTA Board after 5 months of community review starting in August 1994 and ending in January 1995. MTA staff was guided by the input of the El Segundo Employers Association, municipal bus operators, community groups, chambers of commerce, business groups, elected officials and the general public. Two public formal hearings were held on December 17, 1994.

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The master plan, known as the full access plan, calls for 59 MTA lines to serve 14 stations. It is intended to be implemented gradually as funding becomes available. The intermediate access plan, also called Phase-I, will be implemented on June 25, 1995.

"Phase-I of the approved plan is a cost neutral scenario for the MTA," said Franklin White, MTA chief executive officer. "Phase-I involves modifications to 41 existing bus routes and the implementation of seven new feeder bus routes. Some lines will be rerouted, others will be shortened and others will be extended. Cost increase on some lines will be offset by cost savings on other lines."

Operation of new feeder lines will cost \$2.7 million. The first two years of operation of the new feeder lines will be financed by federal Congestion Mitigation and Air Quality Improvement funds. These funds, which can only finance new services, will provide approximately 89% of the cost. The remaining 11% will be allocated from the MTA operations budget. After the first two years, a more permanent source of funding must be identified to continue the service.

No bus lines will be canceled as a result of Metro Green Line service. Line 120 (Imperial Highway - LAX Bus Center/Brea Mall) is the only bus line that duplicates the Metro Green Line for a significant length. This line will be segmented and truncated to serve passengers taking shorter local trips. The Metro Green Line will be the best option for passengers who used to take longer trips on line 120.

In addition to MTA buses, Green Line passengers also will be served by several other bus operators, including Norwalk Transit, Long Beach Transit, Orange County Transportation Authority, L.A. DOT, Gardena Bus Lines, Torrance Transit, MAX and Los Angeles County.

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Under phase-I, bus/rail connections will take place at each Metro Green Line station this summer, as follows:

I-605/I-105 Station MTA lines 115, 121, 125, 270, 460, S-2 Feeder service Norwalk-La Mirada- La Brea.

This station also will be served by Norwalk Transit, City of Norwalk Shuttle (Between Green Line station and Metrolink station in Norwalk) and Orange County Transportation Authority. Long Beach Transit is also considering to serve this station.

Lakewood/I-105 Station MTA line 266, S-12 linking Rancho Los Amigos Hospital and Kaiser Hospital in Bellflower.

Long Beach Transit is also considering to serve this station.

Long Beach/I-105 Sta. MTA line 60, 119

Imperial/Wilmington Sta. MTA lines 55, 56, 120, 121, 124, 202, 205, 207, 254

This station also is served by the Metro Blue Line, Kenneth Hahn Shuttle, L.A. Dot Watts Shuttle.

Avalon/I-105 Station MTA lines 48, 51, 53

Harbor Fwy./I-105 Sta. MTA Line 45, 81, 120, 207, 444, 445, 446, 447

This station also will be served by Torrance Transit, Gardena Bus Lines.

Vermont/I-105 Station MTA Line 204, 354, 206, 209

This station also will be served by Gardena Bus Lines.

Crenshaw/I-105 Station MTA line 210

Hawthorne/I-105 Station MTA Line 40, 442, 119

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Aviation/I-105 Station **MTA** Line 120, 439, 561, S-9 LAX Collector -- A loop to LAX Terminal (Service all day, 7-days a week), Westchester Shuttle S-7, S-8B Feeder Shuttle.

This station also will be served by Torrance Transit and MAX.

Mariposa/Nash Station **MTA** lines 225, 226, 232, Mariposa Shuttle S-8A

El Segundo/Nash Station **MTA** line 124

This station also will be served by MAX and the L.A. DOT Dash.

Douglas/Rosecrans St. **MTA** lines 125, 225, 226, S-8C Marine Station Shuttle

Marine/Redondo Station **MTA** lines 126, 215, S-8C

This station also will be served by MAX, Torrance Transit and the L.A. DOT Dash.

Eight community shuttles will provide service within the Green Line Corridor. They will be operated by the cities of Bell Gardens, Bellflower, County of Los Angeles, Cudahy, Inglewood, La Mirada, Lawndale, Lynwood.

The Metro Green Line is a 20-mile rail line that forms part of the Los Angeles Metro Rail System. The Green Line will connect to the Metro Blue Line at the Imperial/Wilmington Station in Willowbrook. The line has 14 stations and extends from Norwalk to the Redondo Beach border. Service to the public will begin this summer.

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