

**METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL
MARCH 23, 2005**

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 Hearing conducted on Wednesday, March 2, 2005 regarding proposed service changes for June 26, 2005 or later (Attachment B);
- 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 March 2, 2005 to solicit public input, written comments and verbal testimony regarding proposed service changes for June 26, 2005 or later. A review of public input and a through analysis of impacts are contained in this report along with staff's revised service change recommendations.

ALTERNATIVES CONSIDERED

Alternatives to the staff recommendation are to 1) not adopt the revised service changes; 2) adopt a new subset of the proposals. Neither option is recommended since staff's recommendations optimize the resources available to support bus service improvements.

FINANCIAL IMPACT

The revised service change program can be implemented at no increase in operating cost. Resources from unproductive or duplicated lines will be reinvested to support new Metro Liner service along the Orange Line busway and improve station interface.

BACKGROUND

The Metro San Fernando Valley Governance Council conducted a public hearing on March 2, 2005, 6:30 pm, at the Marvin Braude Constituent Service Center in Van Nuys. The purpose of the hearing was to obtain public comment on proposed service changes to eighteen bus lines operated by the Metro San Fernando Valley Sector. The changes under consideration support the start-up of new Metro Liner service along the Orange Line busway and improve station interface. Unproductive or duplicated services or segments were considered for cancellation so

that resources could be reinvested to provide new or improved services without increasing operating costs.

The Notice of Public Hearing (Attachment A) was published in the Daily News on Sunday, January 30, 2005. The notice was also published in the L.A. Watts Times, La Opinion, Rafu Shimpo and was posted on the Metro San Fernando Valley Sector website. The website included the maps of proposed service changes. Copies of both the public hearing notice and service change maps were provided to patrons upon request.

About 13,000 take-ones containing public hearing information were distributed to customer centers and operating divisions prior to the hearing. The bulk of the take-ones were sent to the Sun Valley and Chatsworth operating divisions for distribution on impacted bus lines. On March 2 the Daily News published an article to inform the public of the hearing. Staff also met with transportation staff from the cities of Los Angeles, Burbank and Glendale to apprise them of the proposed changes prior to March 2.

Results of the Public Hearing

Approximately 58 individuals attended the hearing held at the Marvin Braude Center. Forty-two individuals gave verbal testimony and thirty-four respondents provided written comments via letters, facsimile and emails by the March 2 closing date. The seventy-six respondents provided a total of 192 comments on various proposals contained in the notice. The total breakdown consisted of 75% opposed, 8% in support of and 17% suggesting modifications to various proposals. Staff also received three petitions with a total of 421 signatures opposing specific line and/or segment cancellations.

The respondents included representatives from various organizations such as the Transit Coalition, Southern California Transit Advocates, Sierra Club, Granada Hills North Neighborhood Council, Valley Village Neighborhood Council and the Bus Riders Union. Congressman Brad Sherman submitted a letter requesting the Governance Council to re-evaluate proposals that discontinue bus service along routes in the San Fernando Valley and to consider alternatives that do not discontinue service altogether.

Summary of Public Comment

Metro San Fernando Valley patrons and community organizations take a very active role in addressing concerns regarding bus service in their area. The public hearing process provided a forum for Governance Council members and staff to receive a substantial amount of feedback on all of the service change proposals. Many respondents were opposed to various changes and provided alternate proposals. In other cases, respondents offered minor modifications to staff's proposal. Some provided support by validating low ridership on unproductive lines and line segments.

The majority of the comments focused on proposals to cancel and reallocate services. Two petitions with a total of 253 signatures were submitted opposing the cancellation of Lines 168, 245, 418 and 426. The majority of the signatures referred specifically to Line 168 (Lassen St.-Paxton St.). Concern was raised that Line 168 was the only service available for patrons to

travel to work and run errands. Patrons would be greatly inconvenienced if they were forced to transfer and walk to complete their trip. A few suggested to retain Line 168 service by linking segments with Line 156.

An additional petition with 89 signatures was submitted opposing the cancellation of the segment of Line 245 (Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.) operating between West Hills Medical Center and Canoga Park, primarily via Mulholland Drive and Valley Circle Boulevard. There was much concern for domestic workers using this line. One 18 year patrons expressed concern for all domestics and students who were negatively impacted by the lack of alternative service available for work and school. Several seniors stated that they did not drive and needed the bus service to access other parts of the Valley; therewise they would be isolated. A few respondents supported the proposal to cancel Lines 168 and 245, citing low ridership.

Many comments pertained to shortening of Line 156 (Panorama City-Van Nuys-L.A. City College) at both ends. While both terminals were a concern, shortening the northern end generated the most opposition. Concerns were raised regarding the increase in travel time needed to transfer to Lines 233 (Van Nuys Bl.) and 761 (Westwood-Van Nuys Bl. Metro Rapid) at Burbank and Ventura Boulevards in order to access destinations along Van Nuys Boulevard. Shortening Line 156 at Highland Avenue and Hollywood Boulevard was less of a concern and some agreed that service was duplicated along Santa Monica Boulevard. While some respondents stated that they were opposed to this change, an equal number of respondents suggested that service should be terminated at Santa Monica Boulevard instead of Hollywood Boulevard. This would maintain connections to service along Santa Monica Boulevard. Testimony included a motion passed (11-0-2) by the Valley Village Neighborhood Council to maintain Line 156 service to Panorama City and extending the southern terminal to Santa Monica Boulevard. Comments were received to maintain owl service along the existing route of line.

New Study Lines S-1 (Reseda Bl.-Orange Line Busway-Sepulveda Bl.-Westwood) and S-643 (Pierce College Shuttle) received little support, primarily since the implementation of these routes required reallocation of resources. Comments focused on retaining existing limited stop service on Lines 418 (Roscoe Bl.-Laurel Canyon Bl.-North Hollywood Station Limited) and 426 (Sherman Way-Victory Bl.-North Hollywood Station Limited), instead of implementation any new services. A statement was made that limited stop service was preferable to riding local routes. Respondents were also opposed to the reallocation of trips on Line 240 (Reseda Bl.-Ventura Bl.) and Line 761 to support new S-1 because it required a reduction in existing service. Similarly, respondents did not support the new Line 734 Sepulveda Rapid (Sepulveda-North Metro Rapid) since it required converting local trips on Line 234 (Sepulveda Bl.-Brand Bl.-Sayre St.) and longer waits at non-rapid bus stops. The proposal to extend Line 230 (Laurel Canyon Bl.) to Mission College to offset the proposed reduction in Line 234 to Mission College was the only change that received no opposition.

Respondents representing the Granada Hills North Neighborhood Council cited a motion passed to opposed the reroute of Line 236 (Balboa Bl.-Sylmar) to Olive View Medical Center instead of Sylmar Station. Respondents stated that the communities of Granada Hills and Sylmar, as well as other organizations, fought hard to counter staff's proposal to eliminate service in their area. Their input at the last public hearing resulted in the route extension to Sylmar Station instead.

Comments reiterated that Sylmar Station was the logical terminal for the line and not Olive View Medical Center. Respondents felt that the service should be promoted to encourage more ridership and not canceled to address one residential concern.

