

DATE: APRIL 16, 2005

SUBJECT: LINE 107

**ACTION: APPROVE FINDINGS OF FEBRUARY 22, 2005 PUBLIC HEARING
RELATIVE TO LINE 107 AND REAFFIRM CANCELLATION OF LINE 107**

RECOMMENDATION

- A. Approve the findings of the February 22, 2005 Public Hearing relative to Line 107 as described in the report; and
- B. Reaffirm cancellation of Line 107 (54th St. – Fairview Av.)

ISSUE

Metro South Bay cancelled Line 107 in June 2004 due to low ridership and the availability of multiple public transportation options for riders. Three Community DASH routes operate in the 54th St. corridor and offer a low 25-cent fare. In addition Metro Line 108/358 (Slauson Av.) offers more attractive service levels just 1/3 mile south of the former Line 107. For the riders of the former Line 107 in Inglewood and Huntington Park, Metro South Bay established Line 607 (N. Inglewood Shuttle) and Metro Gateway Cities extended Line 681 (Huntington Park – Watts Shuttle).

The previous cancellation of Line 107 effective June 2004 followed a public outreach process that included a public hearing on March 10, 2004. At the request of Supervisor Yvonne Burke to hold a second public hearing, the sector revisited the cancellation of Line 107 by including it for review in the February 22, 2005 public hearing held at the Carson Community Center.

Also MTA Director Martin Ludlow requested information on former Line 107 and the alternatives. The MTA Board approved a motion by Director Ludlow as shown in Attachment A. A copy of the response to the motion is shown in Attachment B.

OPTIONS

The Governance Council may consider other options including the restoration of Line 107 service. This is not recommended due to the availability of ample public transportation alternatives along the route of former Line 107. The restoration of Line 107 would be a poor investment of the sector's resources given that our \$1.25 fare is five times higher than Community DASH and that our heavy-duty transit buses with 40 seats are better suited to serve the higher ridership demand experienced on major arterials such as Slauson Avenue or Crenshaw Boulevard.

FINANCIAL IMPACT

Metro South Bay has a fiduciary responsibility to provide cost-effective public transportation services. When Line 107 operated in the past, the subsidy per passenger at \$2.57 was more than double the Metro local bus system average of \$1.22 (FY 04 data). The areas with the most number of riders typically exhibit a subsidy per boarding of 50 cents to \$1.

Based on Transit Service Policies adopted by the MTA Board of Directors in January 2005, Line 107 if restored would require 30-minute peak hour frequency of service (previously Line 107 operated every 50 minutes on weekdays including peaks). With the improved level of service, Line 107 would require five peak buses (instead of three) increasing the cost by approximately 22% (from 16,500 annual revenue hours previously to approximately 20,100 annual revenue hours). At fully allocated costs the restoration of the service would cost over \$2 million annually and would require a corresponding reduction in bus service elsewhere.

DISCUSSION

About eighty people attended the February 22, 2005 public hearing at the Carson Community Center. Sixteen individuals provided public comment regarding the former Line 107. Many of the speakers advocated for reinstatement of Line 107 and cited its convenience. Others comments cited security concerns and/or other difficulties accessing the alternative services, including Access Paratransit and other dial-a-ride alternatives.

In addition to the comments heard at the Feb. 22 public hearing, we received ten written comments, all opposed to the cancellation of Line 107. Additionally, the Bus Riders Union and the United Homeowners Association provided copies of correspondence written in 2004 to the MTA Board. The latter correspondence included a petition signed by 1,000 individuals.

Staff Response:

Staff believes that fixed-route public transportation is an essential service that provides mobility and allows freedom to travel. We acknowledge that Line 107 provided convenient mobility to the few customers who used it.

While Line 107 may have been convenient and may have provided its riders with a sense of security in dangerous areas, we cannot overlook the light ridership demand and the availability of other public transportation services in the 54th St. corridor, including the following six fixed-route and six publicly funded paratransit services:

Fixed Route

Paratransit

Line 108/358 (Slauson Av.)
Line 607 (N. Inglewood Shuttle)
Line 681 (Huntington Park – Watts)
DASH Chesterfield Square
DASH Leimert-Slauson
DASH Southeast/Pueblo del Rio

Access Paratransit
L.A. County Dial-a-Ride
City of L.A. Cityride Program
City of Inglewood Dial-a-Ride
City of Huntington Park Dial-a-Ride
Immediate Needs/Welfare to Work

Given the abundance of alternatives, Line 107 was not and will not be a sustainable service for Metro South Bay. All of the fixed-route alternatives operate with better service levels and four offer a lower fare. For our customers who can use fixed-route service, the alternatives are readily available although perhaps with less convenience especially on Sundays when two of the Community DASH routes do not operate. However, DASH Southeast recently began to provide Sunday service and LADOT has indicated the potential for Sunday service on more Community DASH routes.

