

**METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL
JANUARY 12, 2005**

**SUBJECT: PUBLIC HEARING FOR PROPOSED SERVICE CHANGES FOR
JUNE 26, 2005 OR LATER**

**ACTION: RECEIVE AND FILE
DRAFT PUBLIC HEARING NOTICE AND HEARING DATE**

BACKGROUND

As part of the upcoming June 26, 2005 Service Change Program and the implementation of new Metro Liner service along the Orange Line busway tentatively in August 2005, staff is proposing to implement a number of service changes to Metro San Fernando Valley bus lines. Metro Liner will provide frequent and expedited service between the North Hollywood Metro Red Line Station and the Warner Center Hub, currently under construction. This new service will provide a vital and much anticipated link between the San Fernando Valley and the rest of the regional rail network. The combination of signal priority and exclusive busway will allow travel times between the east and west valley to be consistent over time, as congestion increases along city streets and speeds continue to deteriorate.

Metro Liner service will operate along a 13-mile exclusive busway and one-mile along city streets to the new Warner Center Hub. High capacity 60-foot articulated buses will be operated and 13 new stations will be served. Approximately 3,000 new parking spaces will be available at five stations, including the Sepulveda, Van Nuys, Balboa, Reseda and Winnetka Stations. Because parking is limited at both the North Hollywood and Universal City Metro Red Line Stations, it is anticipated that many patrons will park at the new stations and ride the Metro Liner to the Red Line. These stations will be similar to light rail stations and will feature original art, lighting, seating, security cameras, public telephones, bicycle racks and ticket-vending machines.

To complement the Metro Liner, bus service is proposed to be modified to improve station interface. Some services or segments are proposed to be canceled to reduce duplication along parallel corridors and resources will be reallocated to provide new or improved services. This includes a new weekday peak period service between Northridge and Westwood that will access the busway between the Reseda and Sepulveda Stations. The Sepulveda Station is set back from Sepulveda Boulevard and the new service will make it easier to actualize the large parking capacity at this

station and provide an alternative for patrons traveling between the San Fernando Valley and Westwood.

Some of the proposed service changes are considered major as defined by federal public hearing guidelines and MTA policy. The Governance Council is required to hold a public hearing for changes of this magnitude, and to solicit and consider public input prior to approving them.

IMPACT ON BUDGET

The proposed changes in bus service are estimated to be cost neutral. Resources from unproductive or duplicated lines are proposed for reinvestment in other lines to expand travel opportunities and provide new incentives to use public transit.

POLICY IMPLICATIONS

The proposed service modifications are consistent with the goals and objectives of the Long Range Plan and the Consent Decree. The overall impact of the changes is to improve public access to transit and maximizing available resources.

DRAFT PUBLIC HEARING NOTICE

The draft Notice of Public Hearing is shown in Attachment A. The public hearing will be held in February at the Marvin Braude Constituent Service Center. The exact date will be set at the January 12th Governance Council meeting. The draft notice briefly describes proposed service changes pertaining to eighteen bus lines in the Metro San Fernando Valley service area.

Twelve lines are proposed for route, schedule or stop modifications; three lines are proposed for cancellation and resources reallocated to implement three new lines. The purpose is to improve service and connections to the Metro Liner, reduce service duplication and improve service efficiency. The following summarizes the proposals under considerations.

Line 150

The western terminal of this line is proposed to be shortened at the Warner Center Hub to reduce service duplication along Topanga Canyon Boulevard.

Line 154

The western terminal of this line is proposed to be shortened at Reseda and Ventura Boulevards. The Tampa Avenue segment of the line will be recombined with the Winnetka Avenue segment of Line 243. This will allow service along Tampa Avenue to be better tailored to patrons accessing the Tampa Station. (See Line 243.)

Line 156

This line is proposed to be shortened at both ends to reduce service duplication. The northbound route will operate regular service to Burbank and Van Nuys Boulevard, then proceed via Burbank Boulevard to Kester Avenue. This will reduce duplication on Van Nuys Boulevard with Lines 233 and 761. The southern route will be shortened to end at Highland Avenue and Hollywood Boulevard to reduce duplication with Lines 4 and 304 along Santa Monica Boulevard.

Line 161

The eastern terminal of this line is proposed to be shortened at the Warner Center Hub.

Line 168

This line is proposed to be canceled due to low productivity. Resources are proposed to be reallocated to enhance service on other San Fernando Valley lines.

Line 183

The eastern terminal of this line is proposed to be shortened in downtown Burbank. The remainder of the route is proposed to be canceled due to low productivity and to reduce service duplication with various MTA and Beeline services.

Line 230

Selected trips on this line are proposed to be extended from Sylmar Metrolink Station via Hubbard Street to Mission College during weekday peak periods. This will provide a new option to access the college directly from the transit hub in Sylmar and allow service levels to the college to be maintained. (See Line 234.)

Line 234

Weekday peak service levels are proposed to be reduced and integrated into the new Sepulveda Rapid. The Sepulveda Rapid will operate from Sylmar Metrolink Station to Sepulveda and Ventura Boulevards. As a consequence, service is proposed to be reduced between downtown San Fernando and Mission College. Service to the college will be augmented by a route extension of Line 230 during the weekday peaks to maintain service levels to the college. (See Line 230.)

Line 236

The northern terminal of this line is proposed to be shortened at Foothill Boulevard and Glenoaks Boulevard and rerouted to Olive View Medical Center. This proposal responds to a commitment made to the community to address residential and productivity issues.

Line 240

Selected peak period trips operating along Reseda Boulevard are proposed to be converted to provide new expedited service on new Study Line S-1, operating between Northridge and Westwood. (See Study Line S-1.)

Line 243

This line is proposed to be split into two routes and route segments recombined with other nearby route segments. Line 243 service along Winnetka Avenue will be recombined and linked to the Tampa Avenue segment of Line 154. The restructured route consolidates the terminal at Porter Ranch and allows service levels to be better tailored towards patrons accessing the Tampa and Winnetka Stations. The route deviation to the Northridge Metrolink Station is proposed for discontinuation to streamline service along Tampa Avenue. The De Soto Avenue segment is proposed to be recombined with the Topanga Canyon Boulevard segment of restructured Line 245. (See Line 245.)

Line 245

Line 245 service along Topanga Canyon Boulevard, operating between the Chatsworth Transportation Center and Ventura Boulevard, is proposed to be recombined with the De Soto Avenue segment of former Line 243. The restructured route consolidates the terminal at the Chatsworth Transportation Center and allows service levels to be better tailored towards patrons accessing at the De Soto Station and the Warner Center Hub. The remainder of the route operating on Topanga Canyon Boulevard, south of Ventura Boulevard to West Hills Medical Center, (via Mulholland Drive and Valley Circle Boulevard) is proposed for cancellation due to low ridership.

Line 418

This line is proposed to be canceled and resources reallocated to provide new expedited service on new Study Line S-1, operating between Northridge and Westwood. (See Study Line S-1.) Replacement service is available on other MTA local routes.

Line 426

This line is proposed to be canceled and resources reallocated to provide new expedited service on new Study Line S-1, operating between Northridge and Westwood. Replacement service is available on other MTA local routes. (See Study Line S-1.)

Line 761

Selected peak period trips operating between Sherman Oaks and Westwood are proposed to be reduced to compensate for the increase in service along this same segment provided by new Study Line S-1, operating between Northridge and Westwood. (See Study Line S-1.)

Proposed New Services

New Study Line S-1

New expedited service is proposed to operate between Northridge and Westwood every 20-minutes during the weekday peak period only. Service is proposed to operate on Reseda Boulevard from Devonshire Street, then via the Orange Line busway between the Reseda and Sepulveda Stations. Service will continue via

Sepulveda Boulevard, the -405- San Diego Freeway to UCLA and terminate at Westwood Federal Building. The Sepulveda Station is set back from Sepulveda Boulevard and has a large parking capacity that could be used as a park-and-ride lot for patrons traveling to the Westside as well as via the Orange Line to the North Hollywood Station. Service will be provided by the reallocation of resources from proposed line cancellations.

New Study Line S-643

A new shuttle route is proposed for consideration to augment service to the De Soto and Winnetka Stations. Because there is no parking at the De Soto Station and limited parking capacity at the Winnetka Station, the combined operation of shuttle service and restructured Lines 243 and 245 should promote transit usage of these stations. Service is proposed to operate every 20-30 minutes during the weekday peaks and 60-minutes during the off-peak on weekdays only.

New Line 734 – Sepulveda Rapid

A new Metro Rapid service is proposed to be implemented between Sylmar/San Fernando Metrolink Station and Sherman Oaks. The route is proposed to operate from the station via Truman Street, Brand Boulevard and Sepulveda Boulevard to Sherman Oaks. Service is proposed to operate every 20-minutes during the weekday peaks only.

NEXT STEPS

Staff proposes to publish the public hearing notice in a well-circulated newspaper 30 days prior to the public hearing date in accordance to federal guidelines. Publication of the legal notice will officially begin the public hearing process.

ATTACHMENTS

- A. Draft Notice of Public Hearing
- B. Draft Line Maps

Prepared by: Richard Hunt, General Manager, Metro San Fernando Valley
Michael Brewer, Service Development Manager
Carol Silver, Transportation Planning Manager

**ATTACHMENT A
DRAFT PH NOTICE
(1-12-05)**



**NOTICE OF INTENT TO HOLD A PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority
Metro San Fernando Valley Service Sector**

The Los Angeles County Metropolitan Transportation Authority (LACMTA) will hold a public hearing in the Metro San Fernando Valley Service Sector at the Marvin Braude Constituent Service Center on *(Date and Time to be Determined)*. The purpose of the upcoming hearings is to receive public comments on proposed changes to Metro Bus Service. Approved changes will become effective June 26, 2005 or later.

The 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 the MTA's Board of Directors in 1993, as amended.

The affected bus lines and service proposals under consideration are listed below. These service changes are proposed to improve service quality, to use resources wisely, and to consider new options.