Respondents also opposed canceling a segment of Line 183 (Magnolia Bl.-Kenneth Rd.-E. Colorado St.), north and east of Glenoaks Boulevard. It was mentioned that some segments would have no replacement service, patrons would have to transfer two or three times and Beeline #6 does not operate on Sundays. Requests were received to operate smaller buses instead of canceling the route or operate the service from Burbank at least to Alameda Avenue and San Fernando Road. The City of Glendale stated that this route serves one of the most transit dependent areas in Glendale, while the City of Burbank commented that service is needed for the transit dependent residential area northeast of Glenoaks Boulevard. Both municipalities cited the need to run smaller vehicles at reduced headways to address service deficiencies.

There was concern for the proposal to shorten Lines 150 (Ventura Bl.-Warner Center-Canoga Park) and 161 (Thousand Oaks-Canoga Park) at the Warner Center Hub. Comments received indicated that patrons wanted to maintain their connection with Sherman Way. Instead of shortening the route, two respondents suggested extending the route past Sherman Way to Chatsworth Station. This change would be made in lieu of restructuring Lines 243 (De Soto Av.-Ventura Bl.-Winnetka Av.) and 245 (Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.). The majority of patrons suggested that staff's proposal to shorten the western terminal of Line 154 (Tampa Av.-Ventura Bl.-Burbank Bl.-Oxnard St.) be modified and extended slightly to the Tampa Station or tied to Line 240 trips to provide service to the Reseda Station.

Summary of Revisions to Service Change Proposals

The Orange Line busway is a major transportation project that will integrate the San Fernando Valley with the regional transportation network. Metro Liner will change the ridership patterns of travel within the San Fernando Valley, providing fast and convenient service between North Hollywood and Warner Center seven days a week. Service along north-south corridors must be improved to improve transfers at interface stations. Staff developed service changes that would promote new services and enhance existing services without increasing costs. Respondents sent a clear message, however, that they are opposed to any changes in service that reduce service levels or increase transfers, even if new or faster services are introduced. Moreover they supported unproductive services that operate infrequently since no alternate services are provided. Given budgetary constraints, however, staff must ensure the service provided is the most effective use of available resources.

The revised service change program recommended by staff mitigates the concerns raised through the public hearing process and allows selected services to be improved without completely eliminating service in unproductive corridors. Highly duplicated or unproductive time periods, however, are recommended for elimination so that service can be enhanced along other major corridors. The revised service change program is described below.

Line 150 (Ventura Bl.-Warner Center-Canoga Park)

Original Proposal: Shorten route at Warner Center Hub.

Staff recommends withdrawing this proposal.

In response to public input, direct service to the Sherman Way terminal will be retained.

Line 154 (Tampa Av.-Ventura Bl.-Burbank Bl.-Oxnard St.)

Original Proposal: Shorten line at Reseda and Ventura Bls.;
(See Line 243 for replacement service along Tampa Av.)

Staff recommends adopting the original proposal.

The western terminal of this line will be shortened at Reseda and Ventura Boulevards where there is an existing terminal. When practical, selected trips will be interlined with Line 240 shortline trips to provide 154 patrons with direct access to the Reseda Station as suggested. Suggestions were received to extend the shortened terminal to either the Tampa or Reseda Station are not recommended. A field investigation determined that it is not feasible to establish a bus terminal near either station. Rerouting service to and from the Reseda/Ventura terminal would require excessive one-way looping and would increase the cost of this proposal. The Tampa Avenue segment of the line will be recombined with the Winnetka Avenue segment of Line 243 as proposed. (See Line 243.)

Line 156 (Panorama City-Van Nuys-L.A. City College)

Original Proposal: Shorten and modify northbound route at Burbank Bl. and Kester Av.
Shorten southbound route at Highland Av. and Hollywood Bl.

Staff recommends adopting the original proposal.

The northbound terminal will be relocated from Van Nuys and Roscoe Boulevards to Burbank and Van Nuys Boulevards. This will reduce duplication on Van Nuys Boulevard with Lines 233 and 761. Trips formerly operated along Van Nuys Boulevard by Line 156 will be added to Line 233 to ensure adequate service is provided. The southern terminal will be relocated from the Los Angeles City College to Highland Avenue and Santa Monica Boulevard to reduce duplication with Lines 4 and 304, operating along Santa Monica Boulevard.

As requested, late night and owl service between downtown Los Angeles and Van Nuys and Roscoe Boulevards will be retained and operated via the current route of line.

Line 161 (Thousand Oaks-Canoga Park)

Original Proposal: Shorten line at Warner Center Hub (weekdays only)

Staff recommends adopting this proposal.

The weekday route operates to its eastern terminal at the Owensmouth Avenue side of Westfield Topanga, just south of Vanowen Street. The route was extended to Thousand Oaks Transit Center several years ago but the route is too long to operate without adding resources or decreasing already infrequent service levels. Adding resources to the line is not recommended since it would result in lowering the productivity of an already low performing line. Shortening the route to the Warner Center Hub may result in a slight loss in ridership but will allow service

to be provided without increasing costs. The eastern terminal for weekend service will remain at Ventura and Topanga Canyon Boulevards.

Line 168 (Lassen St.-Paxton St.)

Original Proposal: Cancel line; Reallocate resources.

Staff recommends modifying the route slightly and maintaining weekday peak service.

Public comment indicated that there is a need to retain this service, at least for patrons who use this line to access work and school. As a consequence, staff recommends retaining peak service on weekdays and implementing route deviations to Northridge Fashion Center and a minor reroute via Van Nuys and Laurel Canyon Boulevard to eliminate an unproductive segment of the route. The western terminal will be shortened from Topanga Canyon Boulevard and Nordhoff Street to Chatsworth Station to accommodate the proposed route modifications. Weekday midday and Saturday service will be canceled. There were only about 250 to 300 patrons using this service each Saturday.

Line 183 (Magnolia Bl.-Kenneth Rd.-E. Colorado St.)

Original Proposal: Cancel segment between downtown Burbank and Glendale Transportation Center.

Staff recommends withdrawing this proposal.

Service will be maintained in consideration of opposition received and the need to continue to provide service to transit dependent residential areas in Burbank and Glendale.

Line 230 (Laurel Canyon Bl.)

Original Proposal: Extend route from Sylmar Metrolink Station via Hubbard St to Mission College (weekday peaks only).

Staff recommends adopting this proposal, if Line 234 trips are reallocated to new Line 734 Sepulveda North Rapid.

This route extension will allow service levels to the college to be maintained and provide a direct link to Sylmar Station. It will also establish new service along Hubbard Street, north of Glenoaks Boulevard. (See Lines 234 and 734.)

Line 234 (Sepulveda Bl.-Brand Bl.-Sayre St.)

Original Proposal: Convert selected weekday peak trips to New Line 734 – Sepulveda North Rapid.

Staff recommends adopting this proposal, if trips are reallocated to new Line 734 Sepulveda North Rapid.