Paratransit services are generally less convenient than fixed-route because of reservation policies that require riders to call in advance of the day they want to travel. Access Paratransit, for example, requires riders to call the day before travel. However, this reservation policy is consistent with the Federal regulations that govern the Americans with Disabilities Act (ADA) complementary paratransit service provided by Access Services on behalf of Metro and more than 40 other fixed-route public transportation providers in Los Angeles County.

Regarding personal security, some of the comments relative to Line 107 described the dangers of traveling in urban Los Angeles. While Metro buses may provide a safe haven relative to other modes of travel including walking, again we cannot overlook the light ridership demand for Line 107. For those riders in the 54th St. corridor who cannot or will not walk the 1/3-mile to Slauson Av., all of the major arterials that cross 54th St. have connecting bus service. Other former Line 107 riders may be eligible for curb-to-curb paratransit service that may help to address personal security concerns.

Despite the difficulties and inconveniences mentioned at the public hearing and in written correspondence, Line 107 carried only 1,200 riders on the average weekday and 650 on the average weekend day. Productivity was 23.4 boardings per revenue service hour. The average passenger load was just 6.1 riders.

Given the low ridership and the ample alternatives, Line 107 was not sustainable. Nothing has changed in the availability of alternatives to indicate that Line 107, if reinstated, would carry more riders than before. The operation would still not be sustainable, as it would compete with Community DASH and with other Metro Bus lines. Therefore, as the original justifications for cancellation still apply, staff recommends the Council reaffirm the cancellation.

NEXT STEPS

There are no specific next steps associated with the staff recommendation. Staff will continue to monitor the performance of the alternatives to Line 107, especially Metro Bus lines 108/358, 607, and 681. In addition we will pursue more opportunities to coordinate with other municipal and local public transportation providers, such as LADOT and Community DASH, to provide service with smaller vehicles in areas with light ridership demands.

Attachment A: Director Ludlow Motion

Attachment B: MTA Operations Committee Report on Line 107

Prepared by: Scott Greene
Transportation Planning Manager

Madeline Van Leuvan
Service Development Manager

Dana M. Coffey
General Manager

ATTACHMENT A: DIRECTOR LUDLOW MOTION

Revised March 17, 2005 and Approved by the MTA Operations Committee

On June 27, 2004, the South Bay Service Sector Council, acting upon an MTA staff recommendation, voted to cancel Metro Bus Line 107. The elimination of this line has had considerable impacts on those who depend on this line, particularly riders who live and/or work in South Los Angeles, specifically in the communities of Hyde Park, South Central Los Angeles and Huntington Park. The LACMTA has not been responsive to the needs of this community. It is important that background data and information be fully shared with the LACMTA board.

I THEREFORE MOVE that the LACMTA Board of Directors direct staff to report back at the April Operations Committee meeting on the following, but not limited to: 1) a detail map that depicts the original Metro Bus Line 107 with an overlay of the new alternative line(s), including transfers; 2) a comparison on Metro Bus Line 107 passenger boardings to the new alternative line(s) passenger boardings; 3) fiscal and time impacts to passengers on Metro Bus Line 107 and the new alternative line(s) – e.g. cost and time to Point A to Point B.

ATTACHMENT B: MTA OPERATIONS COMMITTEE REPORT ON LINE 107



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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**OPERATIONS COMMITTEE
APRIL 21, 2005**

SUBJECT: LINE 107 STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file update on the cancellation of Line 107 (54th St. – Fairview Blvd.).