PROPOSED CHANGES

Metro San Fernando Valley Service Sector Proposals

LINE	LINE NAME	DESCRIPTION OF PROPOSED SERVICE CHANGE
150	Ventura Bl.-Warner Center-Canoga Park	Shorten westbound route to Warner Center Hub. (Owensmouth Av. between Oxnard St. and Erwin St.)
154	Tampa Av.-Ventura Bl.-Burbank Bl.-Oxnard St.	Shorten westbound route to Reseda Bl. and Ventura Bl. Tampa Av. segment recombined with Winnetka Av. segment of Line 243. (See Line 243.)
156	Panorama City-Van Nuys-L.A. City College	Shorten northbound route at Burbank and Van Nuys Bls. and service extended via Burbank Bl. to Kester Av. Alternate service available on Lines 233 and 761 along Van Nuys Bl. Shorten southbound route to Highland Av. and Hollywood Bl. Alternate service available on Lines 4 and 304 along Santa Monica Bl.
161	Thousand Oaks-Canoga Park	Shorten eastbound route to end at Warner Center Hub (Owensmouth Av. between Oxnard St. and Erwin St.)
168	Lassen St.-Paxton St.	Cancel entire line due to low productivity and reallocate resources. No replacement service available.

**ATTACHMENT A
DRAFT PH NOTICE
(1-12-05)**

183	Magnolia Bl.-Kenneth Rd.-E. Colorado St.		Cancel segment east of downtown Burbank. Alternate service available on Metro Lines 85 and 94 and various Beeline routes. Some segments discontinued with no replacement service.
230	Laurel Canyon Bl.		Extend selected trips via Hubbard St. to Mission College during weekday peaks only.
234	Sepulveda Bl.-Brand Bl.-Sayre St.		Reduce weekday peak service levels and integrate service into New Sepulveda Metro Rapid Line 734.
236	Balboa Bl.-Sylmar		Cancel segment east of Foothill Bl. and Glenoaks Bl. to Sylmar Station and reroute service via Foothill Bl. to Olive View Medical Center to address residential and low productivity issues. No replacement service along Glenoaks Bl.
240	Reseda Bl.-Ventura Bl.		Reduce weekday peak service levels and integrate service into new Line S-1. (See Line S-1.)
243	Do Soto Av.-Ventura Bl.-Winnetka Av.		Split line in two. Line 243 segment along Winnetka Av. recombined with Tampa Av. segment of Line 154; De Soto Av. segment recombined with the Topanga Canyon Bl. segment of Line 245.
245	Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.		Service along Topanga Canyon Bl. between Chatsworth Transportation Center and Ventura Bl. recombined with De Soto Av. segment of Line 243. (See Line 243.) Segment between West Hills Medical Center and Topanga and Ventura Bls. proposed for cancellation due to low productivity.
418	Roscoe Bl.-Laurel Canyon Bl.-Limited to North Hollywood Station		Cancel line and reallocate resources to new Line S-1. Alternate service available on Lines 152, 230 and 166.
426	San Fernando Valley-Wilshire Bl-Laurel Canyon Bl. Limited to North Hollywood Station		Cancel line and reallocate resources to new Study Line S-1. Alternate service available on Lines 163, 233 and 761, 164, 230, 154 and 166.
761	Westwood-Van Nuys Bl. Metro Rapid		Reduce weekday peak service levels between Sherman Oaks and Westwood and integrate service into new Study Line S-1.
PROPOSED NEW SERVICES			
Study Line S-1	New Reseda Bl.-Orange Line Busway-Sepulveda Bl.-Westwood		Establish new expedited service from Reseda Bl. and Devonshire St. along Reseda Bl. to Orange Line busway, then via busway between Reseda and Sepulveda Stations, Sepulveda Bl. and route of Line 761 to Westwood. Service proposed to operate every 20-minutes during the weekday peaks only.
Study Line S-643	New Pierce College Shuttle		Establish new shuttle service along De Soto Av., Ventura Bl., Winnetka Av. and Victory Bl. Service proposed to operate 20-minute peak and 40-minute off-peak, weekdays only.
734	New Sepulveda Metro Rapid		Establish new Metro Rapid service from Sylmar Station via Truman St., Brand Bl. and Sepulveda Bl. to Sherman Oaks. Service proposed to operate every 20-minutes during the weekday peaks only.

**ATTACHMENT A
DRAFT PH NOTICE
(1-12-05)**

LOCATION AND DATE OF PUBLIC HEARING

SAN FERNANDO VALLEY SERVICE SECTOR

Date and Time To Be Determined

Marvin Braude Constituent Service Center
6262 Van Nuys Boulevard
Van Nuys, CA 91401

NOTICE OF PUBLIC HEARING

Los Angeles County Metropolitan Transportation Authority

Additional details about these proposals will be available for public inspection after *(to be determined)* 2005. To obtain this information contact the address listed below, or visit your nearest MTA customer relations center. Information can also be accessed at: www.metro.net.

These proposals may be approved in whole or in part at a date following the public hearing. Interested members of the public are encouraged to attend the upcoming hearing and provide testimony on these matters. Persons unable to attend the hearing may submit written testimony until the public hearing date. All testimony presented will be transmitted to the Metro San Fernando Valley Sector for inclusion in their public record. All written testimony should be transmitted as noted below to the attention (Attn:) of the Metro San Fernando Valley for inclusion in their public record. Correspondence should be addressed to:

METRO SAN FERNANDO VALLEY

9760 Topanga Canyon Boulevard
Chatsworth, CA 91311

Attn: June 26, 2005 Public Hearing

Comments can also be sent via:

e-mail to: customerrelations@mta.net

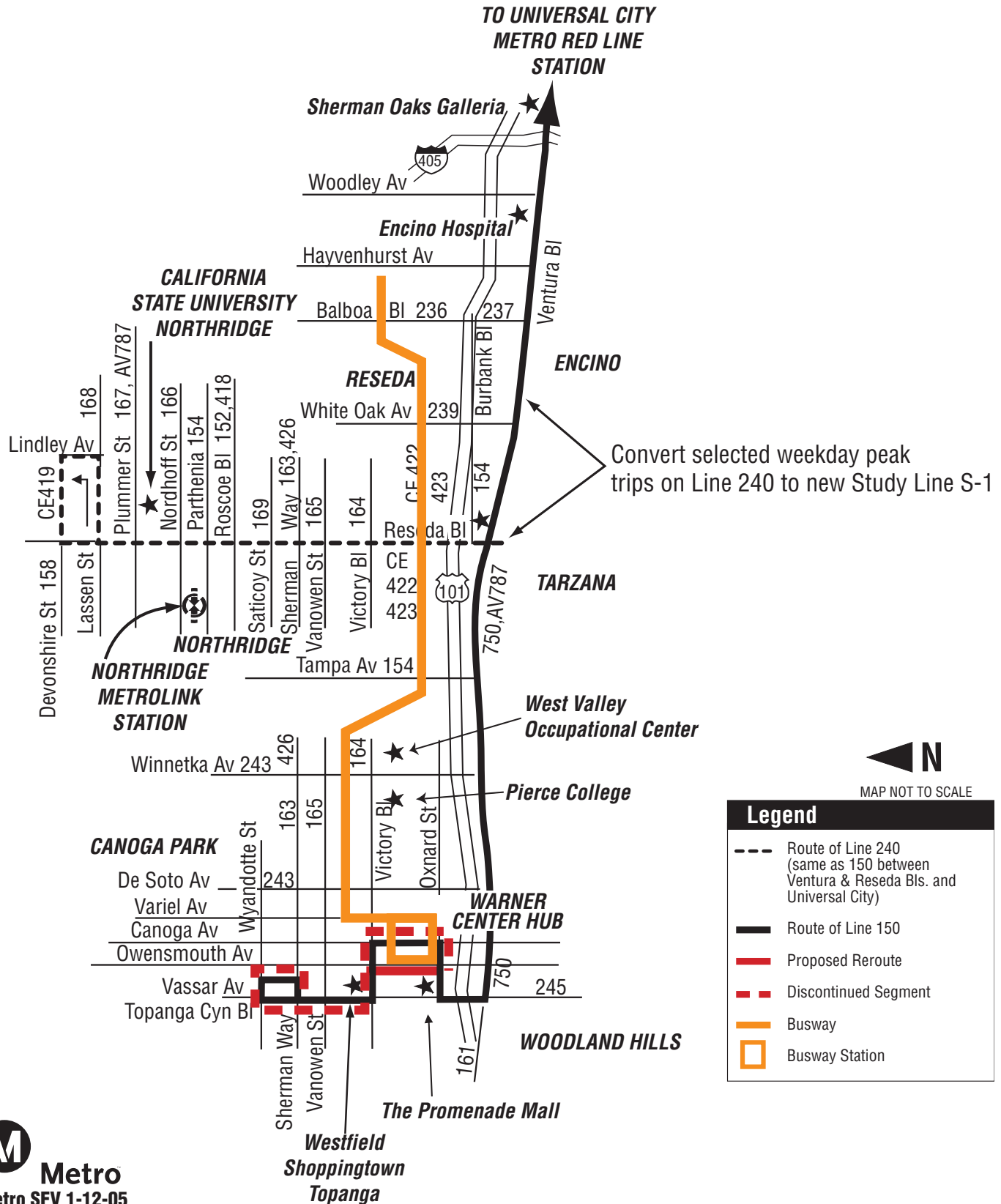
Facsimile at: (213) 922-1210.