Weekday peak service levels are slated to be reduced and integrated into the new Line 734 Sepulveda North Rapid. The Sepulveda North Rapid will operate from Sylmar Metrolink Station to Sepulveda and Ventura Boulevards, resulting in reduced service 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 Lines 230 and 734.)

Line 236 (Balboa Bl.-Sylmar)

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

Staff's recommends withdrawing this proposal.

Respondents from the Granada Hills North Neighborhood Council passed a motion to oppose this proposal since they worked hard for the route extension. Service was extended to the Sylmar Station on June 29, 2003 to address long-standing community requests for service. It was mentioned that the Sylmar Station was a logical terminal for this line and not Olive View Medical Center. Other respondents echoed these sentiments.

Line 240 (Reseda Bl.-Ventura Bl.)

Original Proposal: Convert selected weekday peak trips to New Study Line S-1.

Staff recommends withdrawing this proposal.

This change was contingent upon the proposal for new Study Line S-1, which is not recommended for implementation in June-2005. Respondents did not want the number of Line 240 trips traveling to Ventura Boulevard to be reduced and converted to S-1 trips. Staff will work with Corporate to coordinate implementation of a new Tier 1 Reseda Rapid in June-2006, which may incorporate elements of S-1. Shortline trips on Line 240 will be interlined with selected Line 154 trips to improve access to the Reseda Station. (See Line 154.)

Line 243 (De Soto Av.-Ventura Bl.-Winnetka Av.)

Original Proposal: Split line in two: Combine Winnetka Av. segment with Tampa Av. (See Line 245 for replacement service along De Soto Av.)

Staff recommends adopting this proposal.

This line will be split into two routes and route segments combined with other nearby route segments. Line 243 service along Winnetka Avenue will be combined and linked to the Tampa Avenue segment of Line 154 and peak service improved. 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 Northridge Station will be eliminated since patrons are primarily using DASH Northridge to access the station. The De Soto Avenue segment will be combined with the Topanga Canyon Boulevard segment of restructured Line 245. (See Line 245.)

Line 245 (Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.)

Original Proposal: Combine Topanga Canyon Bl. segment with De Soto Av. Cancel segment between West Hills Medical Center and Topanga Canyon and Ventura Bls.

Staff recommends a major modification to this proposal.

Service along the segment between West Hills Medical Center and Topanga Canyon and Ventura Boulevards will be retained during weekdays as new shuttle **Line 645**. This proposal responds to petitions received and major concerns regarding the elimination of this route segment. Although this segment is lightly utilized, it is the only service available for domestics, students and seniors to access jobs, school and connections to other destinations in the San Fernando Valley. Patrons were so concerned that they not only commented at the meeting but

sent letters and emails as well. Some patrons suggested that this service be converted to a DASH route, but this route was ranked among the lowest for DASH implementation. Weekend service will be canceled due to extremely low patronage.

Line 245 service along Topanga Canyon Boulevard, operating between the Chatsworth Transportation Center and Ventura Boulevard, will be combined with the De Soto Avenue segment of former Line 243 and peak service improved. 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. See Line 243 and new Line 645.)

Line 418 (Roscoe Bl.-Laurel Canyon Bl.-North Hollywood Station Limited)

Original Proposal: Cancel line; Reallocate resources.

Staff recommends maintaining this line, modifying the route to Lankershim Boulevard and renumbering service to Line 353.

This change was contingent upon the proposal for new Study Line S-1 and S-643, which are not recommended. Patrons felt that keeping Line 418 with known ridership was preferable to new Study Line S-1 service or new Metro Liner service. Concern was expressed that transfers and travel time would be increased if service were eliminated. Patrons also did not want to ride slower local services during the peaks. Since the route will be maintained, staff recommends rerouting the Laurel Canyon segment to Lankershim Boulevard. Currently, many patrons are riding Line 166 along Lankershim Boulevard to/from the North Hollywood Station. This line experiences a high volume of passenger activity at the major intersections. Rerouting Line 418 to Lankershim and providing limited stop service would provide an alternative to Line 166 and could encourage more patrons to use this service. The line will be renumbered to Line 353 to comply with Metro bus service numbering scheme.

Line 426 (Sherman Way-Victory Bl. -North Hollywood Station Limited)

Original Proposal: Cancel Line; Reallocate resources.

Staff recommends withdrawing this proposal and renumbering to Line 363 as suggested.

This change was contingent upon the proposal for new Study Line S-1 and S-643, which is not recommended. Similar to concerns on Line 418, patrons felt that keeping Line 426 with known ridership was preferable to new Study Line S-1 service or new Metro Liner service. Concern were also expressed on this line about the increase in transfers and travel time if this line were eliminated. If anything, this line should be retained since it has higher ridership than Line 418. This line will be renumbered to Line 363 to comply with Metro bus service numbering scheme.

New Line 645 Shuttle (Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.)

New Proposal: (See Line 245 proposal to cancel segment between West Hills Medical Center and Topanga Canyon and Ventura Bls.)

Service along the route segment between West Hills Medical Center and Topanga Canyon and Ventura Boulevards will be retained during weekdays as new shuttle **Line 645**. This proposal responds to petitions received and major concerns expressed regarding the proposal to eliminate this route segment.

Line 761 (Westwood-Van Nuys Bl. Metro Rapid)

Original Proposal: Convert selected weekday peak trips between Sherman Oaks and Westwood to New Study Line S-1.

Staff recommends withdrawing this proposal.

This change was contingent upon the proposal for new Study Line S-1, which is not recommended. Concerns were raised about reducing trips between Sherman Oaks and Westwood since selected trips would be converted to S-1 trips. Suggestions were received to extend Line 761 to LAX but former Line 561 was shortened to Westwood to address on-time performance issues caused by freeway delays. Fewer patrons were using the route segment between Westwood and LAX. Savings achieved on former Line 561 have already been reinvested to improve service along Van Nuys Boulevard. (See Study Line S-1.)

PROPOSED NEW SERVICES

New Study Line S-1 (Reseda Bl.-Orange Line Busway-Sepulveda Bl.-Westwood)

Original Proposal: Establish new expedited service from Northridge via Reseda Boulevard, Orange Line busway, Sepulveda Bl., the via route of Line 761 to Westwood (weekday peaks only, every 20 minutes).

Staff recommends withdrawing this proposal.

New Study Line S-1 did not receive support since it required reallocation of resources from existing services. The concept of providing new travel opportunities for patrons traveling from the North San Fernando Valley to Westwood, while helping to actualize the parking capacity at the Sepulveda Station has merit, but patrons did not want to experiment with this new service at the expense of existing services. Since a new Tier 1 Reseda Rapid is proposed for June-2006 implementation, staff will work with Corporate to coordinate this new service, which may incorporate elements of S-1.

New Study Line S-643 (Pierce College Shuttle)

Original Proposal: Establish new shuttle service along De Soto Av., Ventura Bl., Winnetka Av. and Victory Bl.

Staff recommends withdrawing this proposal.

This new circulator was designed to improve service to the Winnetka and De Soto Stations, since there is no parking at the De Soto Station and limited parking at the Winnetka Station. Patrons felt that if there were no additional resources to implement this service, it should not be implemented.