ISSUE

In March 2005, the Operations Committee approved a motion by Director Ludlow that called for staff to report on the following:

- A detail map of former Line 107 with an overlay of the alternative lines, including transfers (Attachments A and B)
- A comparison of former Line 107 passenger boardings to the alternative lines passenger boardings (Attachment C); and
- Fiscal and time impacts to passengers on former Line 107 and the alternative lines (Attachment D)

DISCUSSION

Metro South Bay Service Sector operates service averaging approximately 60 boardings per revenue service hour. After careful consideration, the South Bay Service Sector Governance Council approved staff recommendation to cancel Line 107 effective June 27, 2004. It was determined that Line 107 was not a sustainable service due to poor performance and low ridership, averaging only 23.4 boardings per revenue service hour. Typically, there were only 6 riders aboard former Line 107 buses that provided seating capacity for 40. Line 107 operated every 50 minutes on weekdays and attracted 1,230 weekday riders prior to its cancellation. On weekends, the bus operated every 70 minutes and attracted approximately 650 weekend day riders. Subsidy per passenger was \$2.57 (more than twice the system average for local bus lines).

In a continuing effort to carry more riders, resources were reallocated to areas with more passenger demand. This reallocation did not leave the former Line 107 riders without service since Lines 108/358 (Slauson Ave.) continued to operate and other ample alternatives existed. Attachment A shows the proximity of former Line 107 to the available alternatives.

Line 107 did not compete well with the duplicative service of Community DASH, a lower-cost option charging a 25-cent fare (the Metro base fare is \$1.25). Over the past ten years, LADOT has greatly expanded the Community DASH program such that three DASH routes competed directly with Line 107 for the same riders. These three community routes are DASH Chesterfield Square, DASH Leimert/Slauson, and DASH Southeast/Pueblo del Rio. In addition, Metro Line 108/358 (Slauson Ave.) operated just 1/3 mile south of the 54th St. corridor with a much better frequency of service – every 8 to 10 minutes – compared with every 50 minutes on Line 107. Staff observations indicated that many potential Line 107 riders rode the Slauson Ave. service due to shorter waits and better service levels.

In addition to Community DASH and Lines 108/358, Metro South Bay Service Sector worked with the Metro Gateway Cities Service Sector to extend Line 681 (Huntington Park – Watts Shuttle) from Florence/Pacific to the Metro Blue Line Slauson Station as shown in Attachment B. This shuttle service now carries an estimated additional 500 riders per weekday since the extension.

On the other end of the former Line 107, staff worked with the City of Inglewood to establish Line 607 (North Inglewood Shuttle). Line 607 “right-sizes” the delivery of service with a better match of service capacity to demand. Instead of operating large transit buses with 40 seats on small residential streets, Line 607 uses smaller shuttle buses with 18 seats. Based on early input from the community for service to the Windsor Hills/View Park area, Metro South Bay Service Sector expanded route Line 607 in September 2004 to link Slauson Ave. with Crenshaw Blvd. via Angles Vista Blvd.

The South Bay Service Sector continues to work with representatives of the affected communities to examine alternatives and make improvements. These affected communities include the Gateway Cities Service Sector, the City of Los Angeles Department of Transportation (LADOT), the City of Inglewood, Access Paratransit, the Foundation for the Junior Blind, the View Park/Windsor Hills Homeowners Association, the Bus Riders Union, and Crenshaw High School.

Attachment C shows the estimated ridership changes for the various alternative services since the cancellation of Line 107. Attachment D examines some specific sample trips previously made on Line 107 and how these trips can still be made today. While it is true that Line 107 may have been more convenient for some riders than the alternatives in service today, the low ridership of Line 107 did not justify continued expenditure of operating subsidies to afford convenient service for a few. Very few riders used Line 107 from end-to-end as evidenced by the average trip length of 2.9 miles. This is almost a mile shorter than the average trip length for the Metro bus system. Community DASH is a better fit for shorter trips, as it provides a quicker trip with more frequent service at a much lower fare. For those former Line 107 riders with longer trips, Line 108/358 on Slauson Ave. is a better alternative to avoid transferring between the Community DASH routes. For those passengers who cannot or will not walk the short 1/3-mile between Slauson and 54th St., there are at least six publicly funded paratransit services.

February 2005 Public Hearing

At the request of Director Burke, Metro South Bay held a public hearing in February 2005 to reaffirm the cancellation of Line 107. Approximately 30 people addressed the topic of Line 107 with only one person supporting its cancellation. Many of the public comments cited the convenience of former Line 107 and offered anecdotal information about how the loss of service impacted quality of life. However, many of the comments came from rider advocates including members of the Bus Riders Union rather than from former Line 107 riders. Some of the comments from former riders indicated the alternatives exist and are being used, although with some loss of convenience.