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

Lines 150 & 240

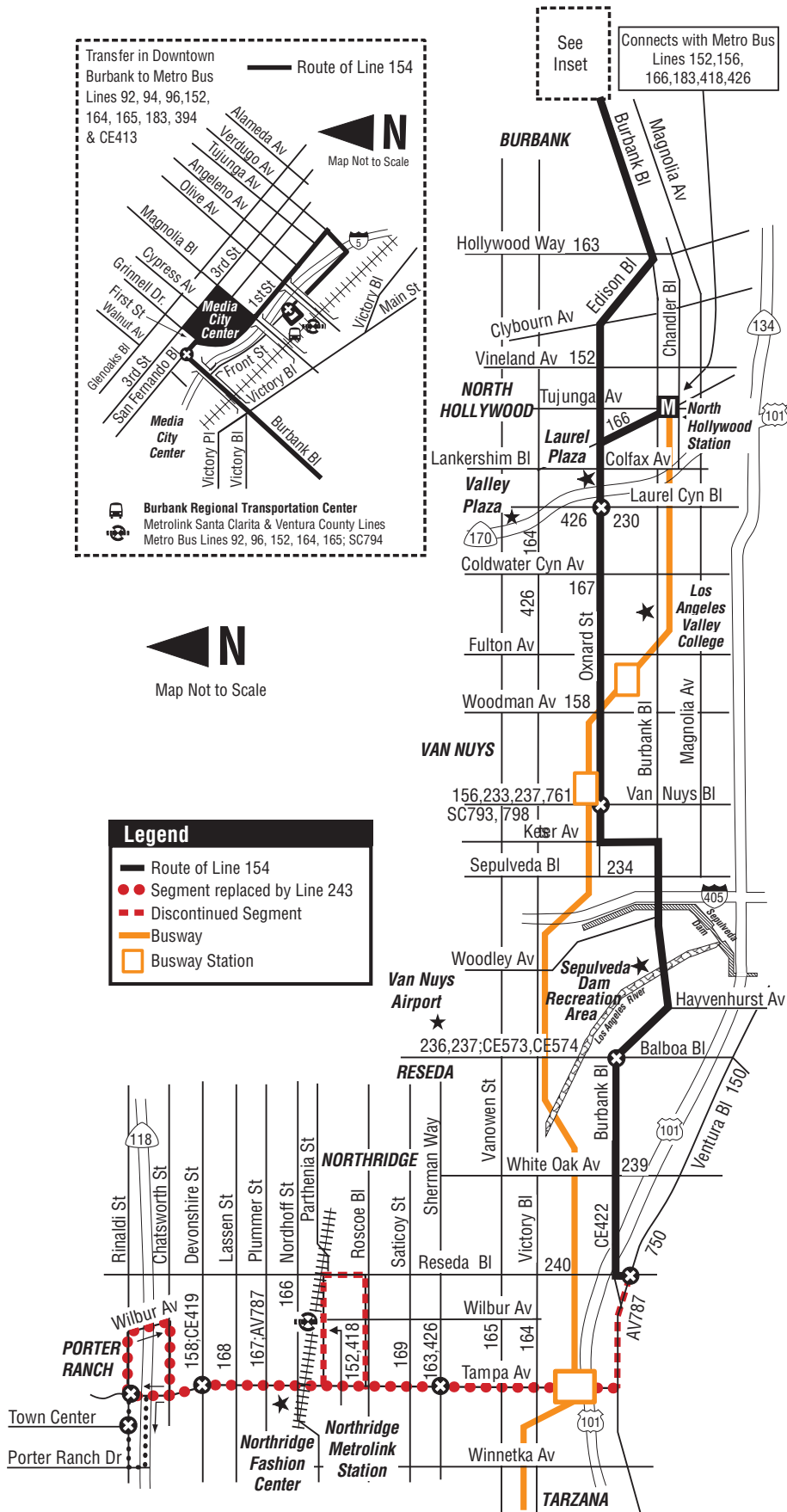
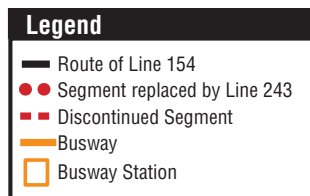
Proposal:
 Line 150
 - Shorten route at Warner Center Hub
 Line 240
 - Convert selected weekday peak trips to New Study Line S-1
 Line S-1 (See Study Line S-1.)



Line 154

Proposal:

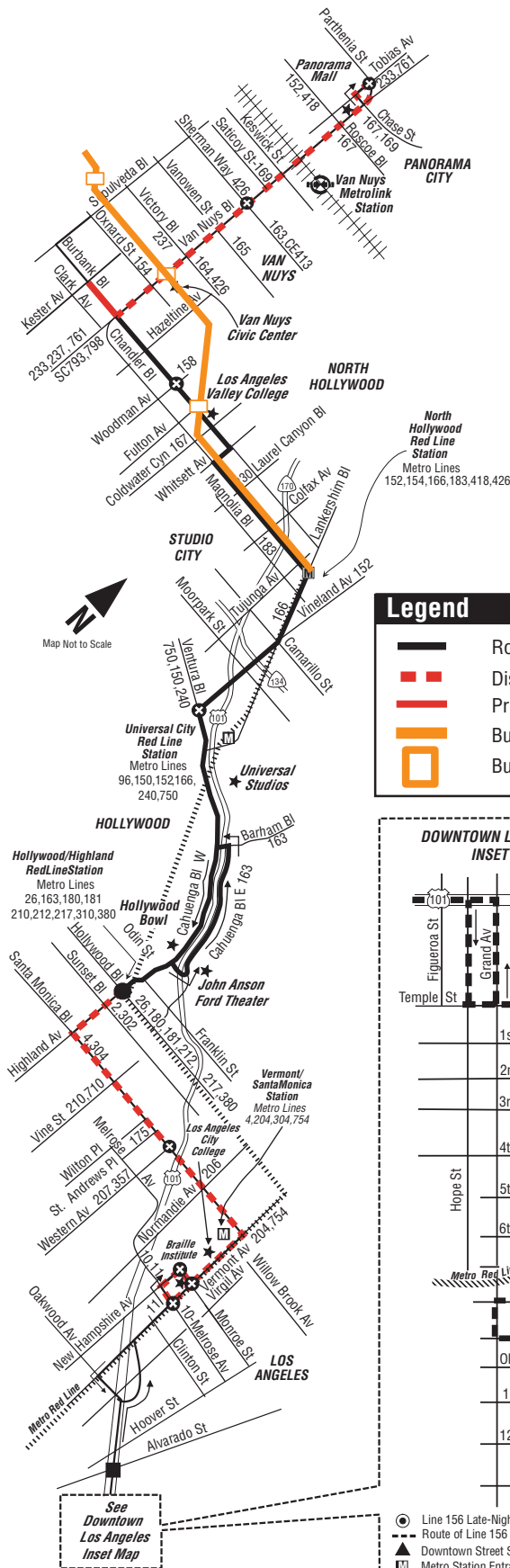
- Shorten line at Reseda and Ventura Bl.
- See Line 243 for replacement service along Tampa Av.



Line 156

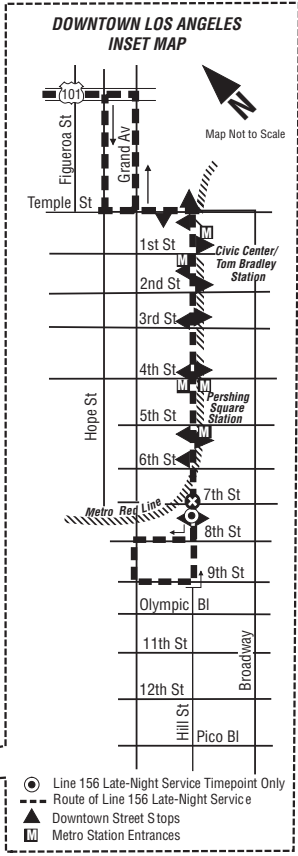
Proposal:

- Shorten & modify northbound route to Burbank Bl. and Kester Av.
- Shorten southbound route at Highland Av. and Hollywood Bl.



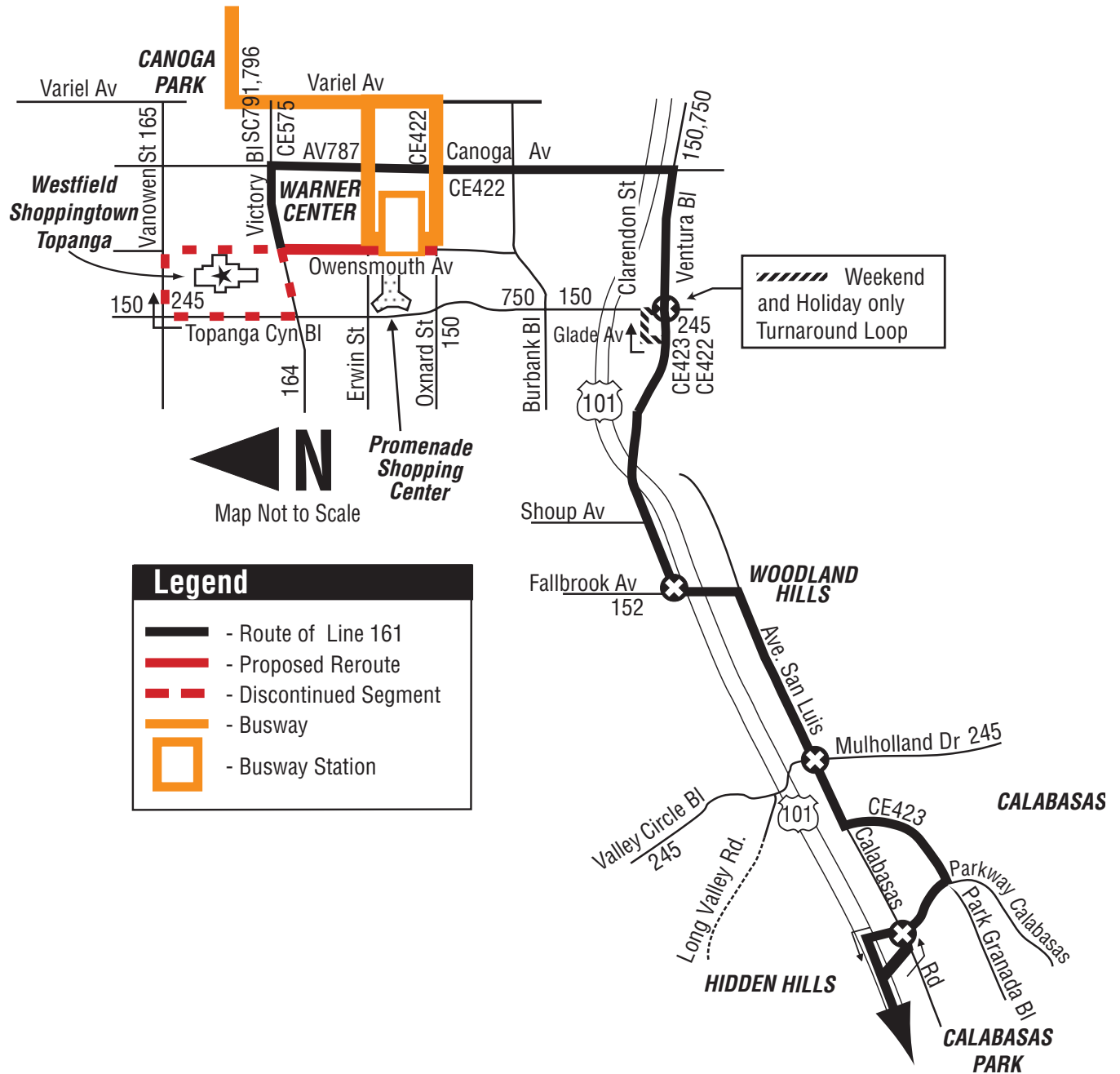
Legend

- Route of Line 156
- Discontinued Segments
- Proposed Reroute
- Busway
- Busway Station