New Line 734 (Sepulveda-North Metro Rapid)

Original Proposal: Establish new 20-minute weekday peak Metro Rapid service from Sylmar Station via Truman St., Brand Bl. and Sepulveda Bl. to Sherman Oaks.

Tier 1 Line: Decision Pending – Staff will work with Corporate on Implementation

Staff has prepared a report requesting the Board to delay implementation of this service until additional funding can be secured to provide improved peak and midday service levels. As

currently proposed, the Sepulveda Rapid will operate from Sylmar Metrolink Station to Sepulveda and Ventura Boulevards every 20-minutes, during weekday peak periods only. No weekday base or weekend service will be provided. (See also Lines 230 and 734.)

NEXT STEPS

Staff will implement approved service modifications described in the report on June 26, 2005 or later. Since some changes will be deferred until the Orange Line busway is opened, staff will provide the Governance Council with an implementation schedule at the next meeting.

ATTACHMENTS

- A. Notice of Public Hearing
- B. Summary of Public Comment and Staff Response
- C. Revised Impact on Revenue Service Hours
- D. Revised Passenger Impact Table
- E. Revised Maps

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



NOTICE OF PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority
San Fernando Valley Service Sector

The Metro San Fernando Valley Governance Council will hold a public hearing on **March 2, 2005 at 6:30 PM at the Marvin Braude Constituent Service Center**. The purpose of the upcoming hearing is to receive public comment on proposed changes to bus service operating in the San Fernando Valley Service Sector. Approved changes will become effective June 26, 2005 or later.

The hearing is 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 SECTOR SERVICE

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

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-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 along a one-way loop every 15-20 minutes, weekdays only.
734	New Sepulveda-North 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 weekday peaks only.

Attachment A

LOCATION AND DATE OF PUBLIC HEARING

March 2, 2005

6:30 PM

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

Additional details about these proposals will be available for public inspection after February 7, 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 through March 2, 2005. All written testimony should be addressed to:

LACMTA

One Gateway Plaza

Los Angeles, CA 90012-2932

Attn: Metro San Fernando Valley Service Sector

March 2005 Public Hearing for June 26, 2005 Service Changes

Comments can also be sent via:

E-mail to: customerrelations@mta.net

Facsimile at: 213-922-9594.

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 March 2, 2005 Public Hearing Comments and Staff Response

Tally: Support: 15 Oppose: 144 Modify: 33

LINE NO.	LINE NAME	DESCRIPTION OF CHANGE	NO. OF COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE
150	Ventura Bl.-Warner Center-Canoga Park	Shorten route at Warner Center Hub	Support: 1 Oppose: 5	<ul style="list-style-type: none"> Maintain route and extend via Topanga Canyon Bl. to Chatsworth Station; Unfair to disabled who have to transfer on last segment. 	Retain existing service.
154	Tampa Av.-Ventura Bl.-Burbank Bl.-Oxnard St.	Shorten line at Reseda and Ventura Bl; See Line 243 for replacement service along Tampa Av.	Support: 1 Oppose: 2 Modify: 5	<ul style="list-style-type: none"> Tie Line 154 service along Tampa Av. with Topanga Canyon Bl. segment of Line 245. Tie shortened Line 154 terminal to Line 240 and operate Line 240 as a Reseda Bl. shuttle; Improve service to Northridge Fashion Center and provide Sunday/late evening service; Extend shortened terminal to Tampa Station. 	Implement as proposed. The suggestion to extend the route to either the Reseda or Tampa Stations is not recommended since a field investigation determined that it is not feasible to establish a bus terminal near either station. The route will be tied to Line 240 where possible.
156	L.A. City College-Van Nuys-Panorama City	Shorten and modify northbound route at Burbank Bl. and Kester Av. Shorten southbound route at Highland Av. and Hollywood Bl.	Support: 0 Oppose: NB: 22 SB: 13 (includes Valley Village Neighborhood Council)	<p>NB:</p> <ul style="list-style-type: none"> Motion passed 11-0-2 by Valley Village Neighborhood Council to maintain Panorama City segment; Create one seat ride on Line 156 by linking eastbound trips with Paxton St. segment, extending the route to Mission College, and westbound trips with Lassen St. segment to Chatsworth Station. Bus service is segmented, transfers and waiting time increased; Transfers difficult for seniors and disabled; Orange Line has 3 stops and parallel service has more than 20. <p>SB:</p> <ul style="list-style-type: none"> Proposal eliminates unduplicated segment between Hollywood and Santa Monica Bls. Lots of patrons go to Braille Institute; Lots of disabled/wheelchair patrons have to transfer. Need owl service to downtown. <p>Modify: NB: 1 SB: 12 (includes Valley Village Neighborhood Council)</p>	<p>Implement as proposed due to extensive duplication along Van Nuys Bl. at the northern terminal and along Santa Monica Bl. at the southern terminal; Line 233 service will be improved along Van Nuys Bl.; Implementation will be coordinated with Westside Central sector; Westside Central sector received 4 comments opposed to the shortening of the southern terminal due to overcrowding on Lines 4 and 304; Service will be improved on Lines 4 and 304.</p> <p>Staff is investigating the feasibility of establishing a terminal near Santa Monica Boulevard.</p>
			Modify: NB: 1 SB: 12 (includes Valley Village Neighborhood Council)	<p>NB:</p> <ul style="list-style-type: none"> Extend route from Kester Av. to Magnolia Bl., Sepulveda Bl. and Burbank Bl.; <p>SB:</p> <ul style="list-style-type: none"> Extend shortened route to Santa Monica Bl. and Highland Av., motion passed (11-0-2) by Neighborhood Council Valley Village as well; Extend route to Wilshire Bl. and Western Av.; Extend route to Melrose Av. and Vine St. 	Staff is investigating the feasibility of establishing a terminal at Van Nuys Bl. and Burbank Bl.; Turnaround loop will depend upon zone established.

