

DATE: SEPTEMBER 10, 2004

SUBJECT: FY 2005 SERVICE CHANGES

ACTION: APPROVE FINDINGS OF AUGUST 14, 2004 PUBLIC HEARING AND ADOPT BUS SERVICE CHANGES FOR IMPLEMENTATION IN DECEMBER 2004 OR LATER

RECOMMENDATION

- A. Approve the findings of the August 14, 2004 Public Hearing as shown in Attachment A;
- B. Adopt the following specific Metro South Bay bus service changes for implementation in December 2004 or later:
 - Line 40/340 (Hawthorne Blvd. – Crenshaw Blvd. – M.L. King, Jr. Blvd. – L.A. Union Station) – cancel all service on Line 340 and replace with new Line 740 (Hawthorne Metro Rapid);
 - Line 108/358 (Slauson Ave.) – modify route in Huntington Park to continue straight on Slauson Ave. between Pacific Blvd. and Miles Ave., eliminating the duplicated portion of the route on Pacific Blvd., Miles Ave., and Gage Ave.;
 - Line 711 (Florence Metro Rapid) -- extend service in June 2005 to Los Angeles International Airport (LAX) Transit Center via La Brea Ave. and Century Blvd. contingent upon identification of sufficient resources;
 - Line 740 (Hawthorne Metro Rapid) – implement new Metro Rapid service Monday through Saturday between the South Bay Galleria and Downtown Los Angeles via Hawthorne Blvd., La Brea Ave., Crenshaw Blvd., M.L. King, Jr. Blvd., and Broadway to the south entrance of Union Station Patsaouras Transit Plaza

Attachment B includes estimated impacts to riders, hours, and peak buses.

ISSUE

Metro South Bay continually reviews its routes and schedules to identify and propose changes that improve bus service for our customers. As part of the public review process of proposed changes, Metro South Bay held a public hearing on August 14, 2004 at the Inglewood City Hall, to receive input on three proposed service changes, each of which impacted two bus lines. After

considering all public input and discussing the service changes with other Metro Bus Sectors, staff recommends changes in December 2004 to Line 40/340, Line 108/358, and Line 740, and recommends the extension of Line 711 to LAX in June 2005.

Our customers continue to express general approval of the faster service provided by Metro Rapid. Accordingly, we look forward to providing the new Hawthorne Metro Rapid service on Line 740. Some customers indicated a general need for more local bus service in Metro Rapid corridors. We intend to retain good service levels on local Line 40 to support shorter-distance trips while Line 740 expedites longer trips in this corridor.

The proposed modification to Line 108/358 (Slauson Ave.) in Huntington Park will improve service reliability by an estimated 10%. The straight-line operation on Slauson Avenue eliminates two railroad crossings and four turns in each direction thus providing better on-time performance. This change also saves run time by eliminating the portion of the route on Pacific Blvd., Gage, Ave., and Miles Ave. Of these three streets, both Pacific Blvd. and Gage Ave. have good bus service providing alternatives to riders who use Line 108/358 today. Although Miles Ave. does not have alternative bus service, the segment left without service is only 0.5 miles long between Gage Ave. and Slauson Ave., so on average the maximum walking distance for impacted riders does not exceed 0.25 miles. Regarding the proposed modification to Line 254 (to move the route from Boyle Ave. to Miles Ave.), this is not recommended based on input from Metro Gateway Cities Sector.

OPTIONS

As options to the staff recommendation, the Sector Governance Council may approve the bus service changes as originally proposed, or it may approve a subset of the staff recommendation.

FINANCIAL IMPACT

Service changes to three lines in December 2004 will result in a slight increase in annual operating costs. Line 740 has the predominant impact on the increase in cost. The FY 05 budget includes funds to implement Line 740.

Pending identification of resources to provide the extended service of Line 711 to LAX in June 2005, staff will budget the additional operating cost in FY 06.

DISCUSSION

We carefully considered the public's input on proposed service changes that will improve service reliability and provide expedited travel for our customers. There was little opposition to the recommended service changes. Those changes that were opposed, such as the reduction of local Line 111 service on Arbor Vitae St., and the proposed Line 740 shortline terminal at 6th St. and Broadway in downtown Los Angeles, are not recommended at this time. Instead, Line 740 will serve Union Station Patsaouras Transit Plaza from the El Monte busway ramps off of Alameda St. to save running time.

Public Outreach Process

Metro placed the public hearing notice in the Los Angeles Times on July 11, 2004. The notice also ran in the Daily Breeze, Long Beach Press Telegram, Chinese Daily News, Korea Times, La Opinion, Rafu Shimpō, L.A. Sentinel, L.A. Watts Times, and San Gabriel Tribune. In late July, all buses had "take one" brochures on-board to inform riders of the proposed changes and to encourage public comment. In addition, the metro.net website showed the proposed service changes.

About thirty people attended the August 14 public hearing in the Community Room at Inglewood City Hall. We listened to 18 individuals who provided public comment. Four people also provided written comments regarding the proposals.

NEXT STEPS

With approval from the Sector Governance Council, staff will implement changes to Lines 108/358, 340, and 740 in December 2004, and will extend Line 711 to LAX in June 2005 pending identification of suitable resources.

