

ATTACHMENT B

RESULTS OF FEBRUARY 2009 PUBLIC HEARINGS: SUMMARY OF PUBLIC COMMENT & STAFF RESPONSE CONCERNING MAJOR SERVICE MODIFICATIONS UNDER CONSIDERATION FOR JUNE 2009 OR LATER

LINE 26 (VIRGIL AVE)

- **Original Proposal**
Discontinue Line 26 route north of Wilshire Bl. Alternative service may be provided by DASH; negotiations with city underway. Lines 51,52-352 to maintain existing routing. Provide new two-way Owl service on Line 51.
- **Public Comment**
The proposal for this line generated five responses. Of this total, 4 of 5 responses (80%) expressed support or conditional support for the staff proposal. The “condition” was for to Metro guarantee that the City of Los Angeles Dash would provide the same service levels, days and span of service should the Virgil Ave segment of the line be discontinued. The Bus Riders Union spoke in opposition of the proposal, stating that no alternative service would operate on Virgil Av, north of Wilshire Bl.
- **Staff Response**
Proposal recommended to be withdrawn from further consideration. The City of Los Angeles Department of Transportation cannot guarantee the service plan required for the alternative service due to severe funding shortages at the agency. The alternative service would have provided service north of Wilshire Bl had the city been able to operate it.

LINE 51 & 53 (AVALON BL / CENTRAL AV OWL)

- **Original Proposal**
Lines 51, 52-352 to maintain existing routing. Provide new two-way Owl service on Line 51. Discontinue one-way Owl service on Central Av and consolidate trips on Avalon Bl/ San Pedro St to provide two- way Owl service on those corridors now served by Line 51
- **Public Comment**
The staff proposal for these lines generated a total of fourteen responses. Eight of 14 responses (57%) supported the staff proposal outright to operate two-way Owl service on Avalon Bl and San Pedro Sts between downtown Los Angeles and South Los Angeles. Three respondents opposed the proposal because most of Central Av would no longer have Owl service. They stated patrons would need to walk up to one-half mile to access service on Avalon Bl or San Pedro St. They added that this would

be unsafe at night, citing gang activity. The Bus Riders Union claimed Metro was violating the terms of the Consent Decree by eliminating Owl service on Central Av. Three respondents suggested that the 51 Owl be extended south of Manchester Bl to provide new connections with the Line 45 Owl, Avalon Metro Green Line Station and the Artesia Transit Center.

- **Staff Response**

Approve as originally proposed. Metro currently provides one-way Owl service along Central Av (northbound) and Avalon Bl - San Pedro St (southbound) between downtown Los Angeles and South Los Angeles. The proposed change to these lines would reallocate resources from Central Av in order to establish two-way Owl service along Avalon Bl and San Pedro St, including a small portion of Central Ave. The Owl service hours are not being reduced only reallocated to the higher demand corridor.

Few riders are affected on Central Av, the lighter-demand corridor. These patrons would have a short walk to Avalon Bl–San Pedro St, estimated to be about 1,400 feet, well within Metro’s acceptable one-half mile walk distance (2640 feet). The suggested extension of Owl service south of Manchester Bl will be given consideration in the future. Current funding constraints prohibit serious consideration at this time as more resources would be needed to provide such service.

LINE 105 (VERNON AVE– LA CIENEGA BLVD)

- **Original Proposal**

Discontinue route segment east of Santa Fe Av. Line 611 to provide alternative service along the affected corridors.

- **Public Comment**

The restructuring proposal for this line generated three responses. Two responses supported the staff proposal, which would discontinue the special weekday, peak hour only route currently operated east of Santa Fe Av. The lone dissenting remark opposed the staff plan because riders would need to transfer in order to continue travel along the affected corridors.

- **Staff Response**

Approve as originally proposed. Line 611 currently operates along the same corridors as Line 105 in the affected area, and provides alternative service for these riders. Transfer wait times are minimal estimated to range from 0-15 minutes.

LINE 128 (COMPTON – LA MIRADA VIA ALONDRA BL)

- **Original Proposal**
Reroute to Cerritos Towne Center. Alternative service along Alondra Bl between Carmenita Rd and La Mirada Bl provided by Line 460.
- **Public Comment**
Five responses were received for this proposal. Three of these opposed rerouting the line to the Cerritos Towne Center because patrons would need to transfer to continue their travel eastbound along Alondra Bl. in order to reach the City of La Mirada. These riders now have a direct trip. They recommended Metro maintain the current route, or, as the Southern California Transit Advocates suggested, extend the line eastward into Orange County to connect with the Buena Park Metrolink Station. One respondent suggested having Norwalk Transit takeover the entire line, or the discontinued segment.
- **Staff Response**
Approve as originally proposed. The Cerritos Towne Center is a major shopping/business complex in the Southeast region and is not served by Metro. This location has vast potential to attract transit riders given its mix of businesses, hotels, restaurants, department stores, offices and the like. Conversely, the existing ridership on Alondra Bl, east of Carmenita Rd to La Mirada is very light. The affected ridership will continue to be served by Line 460, which operates more frequently than Line 128, including weekends.

The suggestion to extend the line to the Buena Park Metrolink Station is not recommended, because connections with the rail station are unlikely to offset the potential demand the reroute to the Cerritos Towne Center will generate. Regarding the suggestion to transfer all or a portion of this route to Norwalk Transit, Metro is not proposing to eliminate the service, but rather to restructure it to make it more effective.

LINE 254 (BOYLE HGTS – WATTS VIA MAIE AV- BOYLE AV & LORENA ST)

- **Original Proposal**
Reroute line to serve the Metro Gold Line Indiana Street Station by way of 4th St and Indiana St.
- **Public Comment**
Two responses were received on this line. Both responses supported the staff proposal to reroute the line to serve Metro's Gold Line Indiana Street Station.
- **Staff Response**
Approve as originally proposed. This is only a minor route modification to serve a major new transit generator in the region.