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161	Thousand Oaks- Canoga Park	Shorten line at Warner Center (weekdays only)	Support: 1 Oppose: 2	<ul style="list-style-type: none"> Maintain existing connections. Maintain route and extend via Topanga Canyon Bl. to Sherman Way. 	Implement as proposed. The route is a low productivity line but the route length is too long to operate with existing resources. By shortening route, additional resources will not be required.
168	Lassen St.-Paxton St.	Cancel line; Reallocate resources	Support: 2 Oppose: 18 and 1 2-petitions with 253 signatures.	<ul style="list-style-type: none"> Very unproductive, but need trips for Chatsworth High School students. Agrees with low ridership. Create one seat ride on Line 156 by linking eastbound trips with Paxton St. segment; extending route to Mission College. and westbound trips with Lassen St. segment to Chatsworth Station. Need service to Arroyo St. office at eastern end of route; Only service available to go to work for many people who signed petition; Need more time and money to ride other services; Not helping Valley people get around; Need service to run errands; Serves VA and CSUN. 	Modify proposal to retain peak service on weekdays. To improve ridership, the route will be modified slightly to provide a route deviation to Northridge Fashion Center and a minor reroute from Arleta Av. to Laurel Canyon Boulevard. The western terminal will be shortened at Chatsworth Station to maintain the route length. Saturday and midday service will be canceled as proposed due to low passenger demand.
183	Magnolia Bl.-Kenneth Rd.-E. Colorado St.- Branch of Line -234-	Cancel segment between downtown Burbank and Glendale Transportation Center	Support: 2 Oppose: 12	<ul style="list-style-type: none"> Tie Line 183 with Line 237; Convert to loop and link with Lines 96 and 152 (Burbank to Universal City); Have to transfer two or three times; No service north of Glenoaks Bl.; operate at least to Alameda Av. and San Fernando Rd.; Only service near residence to get to job in Glendale; Beeline #6 not available on Sundays; Erosion of service from Burbank to Glendale, Eagle Rock, Pasadena; Operate with smaller buses and improve frequency. 	Retain existing service. The cities of Burbank and Glendale have expressed concern for the cancellation of service in transit dependent residential areas, as well as other respondents who would be forced to transfer and sometimes have no access to service since Beeline does not operate same hours as Metro.
230	Laurel Canyon Bl.	Extend route from Sylmar Metrolink Station via Hubbard St. to Mission College (weekday peaks only)	Support: 0 Oppose: 0 Modify: 4	<ul style="list-style-type: none"> Create a Rapid along corridor. Extend route to Tampa Av. and Rinaldi St. Link with Line 230 at Mission College and eliminate Sayre St. and Simshaw Av. segments. 	Adopt proposal, contingent upon a reduction in Line 234 weekday peak trips to Mission College. The route extension will allow the number of trips to the college to be maintained and provide new service along a segment of Hubbard Street and a direct link between the college and the Sylmar Station.

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234	Sepulveda Bl.-Brand Bl.-Sayre St.	Convert selected weekday peak trips to New Line 734 - Sepulveda North Rapid	Support: 0 Oppose: 2 Modify: 1	None <ul style="list-style-type: none"> Longer waits at local stops for elderly, seniors, students; Don't reduce service. Link with Line 230 at Mission College and eliminate Sayre St. and Simshaw Av. segments. 	<p>Adopting this proposal, contingent upon the implementation of Line 734 – Sepulveda North Metro Rapid; Consider eliminating service along Sayre St. and Shimshaw Av. if a new turnaround loop is established at the college.</p>
236	Balboa Bl.-Sylmar	Cancel segment east of Foothill and Glenoaks Bl. to Sylmar Station and extend route to Olive View Medical Center	Support: 0 Oppose: 10 (Includes Granada Hills North Neighborhood Council) Modify: 3	None <ul style="list-style-type: none"> Motion passed by Granada Hills North Neighborhood Counsel to strongly oppose change - Granada Hills and Sylmar worked hard to extend service and make logical connection to Sylmar Station; Most underserved area of the valley; Brought 15-20 people to last hearing to support new route; Tie with Line 239 at Sylmar Station. 	<p>Retain existing service. Patrons and the communities of Granada Hills and Sylmar provided strong support for maintaining service to Sylmar Station instead of rerouting service to Olive View Medical Center.</p>
240	Ventura Bl.-Reseda Bl.-Branch of Line - 150-	Convert selected weekday peak trips to New Study Line S-1	Support: 0 Oppose: 5 Modify: 3	<ul style="list-style-type: none"> Need to maintain service to Ventura Bl. to access medical facilities. Extend route to Tampa Av. and Rinaldi St. 	<p>Retain existing service. This change was contingent upon the implementation of new S-1, which is not recommended.</p>
243	De Soto Av.-Ventura Bl.-Winnetka Av.	Split line in two; Recombine Winnetka Av. segment with Tampa Av. See Line 245 for replacement service along De Soto Av.	Support: 2 Oppose: 2 Modify: 4	<ul style="list-style-type: none"> Maintain service along Wilbur Av. and Chatsworth St. segments. Recombine Topanga Canyon Bl. segment with Line 150 and tie canceled segment with Line 243 service along Winnetka Av.; Maintain current route. Loop thru Northridge Fashion Center; Provide later trips from Porter Ranch. 	<p>Implement as proposed. The suggestion to retain service along Wilbur Av. and Chatsworth St. will be investigated. The route deviation on Tampa Av. to Northridge Station will be eliminated since patrons are primarily using DASH Northridge to access the station. Combining Winnetka Av. with Topanga Canyon Bl. is not recommended since the purpose is to consolidate terminals and improve access to Porter Ranch Town Center. Looping through Northridge Fashion Center is not recommended since the mall requested the removal of service from Shirley Avenue in the past.</p>

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245	Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.	Recombine Topanga Canyon Bl. segment with De Soto Av. Cancel segment between West Hills Medical Center and Topanga Canyon and Ventura Bls.	Support: 1 Conditional Support: 1 Oppose: 12 individuals; 3-petitions with 421 signatures.	<ul style="list-style-type: none"> Rode several times and was only person on bus. Provide trips for El Camino Real students. Took line for 18 years and is only line available to get to work--- represents all domestics who signed petition; Potential not fully utilized with Orange Line and new construction at Westfield; Improve frequency and extend to Roscoe Bl. Maintain canceled segment as LADOT DASH route; Will isolate transit dependent seniors who rely on service to get around; Need service to Fallbrook Mall & West Hills Med. Ctr.; Tie Line 154 service along Tampa Av. with Topanga Canyon Bl. segment of Line 245 (opposes common terminal); Tie with either Lines 163, 164, 165 or 169 and drop down to Platt Av. Combine Topanga Canyon Bl. segment with Line 150 and tie canceled segment with Line 243 service along Winnetka Av. 	<p>Modify proposal; New Line 645 shuttle will be implemented to provide service along canceled segment on weekdays only. This responds to comments received regarding the lack of alternate service for work and school trips.</p> <p>Weekend service will be canceled between West Hills Medical Center and Ventura and Topanga Canyon Bls. due to low ridership demand.</p>
New Line 645	Mulholland Dr.-Valley Circle Bl. Shuttle	(See Line 245 above.)	Modify: 2		Establish new shuttle service between West Hills Medical Center and Ventura and Topanga Canyon Bls. on weekdays only.
418	Roscoe Bl.-Laurel Cyn.-North Hollywood Sta.-Limited	Cancel line; Reallocate resources	Support: 1 Oppose: 10; 2-petitions with 253 signatures.	<ul style="list-style-type: none"> Forces patrons on slower locals and increases transfers; Renumber to Line 353. 	<p>Retain existing service; Reroute Laurel Canyon segment to Lankershim Bl. to improve ridership; Renumber to Line 353 in accordance with Metro numbering schematic for bus system.</p>
426	Sherman Way-Victory Bl.-North Hollywood Sta.-Limited	Cancel line; Reallocate resources	Support: 0 Oppose: 11; 2-petitions with 253 signatures.	<ul style="list-style-type: none"> Forces patrons on slower locals and increases transfers; Study as Rapid; Renumber to Line 363. 	<p>Retain existing service and renumber to Line 363 in accordance with Metro numbering schematic for bus system.</p>
761	Westwood-Van Nuys Bl. Metro Rapid	Convert selected weekday peak trips between Sherman Oaks and Westwood to New Study Line S-1	Support: 0	None	<p>Retain existing service; Change was contingent upon new S-1, which is not recommended.</p>