Line 161

Proposal:
 - Shorten line at Warner Center Hub
 (Weekdays Only)



Legend

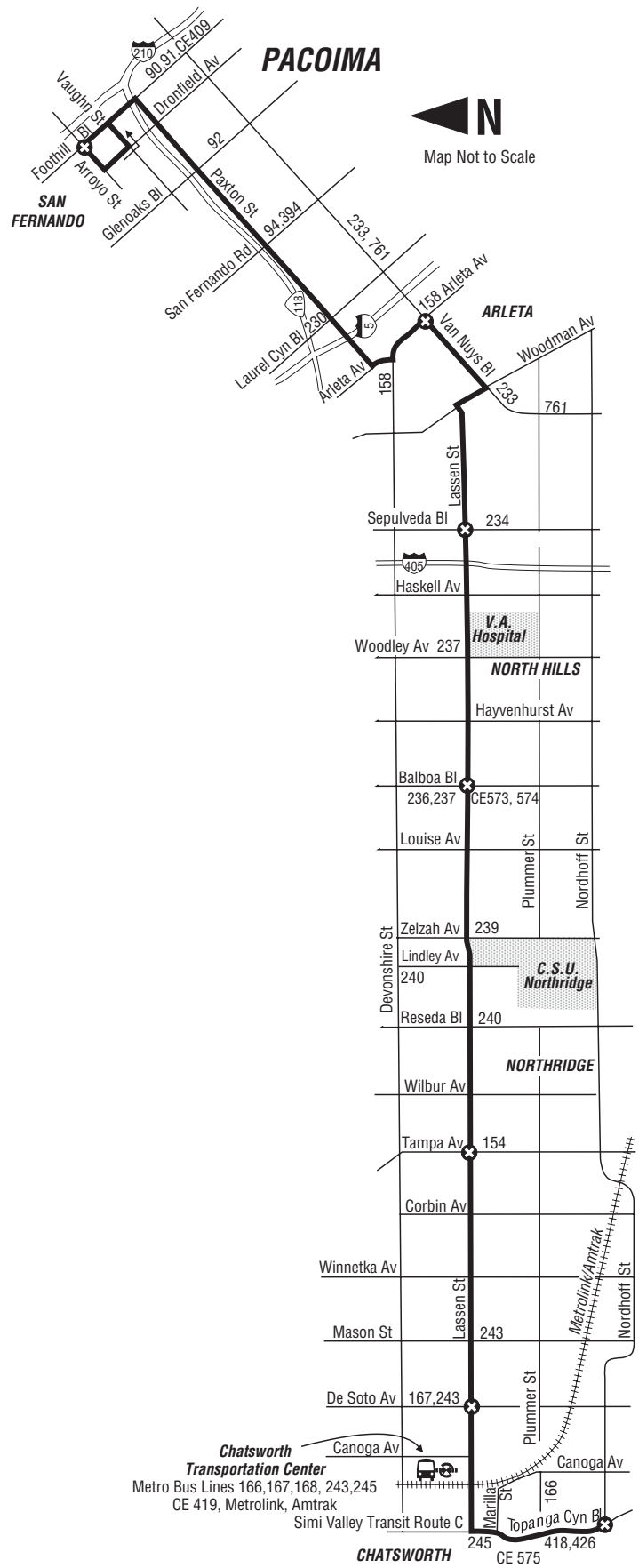
- Route of Line 161
- Proposed Reroute
- Discontinued Segment
- Busway
- Busway Station

N
 Promenade Shopping Center
 Map Not to Scale

TO THOUSAND OAKS

Line 168

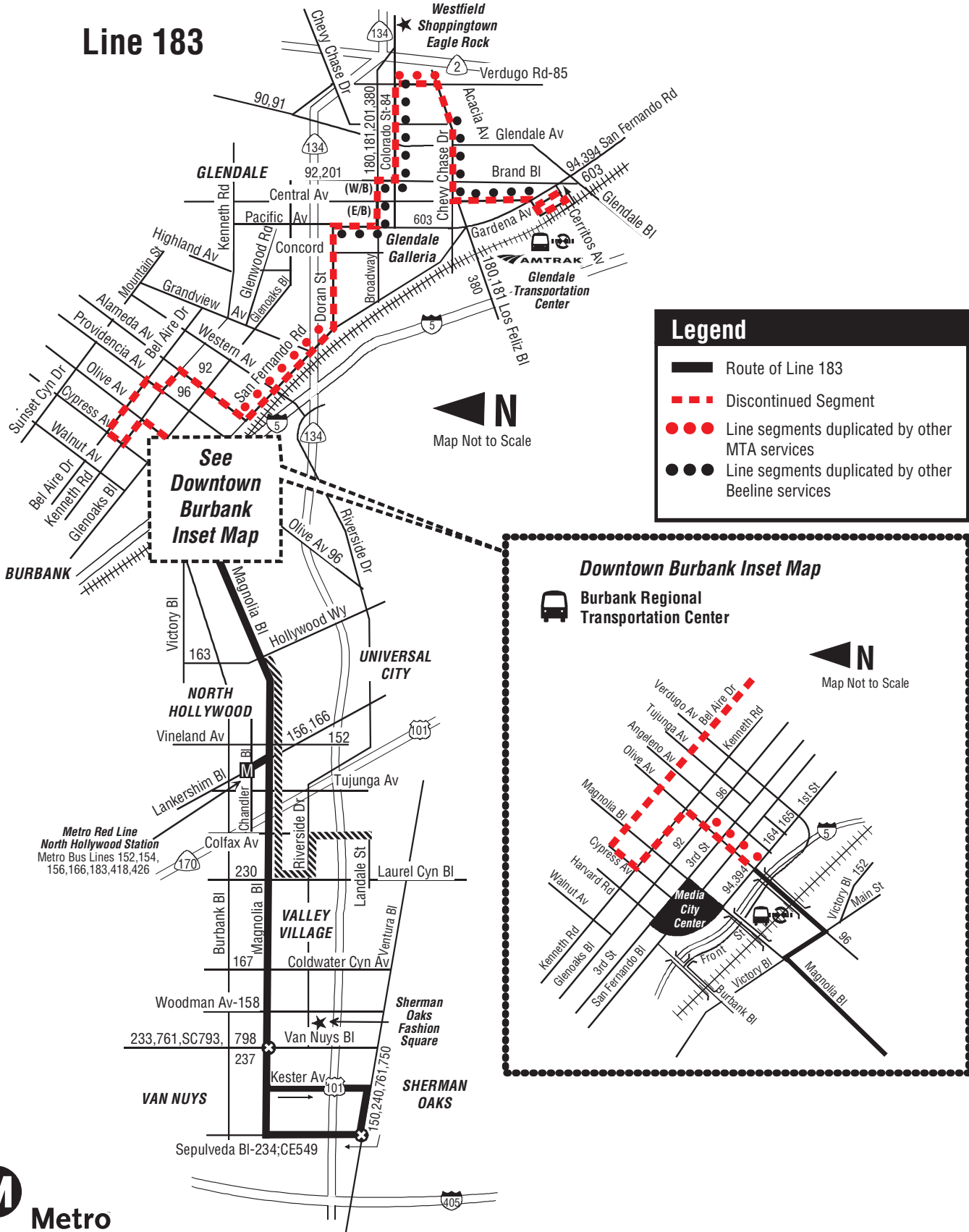
- Proposal:**
- Cancel entire line.
 - Reallocate resources



Line 183

Proposal:

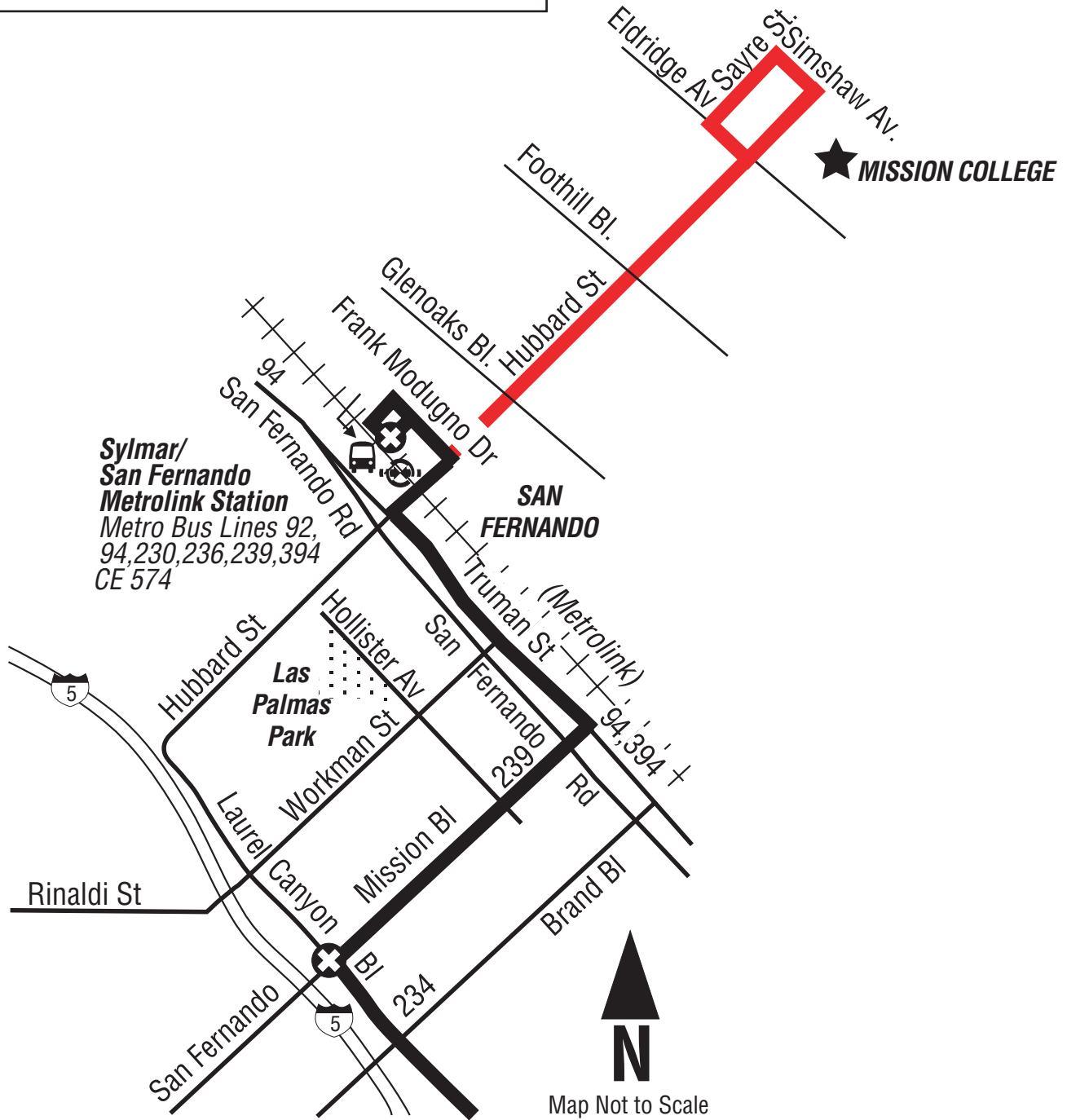
- Cancel segment between downtown Burbank and Glendale Transportation Center



Line 230

Proposal:

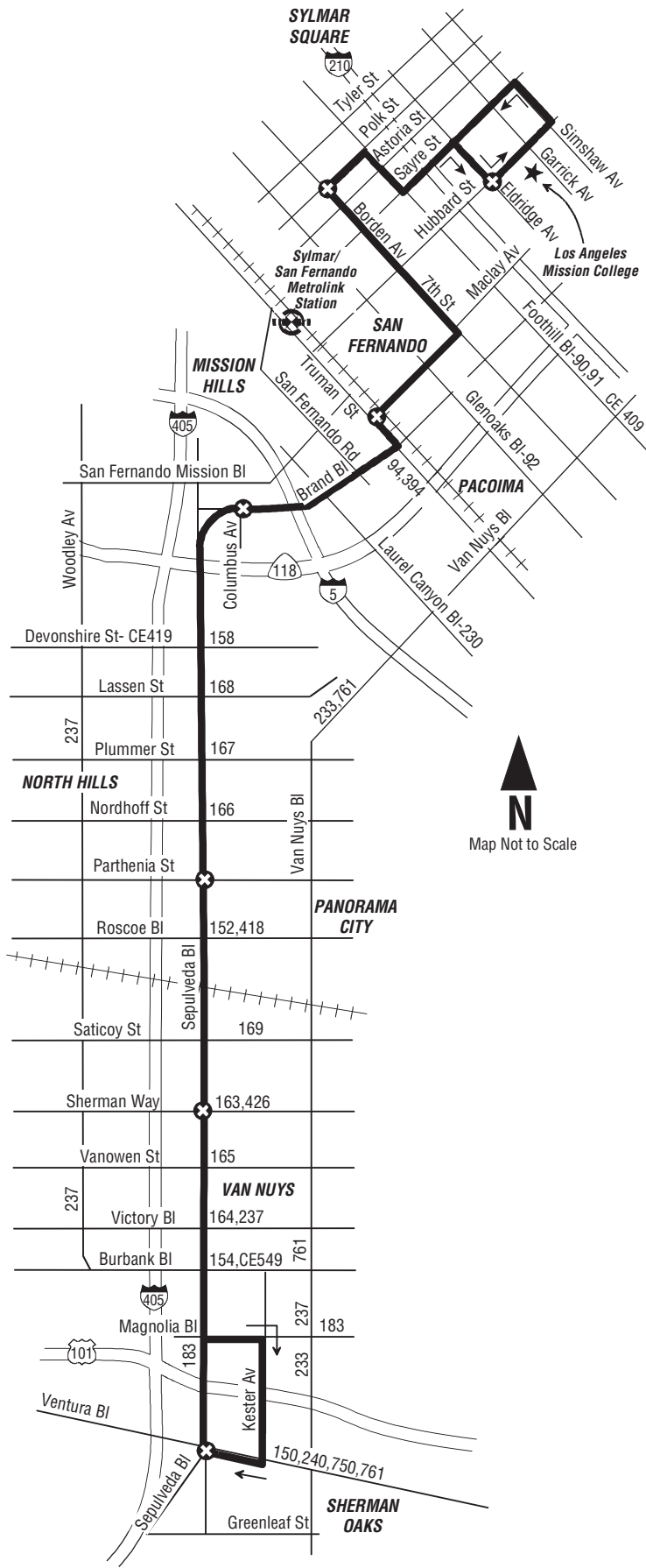
- Extend route from Sylmar Metrolink Station via Hubbard St. to Mission College (Weekday peaks only)



Legend	
	Route of Line 230
	Proposed Reroute

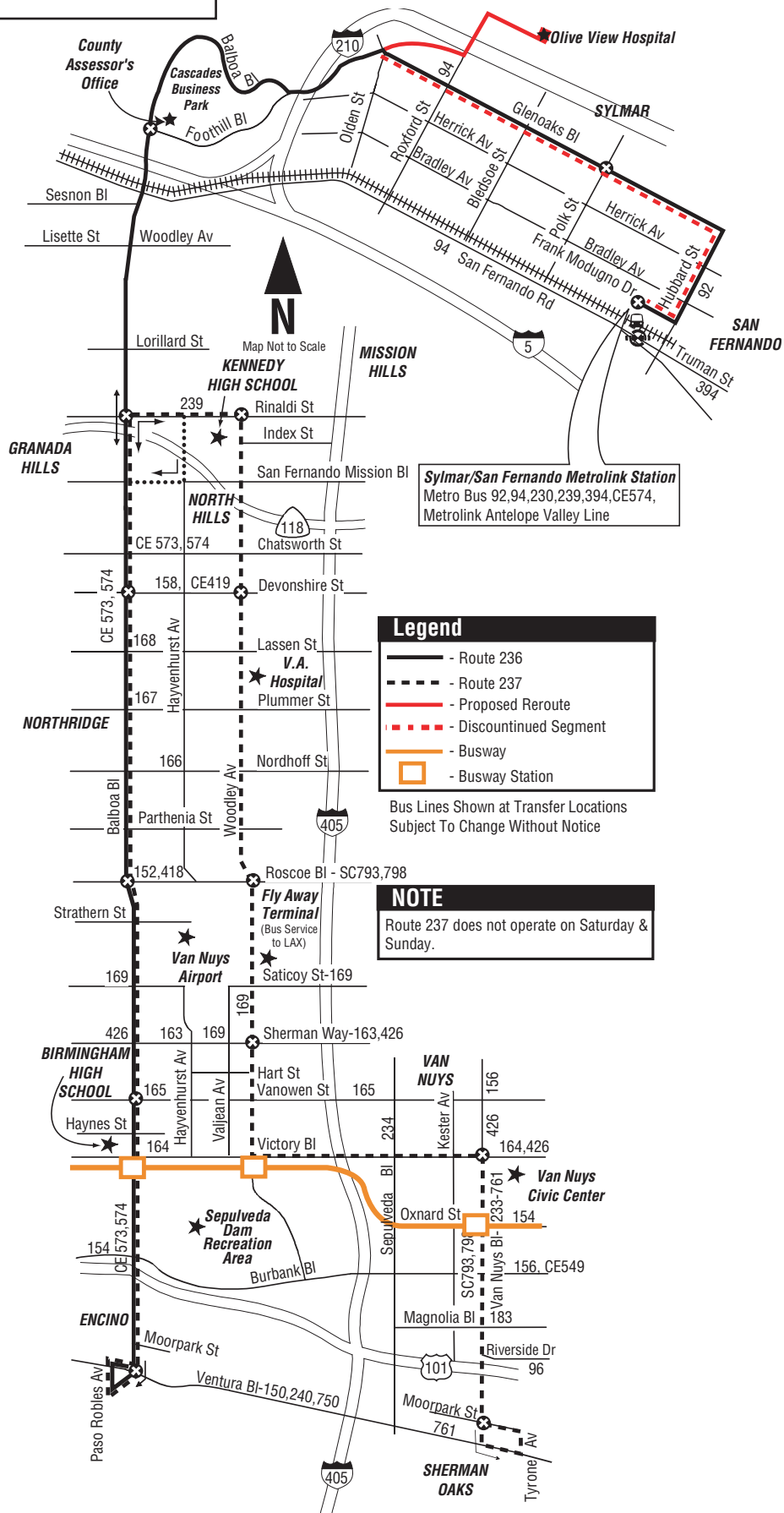
Line 234

Proposal:
 - Convert selected weekday peak trip to Sepulveda Rapid
 (See Line 734-Sepulveda Rapid)