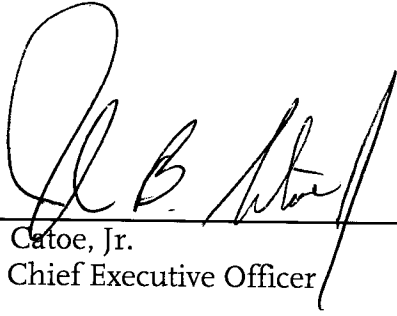
NEXT STEPS

Despite the opposition to the cancellation, staff recommends that the South Bay Governance Council reaffirm cancellation based on the ample alternatives in service today along the route of former Line 107. The Council is expected to take action on the staff recommendation at its April 16 Governance Council meeting held at the Arthur Winston Division.

ATTACHMENT(S)

- A. Former Line 107 with Overlay
- B. Various Maps with Alternatives
- C. Comparison of Estimated Boardings on Alternative Services
- D. Fiscal and Time Impacts to Former Line 107 Riders

Prepared by: Dana Coffey, General Manager – Metro South Bay

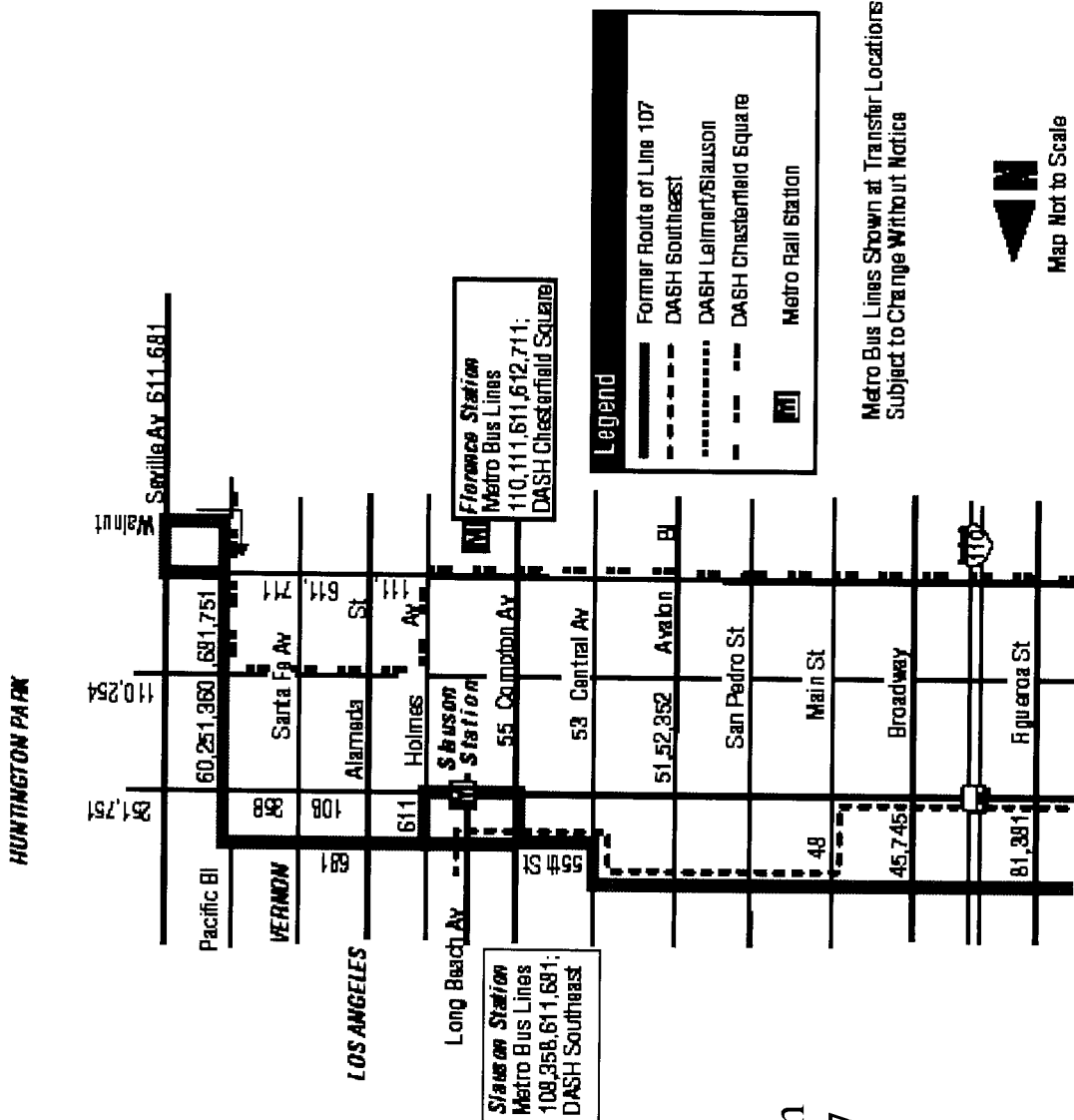


John B. Catoe, Jr.
Deputy Chief Executive Officer



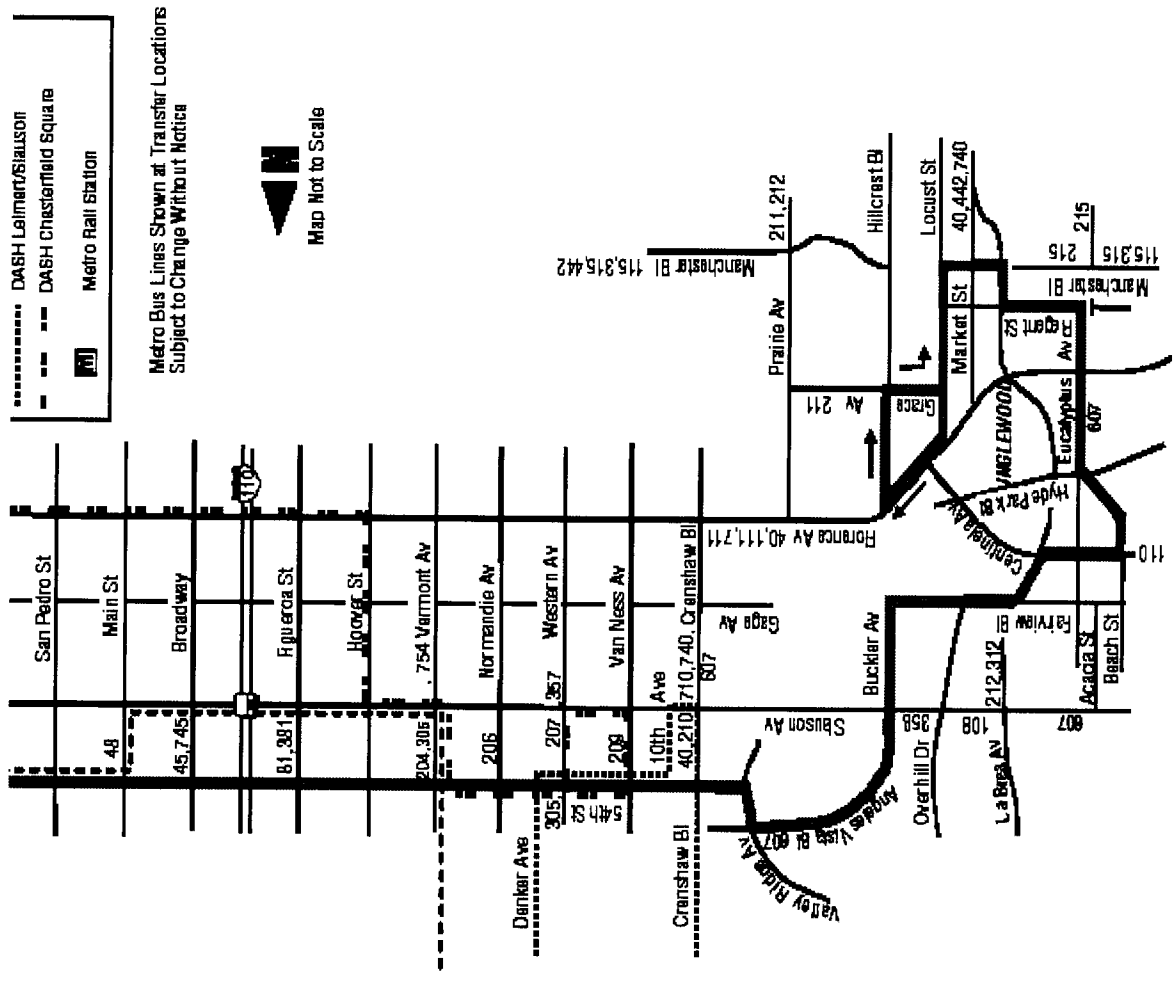
Roger Snoble
Chief Executive Officer

FORMER LINE 107 WITH OVERLAY



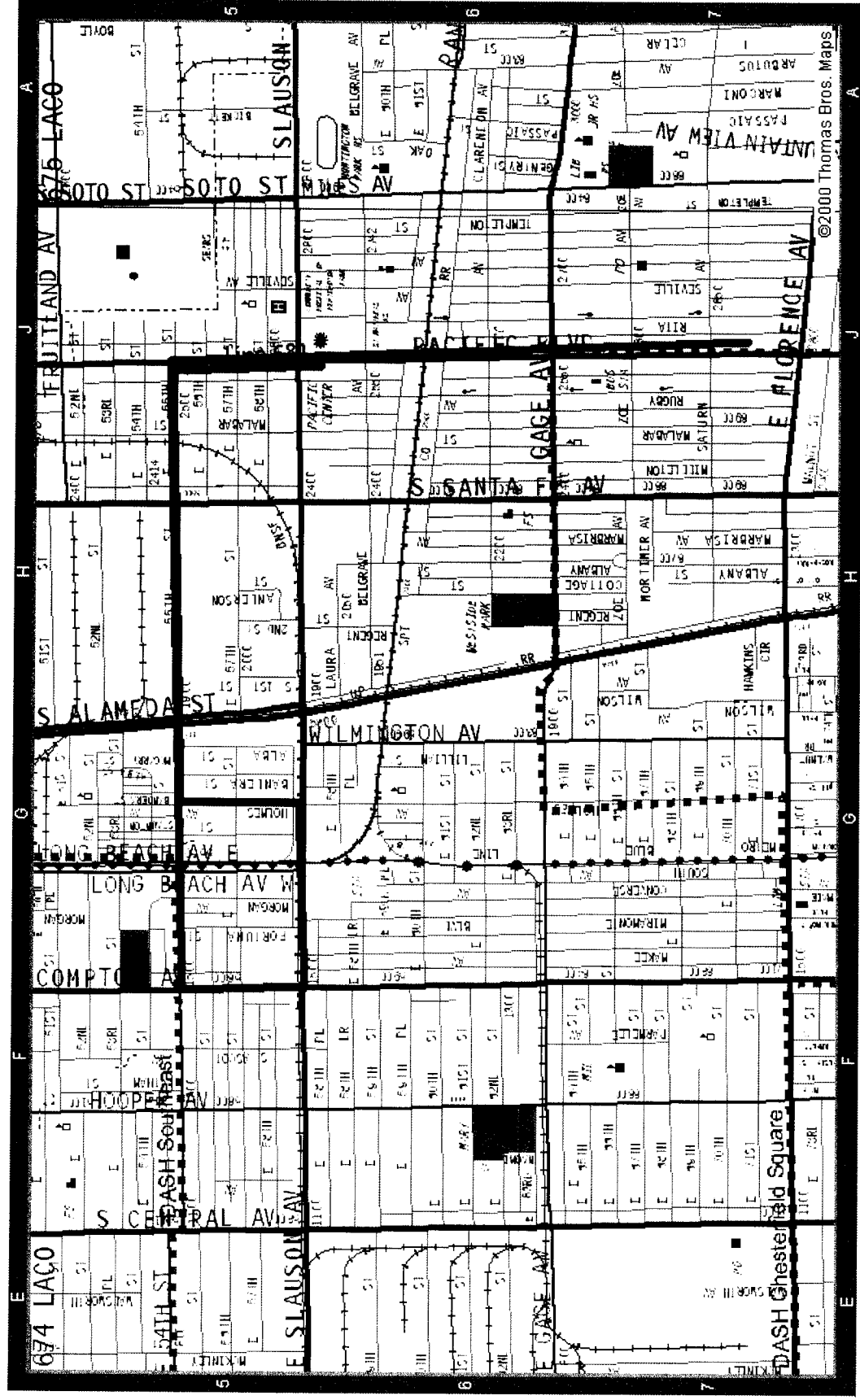
This map shows the eastern half of the former Line 107