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S-1	New Reseda Bl.- Orange Line Busway- Sepulveda Bl.- Westwood	Establish new expedited service from Northridge via Reseda Bl., Orange Line Busway, Sepulveda Bl. and route of Line 761 to Westwood (weekday peaks only, every 20 minutes)	Conditional Support: 1 Oppose: 7	<ul style="list-style-type: none"> Defer implementation. Drop without resources; Questions ridership demand. 	Not recommended due to lack of support; Work with Corporate to consider elements of this service with the proposal when a new Reseda Rapid is implemented in June-2006.
S-643	New Pierce College Shuttle	Establish new shuttle service along De Soto Av., Ventura Bl., Winnetka Av. and Victory Bl. (one-way loop, weekdays only, every 15-20 minutes)	Support: 1 Oppose: 3	<ul style="list-style-type: none"> Operate as a contract service. Drop without resources; Frequency too low to benefit anyone. 	Not recommended due to lack of support; Potential consideration in future after opening of Orange Line.
734 New Rapid	New Sepulveda-North Metro Rapid	Establish new 20-minute weekday peak Metro Rapid service from Sylmar Station via Truman St., Brand Bl. and Sepulveda Bl. to Sherman Oaks	Support: 1 Oppose: 5 Modify: 1 Oppose: 5 Modify: 1	<ul style="list-style-type: none"> Extend route to Westwood. Drop without resources; Oppose rush hour only; Create a limited to test need; Duplicates service on local Line 234. Provide 30-minute base service and reroute to Rinaldi St. to service Holy Cross Medical Center. Concern for using S-1 to Westwood; Route should be extended to LAX; Makes no sense to transfer to CC#3 and CC#6. Convert selected Westwood trips to Line 734 trips instead of Line S-1. 	Decision pending. Tier 1 Line – Staff will work with Corporate on implementation.

Miscellaneous Comments Congressman Brad Sherman	Summary of Public Comment and Issues Urges Governance Council to re-evaluate the MTA's recommendation to discontinue bus service along several routes in the San Fernando Valley and to seek alternatives to save current routes without having to discontinue service altogether.	In consideration of public comment and budgetary constraints, recommended service change program removes many route cancellation proposals to ensure that passenger impacts are mitigated and routes are not discontinued altogether.
Bus Riders Union	Statement that MTA is raiding 60,000 bus hours systemwide to pour into a construction project, San Fernando Valley portion is 11,000 bus hours. Urges Governance Council to take leadership role to ensure that resources are not reallocated to the Orange Line at the expense of regular service.	The Consent Decree does not prohibit Metro from managing the bus system to ensure efficient and effective operations. Efforts have been taken to minimize impacts to riders affected by recommended proposals.
Bus stop signs	Need last bus information on bus stop signs and telephone information hours extended.	This is not recommended due to budgetary constraints.
Passenger Notifications	Notices on only 20% of buses	Information deemed to be adequate since take-ones were available on buses, through customer relations and on the Metro website; Daily News wrote article on hearing day.
Implementation of Service Changes	Valley Village Neighborhood Council passed motion (12-0-1) requesting that service changes be implemented when the Orange Line is operational.	Staff is currently working on a program to implement the majority of service changes with the start-up of Metro Liner service.
Orange Line at Grade Crossings	Concern about #3 at-grade crossing on Orange Line in light of what happened on Metrolink	Not part of hearing: Referred to San Fernando Valley Area Team.
Add Orange Line Stations at White Oak and Coldwater Canyon		Not part of hearing: Referred to San Fernando Valley Area Team.

Attachment B - Summary of March 2, 2005 Public Hearing Comments and Staff Response

Attachment C
Impact on Revenue Service Hours - Original Proposals vs Revised Proposals
Effective June 26, 2005 or later

Line No.	Line Name	Description of Change	Staff Recommendations	ORIGINAL PROPOSALS				REVISED PROPOSALS												
				Annualized Change in RVH	DX	SA	SU	TOTAL	Annualized Change in RVH	DX	SA	SU	TOTAL							
	NEW SERVICE																			
764	Metro Liner (Orange Line)	Metro SFV Share (20%)	Not Applicable.	10,200	1,529	1,705	13,434	9,023.0	1,114.0	1,242.0	11,379.0									
S-1	New Reseda Bl.-Orange Line Busway-Sepulveda Bl.-Westwood	New line to operate between Northridge and Westwood via Orange Line Busway between Reseda and Sepulveda Stations. (Weekday peaks only)	Withdraw Proposal.	15,300			15,300													
240	Ventura Bl.-Reseda Bl.-Branch of Line -150-	Convert selected weekday peak trips to New Study Line S-1	Withdraw Proposal.																	
761	Westwood-Van Nuys Bl. Metro Rapid	Convert selected weekday peak trips between Sherman Oaks and Westwood to New Study Line S-1.	Withdraw Proposal.																	
S-643	New Pierce College Shuttle	Establish new shuttle service along De Soto Av., Ventura Bl., Winnetka Av. and Victory Bl. (30/60 weekdays only)	Withdraw Proposal.	3,570			3,570													
			SUB-TOTAL	29,070.0	1,528.8	1,705.2	32,304.0	9,023.0	1,114.0	1,242.0	11,379.0									
	SERVICE ENHANCEMENTS																			
150	Ventura Bl.-Warner Center-Canoga Park	Shorten route at Warner Center Hub.	Withdraw Proposal.	1,530			1,530													
150	Ventura Bl.-Warner Center-Canoga Park	Improve service levels.	Not Applicable.					1,530			1,530.0									
154	Tampa Av.-Ventura Bl.-Burbank Bl.-Oxnard St.	Shorten line at Reseda and Ventura Bl; See Line 243 for replacement service along Tampa Av. Improve service levels.*	Not Applicable.	1,530			1,530	1,530			1,530.0									
158	Devonshire St.-Woodman Av.	Improve service levels along Woodman Av.	Not Applicable.	1,020			1,020	1,020			1,020.0									

Attachment C
Impact on Revenue Service Hours - Original Proposals vs Revised Proposals
Effective June 26, 2005 or later