Line 236

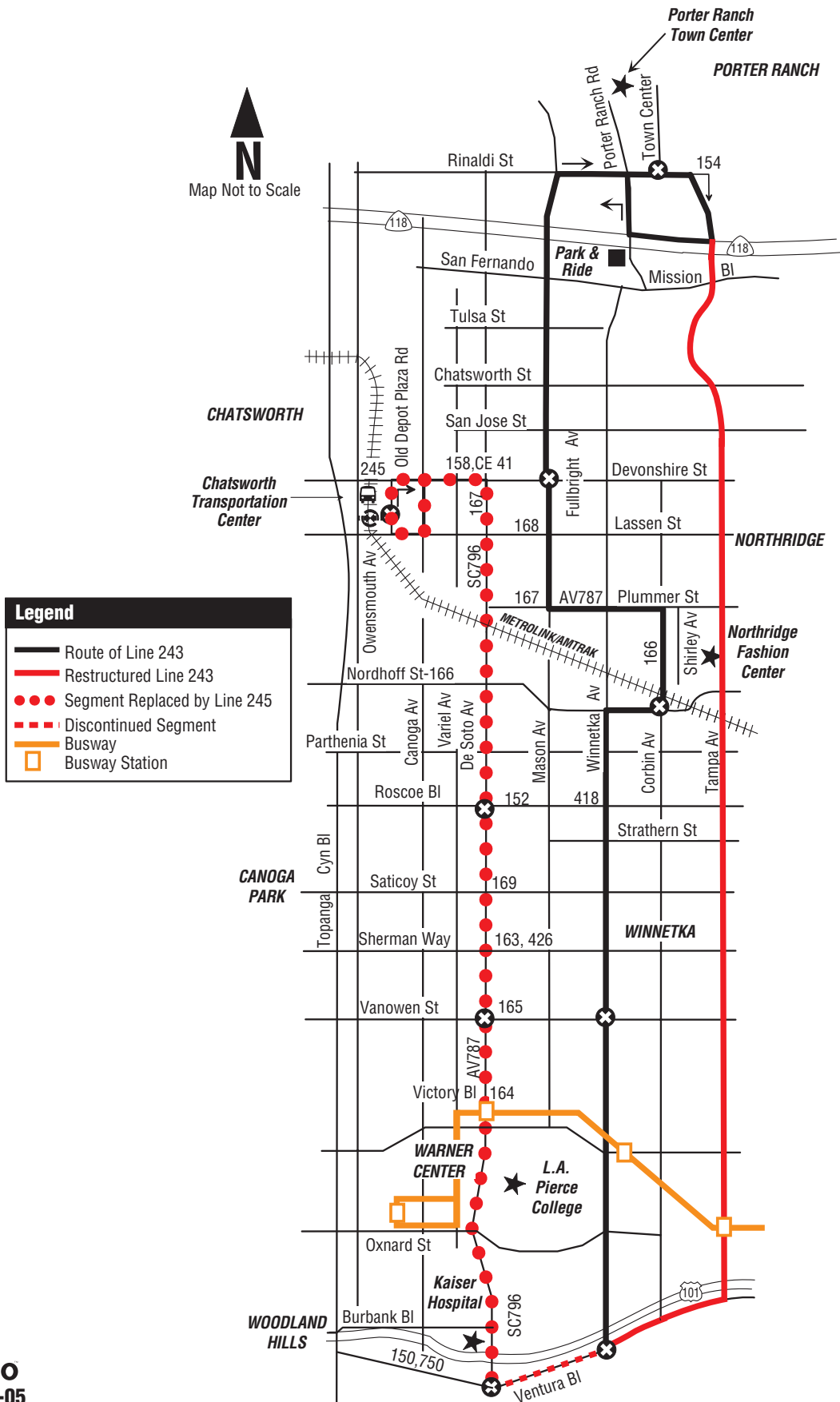
Proposal:
 - Cancel segment east of Foothill Bl. and Glenoaks Bl. to Sylmar Station and extend route to Olive View Medical Center.



Line 243

Proposal:

- Split line into two routes.
- Recombine Winnetka Av. segment with Tampa Av.
- See Line 245 for replacement service along DeSoto Av.



Map Not to Scale

Legend

- Route of Line 243
- Restructured Line 243
- Segment Replaced by Line 245
- - - Discontinued Segment
- Busway
- Busway Station

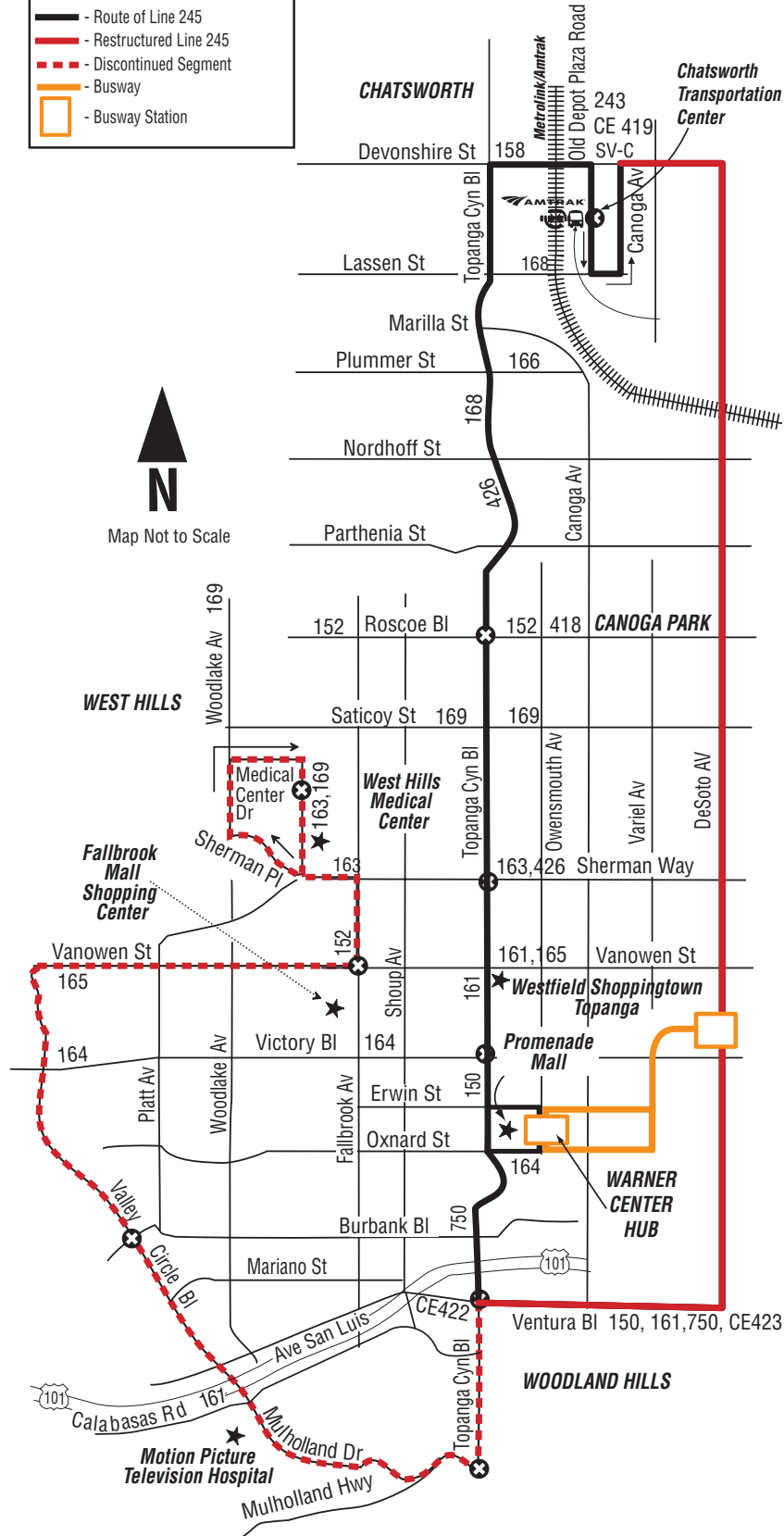
Line 245

Proposal:

- Split line in two routes.
- Recombine Topanga Canyon Bl. segment with De Soto Av.
- Cancel segment between West Hills Medical Center and Topanga Canyon and Ventura Bls.