Attachment A: Findings of August 14, 2004 Public Hearing

Attachment B: Estimated Ridership Impacts from Recommended Changes

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ATTACHMENT A: FINDINGS FROM PUBLIC COMMENT & STAFF RESPONSE

Line 40/340 Cancel all service on Line 340 and replace with Line 740

Public Comment:

Nine people commented on this proposal. None expressed opposition to the cancellation of Line 340, although some opposed the reduction of local service in the Metro Rapid corridor. Two people provided input that Line 40 needs to be extended in the peak periods south of the Metro Green Line Hawthorne Station to accommodate for the cancellation of Line 340.

Staff Response:

Based on public input, staff recommends cancellation of limited Line 340. We intend to retain strong service levels on local Line 40, and also extend Line 40 in the peak periods to provide local bus service south of the Metro Green Line Hawthorne Station as suggested by the public.

Line 108/358 Provide Straight line Service on Slauson Ave. in Huntington Park.in conjunction with the proposed route modification to Line 254

Public Comment:

Only one person commented on this proposal at the August 14 public hearing and the input did not express opposition. The Metro Gateway Cities Sector also held a public hearing and staff indicated that no opposition was received to the proposed straight line of Line 108. Other comments regarding this line requested additional limited Line 358 stops at Overhill Dr., Figueroa St., and Main St. Regarding modifications to Line 254, Metro received no input on this proposal.

Staff Response:

Staff recommends implementation of the Line 108/358 straight line proposal to improve service reliability. Although we received no public comments opposing this change, it will cause the diversion of approximately 0.5 million annual boardings or 12% of total riders on this line. However, improved travel times for approximately 13% of riders offset the negative impact. In addition, we estimate the improved reliability of service will have a positive impact and help grow ridership by an estimated 5%. We will consider the requests for additional limited Line 358 stops. We do not recommend the Line 254 route modification based on input received from the Gateway Cities Sector staff that suggested we confine the impacts to one street (Miles Ave.) rather than impacting two streets (Miles Ave. and State St.).

Lines 111 Reduce selected service between the LAX Transit Center and Inglewood contingent upon extension of Metro Rapid Line 711 to LAX

Public Comment:

Three people expressed opposition to the reduction of service on Line 111 between Inglewood and LAX. Nobody spoke in favor of this proposal.

Staff Response:

Staff recommends extension of Line 711 to LAX in June 2005 and will reconsider the proposal to reduce service on Line 111 at that time with an objective to minimize any negative impacts to Line 111 riders.

Line 254 Modify route in Huntington Park to serve Miles Ave. and to eliminate service on State St. and Boyle Ave. between Gage Ave. and Slauson Ave.

Public Comment:

We received no public comment on this proposal; however, it is not proposed for implementation at this time.

Line 711 Extend service to the LAX Transit Center

Public Comment:

We received five comments in support of the extension. Only one person opposed the extension based on the reduction of local Line 111 west of Inglewood. Of the five comments in support, one suggested an extended route via Manchester Blvd. and another suggested an extended route via Arbor Vitae St. (the staff recommendation is via Century Blvd.). Other comments regarding Line 711 included adding stops at Avalon Blvd. and at Figueroa St., operating until 2 AM, and extending Line 711 on the east end to Whittier.

Staff Response

We recommend the extension of Line 711 via Century Blvd. in June 2005. Staff believes that Century Blvd. offers more destinations than Arbor Vitae St. We believe that Manchester is a strong candidate for Metro Rapid and should be implemented sooner than FY 08, which is the planned year of implementation. We will attempt to identify funds to accelerate implementation of Manchester Metro Rapid so that we can achieve improved travel times in this important corridor to the LAX Transit Center.

Line 740	Implement New Metro Rapid service between South Bay Galleria and Downtown Los Angeles
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Public Comment:

Nobody expressed opposition to this proposal, although some cautioned that implementation of Metro Rapid should not require reductions to local bus service. Five people opposed the proposed Line 740 shortline in downtown Los Angeles, citing the need to serve Los Angeles City Hall and to connect to the Metro Gold Line at Union Station. Four people offered input that Line 740 should operate at least six, and preferably seven days a week. Other comments pertaining to Line 740 included requests to add stops at Manhattan Beach Blvd. and at Arbor Vitae St., and we also received a comment in support of the planned stops at Rosecrans Ave. and at El Segundo Blvd. One person suggested an extension of Line 740 from the South Bay Galleria to San Pedro via Pacific Coast Highway and the I-110 Harbor Freeway.

Staff Response:

The Line 740 shortline in downtown Los Angeles is not recommended; all trips will serve Union Station. We recommend that Line 740 provide service six days a week, Monday through Saturday. Initially, Line 740 will not stop at Manhattan Beach Blvd. or Arbor Vitae St., although these stops may be added in the future if supported by technical analysis. Regarding the stops at Rosecrans Ave. and at El Segundo Blvd., we intend for Line 740 to serve these stops upon implementation in December 2004. An extension to San Pedro cannot be accommodated at this time, and if implemented, would likely be a separate Metro Rapid route.

Not Line Specific	Metro Rapid Bus
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Public Comment:

One person provided oral and written comment regarding an expanded Metro Rapid program. The comments envisioned a Metro Rapid service between UCLA and the South Bay Galleria through Santa Monica, Marina del Rey, El Segundo generally along Lincoln Blvd. and Sepulveda Blvd. with a variation of the proposal including an extension to San Pedro.

Staff Response:

The Metro Rapid program anticipates the Santa Monica Big Blue Bus in FY 08 will provide Lincoln Blvd. service. The Metro Rapid program does not include service to San Pedro at this time.