237	Balboa Bl.-Rinaldi St.-Woodley Av.-Van Nuys - Branch of Line -236-	Improve service along Woodley Av.	Not Applicable.	2,550	---	---	---	---	---	---	---	---	2,550.0
		Split line in two; Recombine Winneka Av. segment with Tampa Av. See Line 245 for replacement service along De Soto Av. Improve service levels.	Not Applicable.	2,550	---	---	---	---	---	---	---	---	2,550.0
243	De Soto Av.-Ventura Bl.-Winneka Av.												
		Topanga Canyon Bl.-Mulholland Dr.-Valley Circle	Not Applicable.	9,180.0	0.0	0.0	0.0	9,180.0					1,530.0
245	Bl.	Improve service along Topanga Canyon Bl.											10,710.0
			SUB-TOTAL										
156	L.A. City College-Van Nuys-Panorama City	Shorten and modify northbound route at Burbank Bl. and Kester Av.; Shorten southbound route at Highland Av. and Hollywood Bl.	Adopt Proposal; Staff will investigate extending service to Highland and Santa Monica as suggested.	-30,855	-3,692	-4,118	-38,665						-38,665
161	Thousand Oaks-Canoga Park	Shorten line at Warner Center (weekdays only)	Adopt Proposal.										
		Cancel segment between downtown Burbank and Glendale Transportation Center											
183	Magnolia Bl.-Kenneth Rd.-E. Colorado St.-Branch of Line -234-												
233	Van Nuys Bl.	Improve service levels.*	Withdraw Proposal.	-3,825	-780	-870	-5,475						
		Cancel segment east of Foothill and Glenoaks Bl. to Sylmar Station and extend route to Olive View Medical Center	Adopt Proposal.	25,500	2,600	2,900	31,000						31,000
236	Balboa Bl.-Sylmar		Withdraw Proposal.										

**Attachment C
Impact on Revenue Service Hours - Original Proposals vs Revised Proposals
Effective June 26, 2005 or later**

SEPULVEDA RAPID													
230	Laurel Canyon Bl.	Extend route from Sylmar Metrolink Station via Hubbard St. Mission College (weekday peaks only)	Adopt Proposal - Contingent upon a reduction in weekday peak trips on Line 234.										
234	Sepulveda Bl.-Brand Bl.- Sayre St.	Convert selected weekday peak trips to New Line 734 - Sepulveda North Rapid	Adopt Proposal - Contingent upon the implementation of Line 734.										
734	New Sepulveda-North Metro Rapid	Establish new 20-minute weekday peak Metro Rapid service from Sylar Station via Truman St., Brand Bl. and Sepulveda Bl. to Sherman Oaks	Staff will work with Corporate on final implementation.										
			TOTAL	969	-2,179	-1,079	-2,289	-78	-602	-672	-1,352		

Line No.	Line Name	Description of Change	Staff Recommendation	Estimated Total Ridership for Feb-04 Shake-up			Estimated Passenger Impacts (Feb-04)	
				EB	WB	NB	DX	SA
150	Ventura Bl.- Warner Center- Canoga Park	Shorten route at Warner Center Hub	Withdraw Proposal.	13,124	8,799	5,867	---	---
154	Tampa Av.- Ventura Bl.- Burbank Bl.- Oxnard St.	Shorten line at Reseda and Ventura Bl; See Line 243 for replacement service along Tampa Av.	Adopt Proposal.	2,378	1,212	No service	135 NB and 143 SB patrons must transfer at Reseda/Ventura; Service on Tampa Av. available on Line 243	91 NB and 84 SB patrons must transfer at Reseda/Ventura; Service on Tampa Av. available on Line 243
156	L.A. City College- Van Nuys- Panorama City	Shorten and modify northbound route at Burbank Bl. and Kester Av.; Shorten southbound route at Highland Av. and Hollywood Bl.		14,610	8,148	6,759	At Van Nuys & Burbank Blvds. 1866 NB and 2091 SB patrons must transfer. At <u>Hollywood Bl. and Highland Av.</u> 610 NB and 547 SB patrons must access Hollywood Bl. and transfer	At Van Nuys & Burbank Blvds. 1384 NB and 1627 SB patrons must transfer. At <u>Hollywood Bl. and Highland Av.</u> 306 NB and 387 SB patrons must access Hollywood Bl. and transfer
161	Thousand Oaks- Canoga Park	Shorten line at Warner Center (weekdays only)	Adopt Proposal.	1,400	788	320	101 EB and 155 WB patrons must transfer	Segment not served
168	Lassen St.-Paxton St.	Cancel line; Reallocate resources	Modify Proposal. Cancel midday and Saturday service.	764	248	No service	Some patrons must walk one-half mile to access parallel service along Devonshire St., Plummer St. or Van Nuys Bl.	248 patrons must walk one-half mile to access parallel service along Devonshire St., Plummer St. or Van Nuys Bl.
183	Magnolia Bl.- Kenneth Rd.-E. Colorado St.- Branch of Line - 234-	Cancel segment between downtown Burbank and Glendale Transportation Center	Withdraw Proposal.	2,428	1,444	998	---	---
230	Laurel Canyon Bl.	Extend route from Sylmar Metrolink Station via Hubbard St. Mission College (weekday peaks only)	Adopt Proposal - contingent upon a reduction in Line 234 weekday peak trips.	5,474	3,206	2,604	New travel opportunity	---

Line No.	Line Name	Description of Change	Staff Recommendation	Estimated Total Ridership for Feb-04 Shake-up			Estimated Passenger Impacts (Feb-04)	
				EB	WB	NB	DX	SA
234	Sepulveda Bl.-Brand Bl.-Sayre St.	Convert selected weekday peak trips to New Line 734 - Sepulveda North Rapid	Adopt Proposal, contingent upon implementation of Line 734 - Sepulveda North Rapid.	9,251	5,005	3,521	Some peak patrons will have access faster service on the Sepulveda Rapid and direct service to Sylmar Station. Patrons boarding Line 234 during the peaks east of Truman and Maclay and at non-rapid bus stops will have longer waits - patronage impacts not available	---
236	Balboa Bl.-Sylmar	Cancel segment east of Foothill and Glenoaks Bl. to Sylmar Station and extend route to Olive View Medical Center	Withdraw Proposal.	2,107	535	391	---	---
240	Ventura Bl.-Reseda Bl.-Branch of Line -150-	Convert selected weekday peak trips to New Study Line S-1	Withdraw Proposal.	Branch of Line 150 See Line 150 ridership			---	---
243	De Soto Av.-Ventura Bl.-Winnetka Av.	Split line in two; Recombine Winnetka Av. segment with Tampa Av. See Line 245 for replacement service along De Soto Av.	Adopt Proposal; Includes elimination of route deviation to Northridge Station on Tampa Av.	3,213	674	No service	Patrons will benefit from service enhancements Winnetka and Tampa Aves. 104 EB patrons must transfer at De Soto/Ventura and 51 WB patrons must transfer at Winnetka/Ventura	20 EB patrons must transfer at De Soto/Ventura and 21 WB patrons must transfer at Winnetka/Ventura
245	Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.	Recombine Topanga Canyon Bl. segment with De Soto Av. Cancel segment between West Hills Medical Center and Topanga Canyon and Ventura Bls.	Modify Proposal - provide new shuttle service on Line 645 between Wesh Hills Medical Center and Warner Center Hub on weekdays and Saturdays. (See below.)	1,904	368	675	Patrons will benefit from service enhancements along Topanga Canyon Bl. 199 ons/ 273 offs NB and 242 ons/ 273 offs SB have no alternate service; 89 ons/ 14 offs NB and 23 ons/ 133 offs SB must access other services and/or transfer to complete their trip	27 ons/ 3 offs NB and 0 ons/ 17 offs SB have no alternate service; 27 ons/ 3 offs NB and 5 ons/ 8 offs SB must access other services and/or transfer to complete their trip
645	Mulholland Dr.-Valley Circle Bl.	Establish new shuttle service on Line 645 between Wesh Hills Medical Center and Warner Center Hub on weekdays and Saturdays. (See below.)	New.					
418	Roscoe Bl.-Laurel Cyn.-North Hollywood Sta.-Limited	Cancel line; Reallocate resources	Withdraw Proposal.	1,371	No service	No service	---	---