Legend

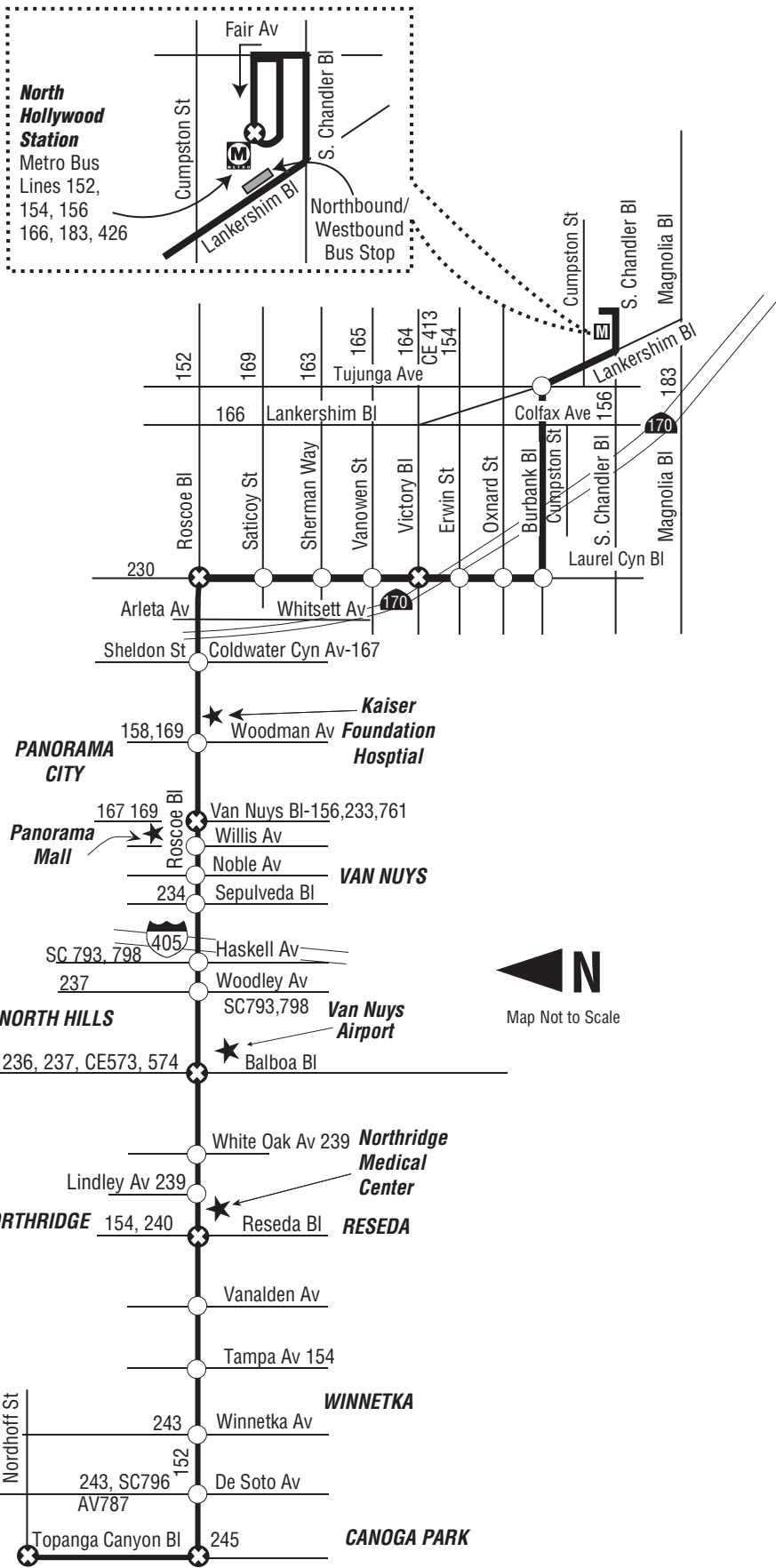
- Route of Line 245
- Restructured Line 245
- Discontinued Segment
- Busway
- Busway Station



Map Not to Scale

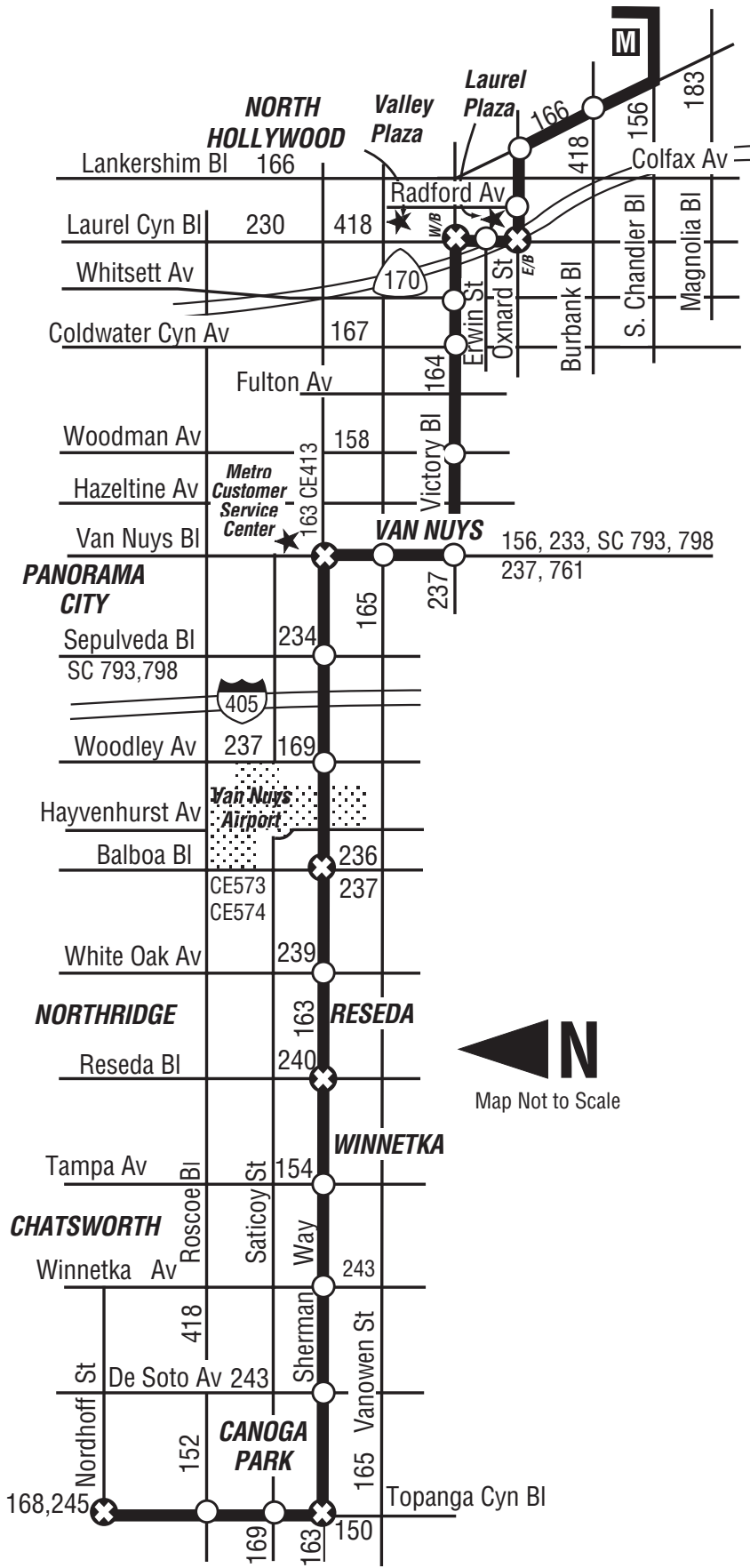
Line 418

Proposal:
 - Cancel entire line.
 - Reallocate resources.



Line 426

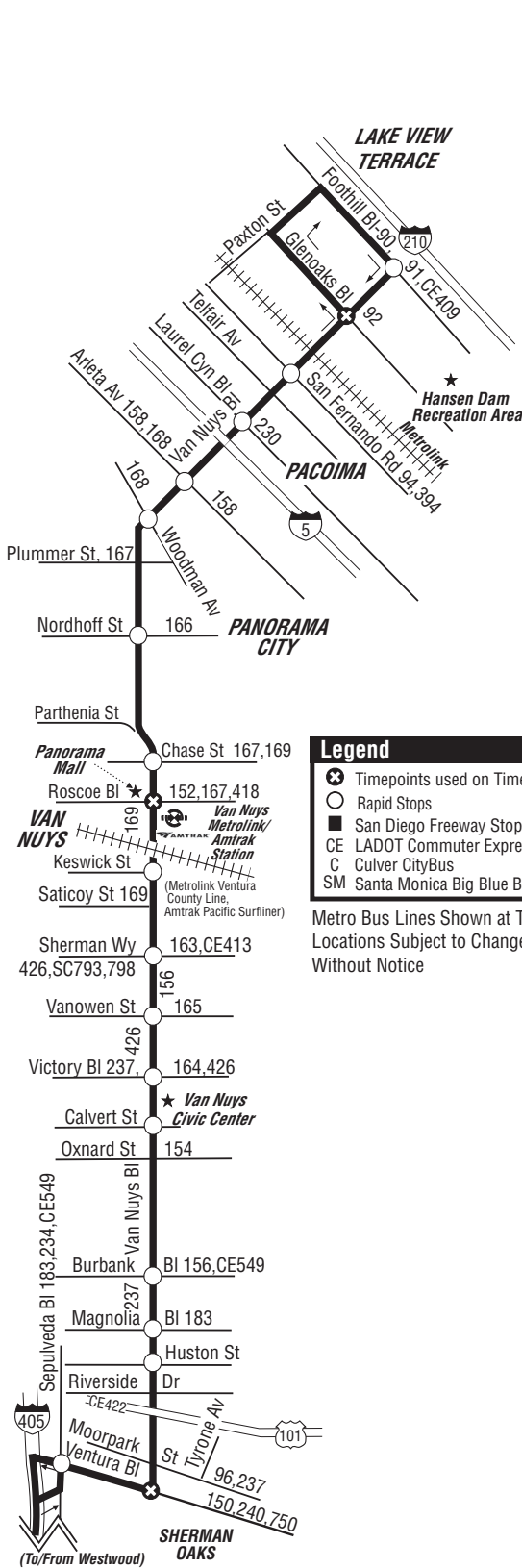
Proposal:
 - Cancel entire line.
 - Reallocate resources.