Line No.	Line Name	Description of Change	Staff Recommendation	Estimated Total Ridership for Feb-04 Shake-up			Estimated Passenger Impacts (Feb-04)	
				EB=eastbound	WB=westbound	NB=northbound	DX	SA
426	Sherman Way-Victory Bl.-North Hollywood Sta.-Limited	Cancel line; Reallocate resources	Withdraw Proposal.	1,515	No service	No service	---	---
761*	Westwood-Van Nuys Bl. Metro Rapid	Convert selected weekday peak trips between Sherman Oaks and Westwood to New Study Line S-1	Withdraw Proposal.	8,876	6,009	3,013	---	---

Line No.	Line Name	Description of Change	Staff Recommendation	Estimated Total Ridership for Feb-04 Shake-up			Estimated Passenger Impacts (Feb-04)	
							EB=eastbound	WB=westbound
Expedited Service Related Proposals								
S-1	New Reseda Bl.- Orange Line Busway- Sepulveda Bl.- Westwood	New line to operate between Northridge and Westwood via Orange Line Busway between Reseda and Sepulveda Stations. (Weekday peaks only)	Withdraw Proposal.	New	---	---	---	---
S-643	New Pierce College Shuttle	Establish new shuttle service along De Soto Av., Ventura Bl., Winnetka Av. and Victory Bl. (30/60 weekdays only)	Withdraw proposal.	New	---	---	---	---
734	New Sepulveda-North Metro Rapid	Establish new 20-minute weekday peak Metro Rapid service from Sylar Station via Truman St., Brand Bl. and Sepulveda Bl. to Sherman Oaks	Decision pending. Line 734 is a Tier 1 service under jurisdiction of Corporate.	New	---	---	---	---

Line No.	Line Name	Description of Change	Shake-up data) und SB=southbound	Replacement
			SU	Lines
150	Ventura Bl.- Warner Center- Canoga Park	Shorten route at Warner Center Hub	---	245 - Topanga Canyon Bl.
154	Tampa Av.- Ventura Bl.- Burbank Bl.- Oxnard St.	Shorten line at Reseda and Ventura Bl; See Line 243 for replacement service along Tampa Av.	---	150, 750 - Ventura Bl. 243 - Tampa Av.
156	L.A. City College- Van Nuys- Panorama City	Shorten and modify northbound route at Burbank Bl. and Kester Av.; Shorten southbound route at Highland Av. and Hollywood Bl.	At Van Nuys & Burbank Blvds. 1228 NB and 1264 SB patrons must transfer. At <u>Hollywood Bl. and Highland Av.</u> 328 NB and 285 SB patrons must access Hollywood Bl. and transfer	233, 761 - Van Nuys Bl. 4/304 Santa Monica Bl. Hollywood DASH - Highland Av.
161	Thousand Oaks- Canoga Park	Shorten line at Warner Center (weekdays only)	Segment not served	245 - Topanga Canyon Bl.
168	Lassen St.-Paxton St.	Cancel line; Reallocate resources	---	No replacement service available
183	Magnolia Bl.- Kenneth Rd.-E. Colorado St.- Branch of Line - 234-	Cancel segment between downtown Burbank and Glendale Transportation Center	---	---
230	Laurel Canyon Bl.	Extend route from Sylmar Metrolink Station via Hubbard St. Mission College (weekday peaks only)	---	New link between Sylmar Station and Mission College

Line No.	Line Name	Description of Change	Shake-up data) und SB=southbound	
			SU	Replacement Lines
234	Sepulveda Bl.-Brand Bl.-Sayre St.	Convert selected weekday peak trips to New Line 734 - Sepulveda North Rapid	---	New Line 734
236	Balboa Bl.-Sylmar	Cancel segment east of Foothill and Glenoaks Bl. to Sylmar Station and extend route to Olive View Medical Center	---	---
240	Ventura Bl.-Reseda Bl.-Branch of Line -150-	Convert selected weekday peak trips to New Study Line S-1	---	---
243	De Soto Av.-Ventura Bl.-Winnetka Av.	Split line in two; Recombine Winneka Av. segment with Tampa Av. See Line 245 for replacement service along De Soto Av.	---	245 - De Soto Av 150 - Ventura Bl
245	Topanga Canyon Bl.-Mulholland Dr.-Valley Circle Bl.	Recombine Topanga Canyon Bl. segment with De Soto Av. Cancel segment between West Hills Medical Center and Topanga Canyon and Ventura Bls.	44 ons/ 16 offs NB and 19 ons/ 48 offs SB have no alternate service; 29 ons/ 9 offs NB and 7 ons/ 34 offs SB must access other services and/or transfer to complete their trip	163 - Sherman Way 152 - Fallbrook Av 165 - Vanowen St, small segment of Valley Circle No replacement on remainder of Valley Circle, Mulholland Dr. and Topanga Canyon Bl, south of Ventura Bl.
645	Mulholland Dr.-Valley Circle Bl.	Establish new shuttle service on Line 645 between Wesh Hills Medical Center and Warner Center Hub on weekdays and Saturdays. (See below.)		
418	Roscoe Bl.-Laurel Cyn.-North Hollywood Sta.-Limited	Cancel line; Reallocate resources	---	---

Line No.	Line Name	Description of Change	Shake-up data) und SB=southbound	
			SU	Replacement Lines
426	Sherman Way-Victory Bl.-North Hollywood Sta.-Limited	Cancel line; Reallocate resources	---	---
761*	Westwood-Van Nuys Bl. Metro Rapid	Convert selected weekday peak trips between Sherman Oaks and Westwood to New Study Line S-1	---	---

Line No.	Line Name	Description of Change	Shake-up data) and SB=southbound	
			SU	Replacement Lines
Expedited Service Related Proposals				
S-1	New Reseda Bl.- Orange Line Busway- Sepulveda Bl.- Westwood	New line to operate between Northridge and Westwood via Orange Line Busway between Reseda and Sepulveda Stations. (Weekday peaks only)	---	---
S-643	New Pierce College Shuttle	Establish new shuttle service along De Soto Av., Ventura Bl., Winnetka Av. and Victory Bl. (30/60 weekdays only)	---	---
734	New Sepulveda-North Metro Rapid	Establish new 20-minute weekday peak Metro Rapid service from Sylar Station via Truman St., Brand Bl. and Sepulveda Bl. to Sherman Oaks	---	Provides expedited service between Sylmar Station and Sherman Oaks during peaks.