Line 761

Proposal:

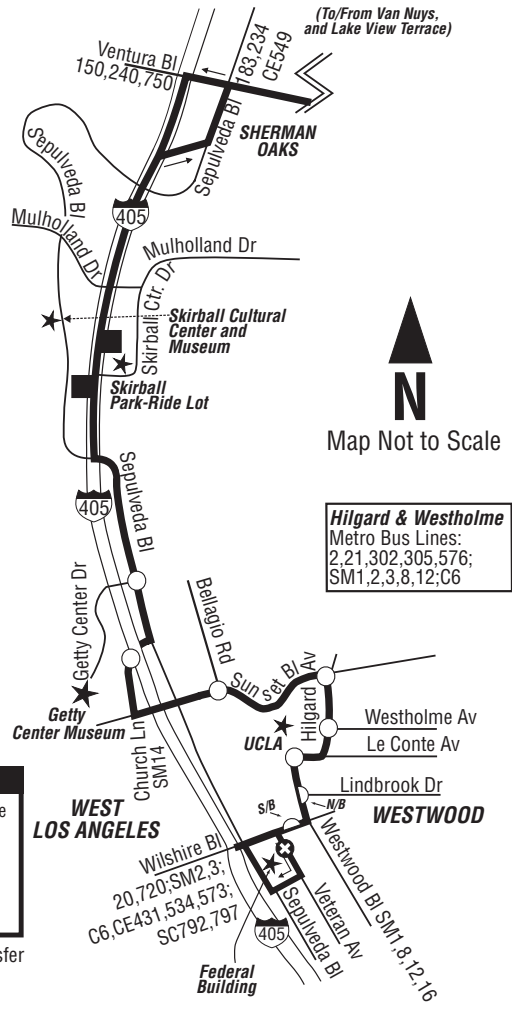
- Convert selected weekday peak trips between Sherman Oaks and Westwood to New Study Line S-1. (See New Study Line S-1)



Legend

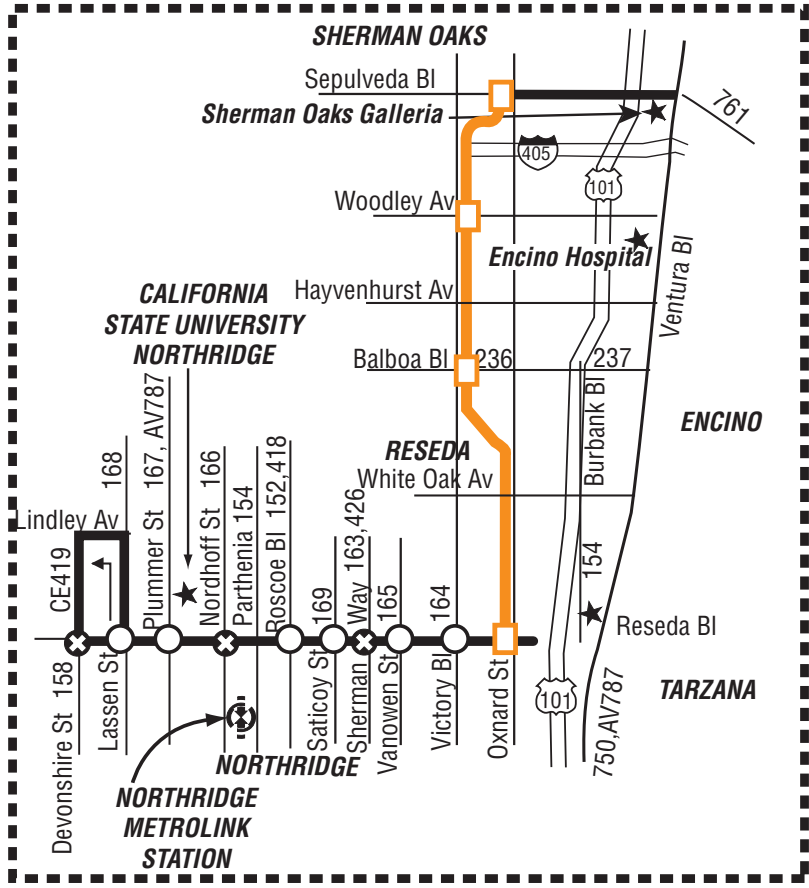
- ⊗ Timepoints used on Timetable
- Rapid Stops
- San Diego Freeway Stops
- CE LADOT Commuter Express
- C Culver CityBus
- SM Santa Monica Big Blue Bus

Metro Bus Lines Shown at Transfer Locations Subject to Change Without Notice



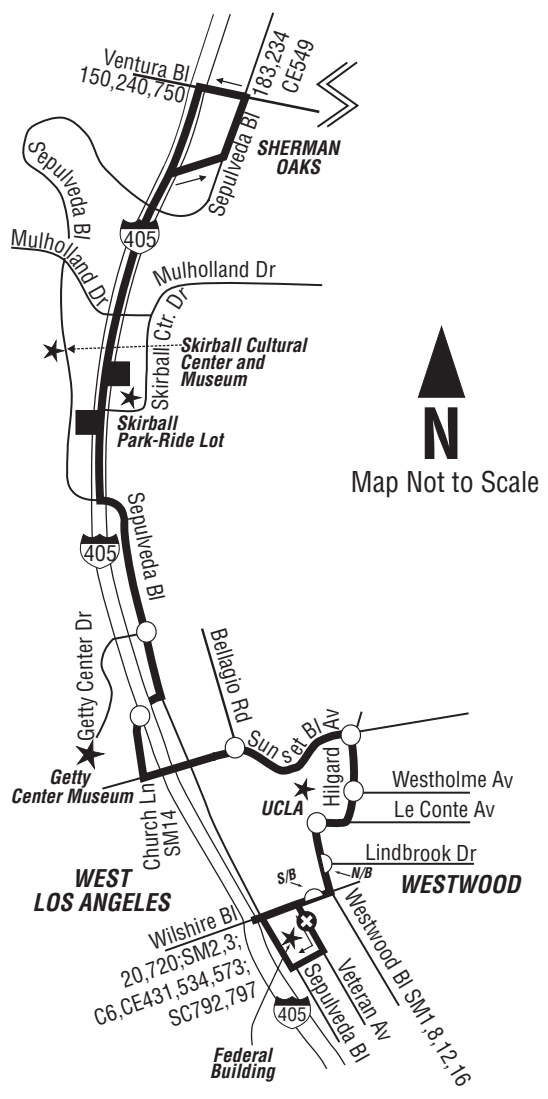
New Study Line S-1 - Reseda - Sepulveda - Westwood Express

Proposal:
 - New line to operate between Northridge and Westwood via Orange Line Busway between Reseda and Sepulveda Stations.



Legend

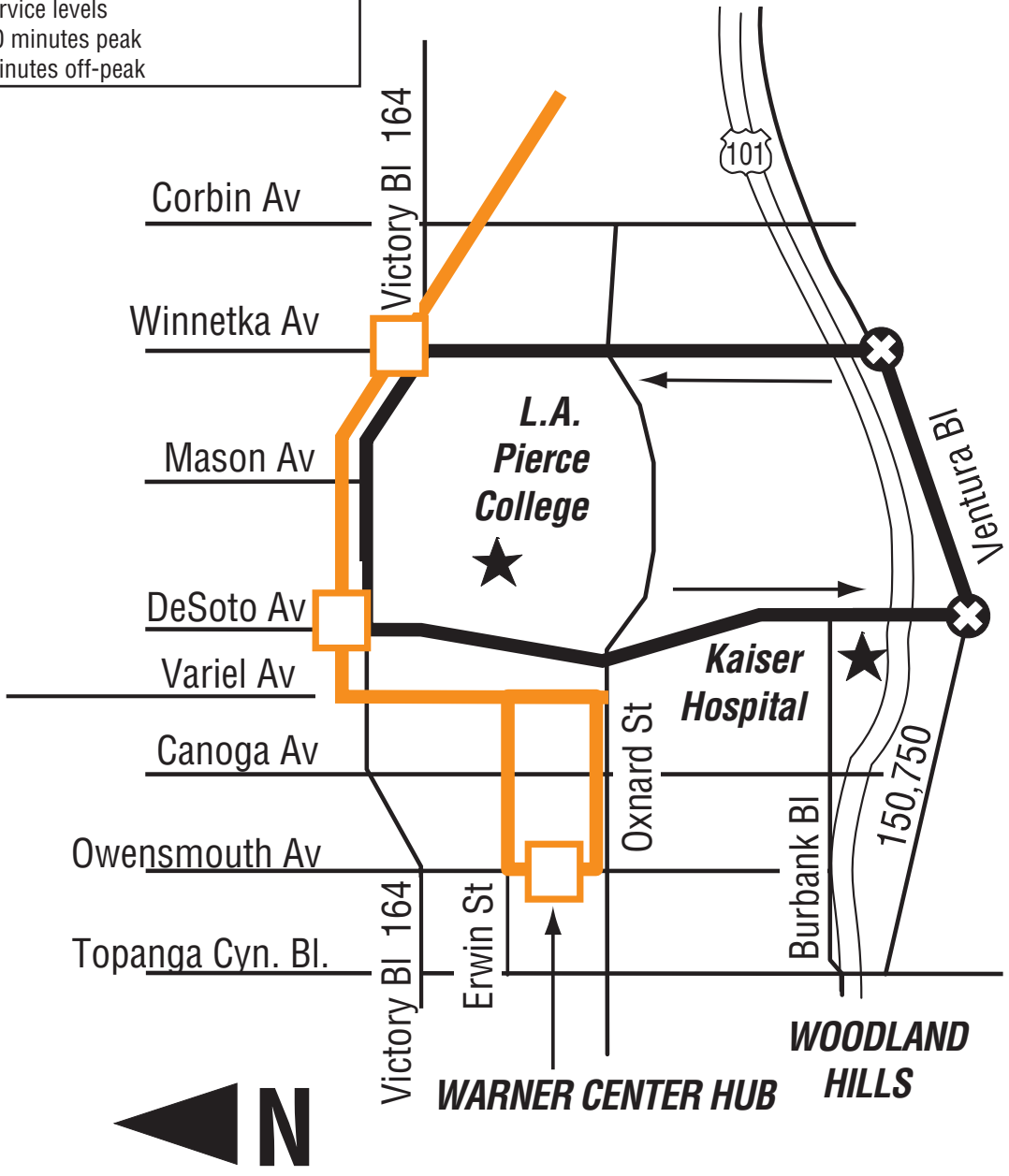
- Route of Study Line S-1
- Proposed Stops
- Busway
- Busway Station






Map Not to Scale

New Study Line S-643

Proposal:
 - New Pierce College Shuttle serving De Soto and Winnetka Stations
 (One-Way Loop-Weekdays Only).
 - Proposed service levels
 20-30 minutes peak
 60-minutes off-peak



N
 Map Not to Scale

Legend	
	Route of Study Line 643
	Busway
	Busway Station

New Line 734- -Sepulveda-North Metro Rapid



Sepulveda-North Metro Rapid
Effective June 2005

Rapid

- Sepulveda-North Metro Rapid and Stops
- Other Rapid Lines

Countywide Planning and Development
January 2005