ATTACHMENT A CONT'D



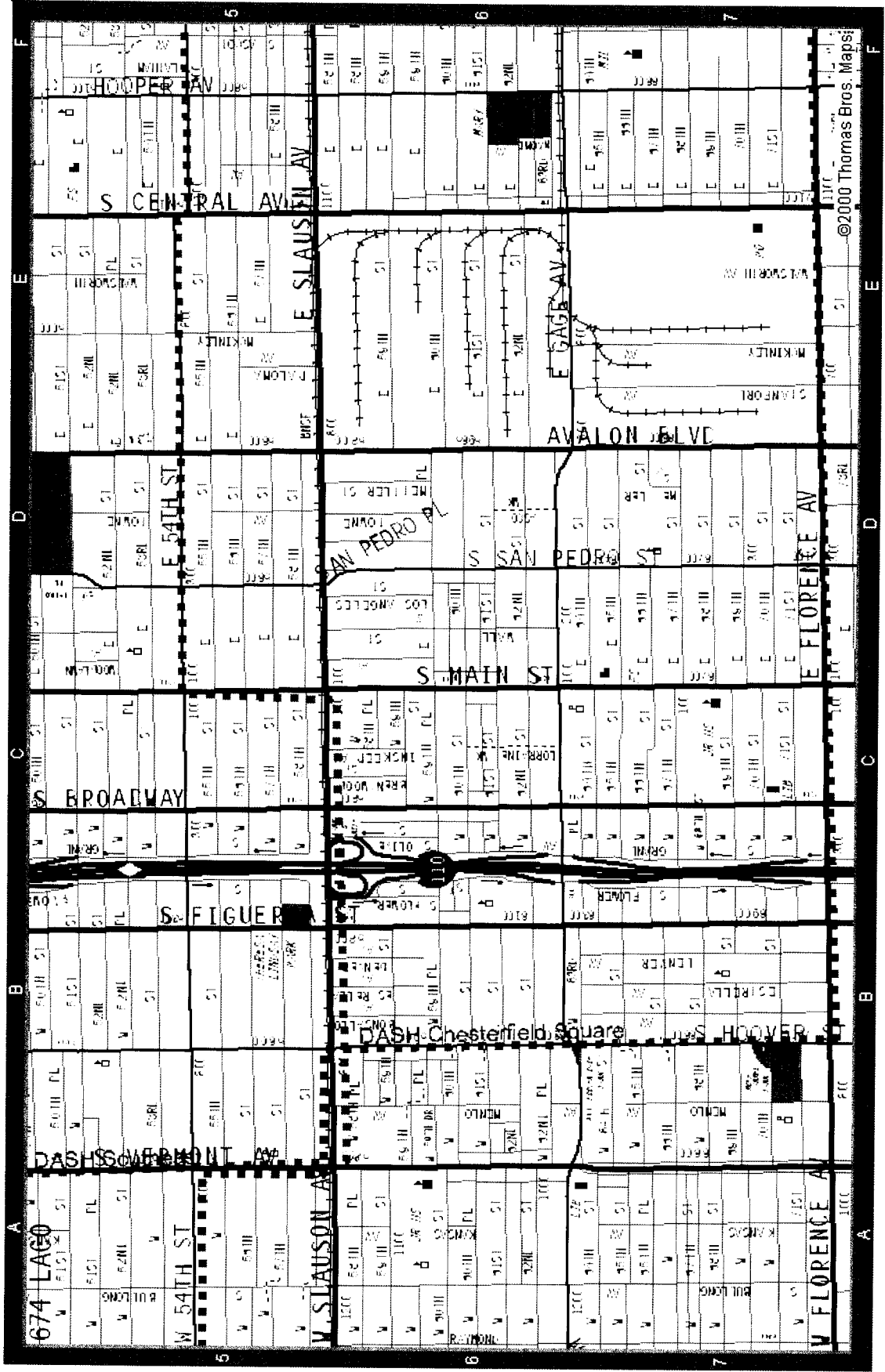
This map shows the western half of former Line 107

Various Maps of Alternatives -- Line 681 Extension, DASH Southeast, DASH Chesterfield Square -- and Transfer Locations

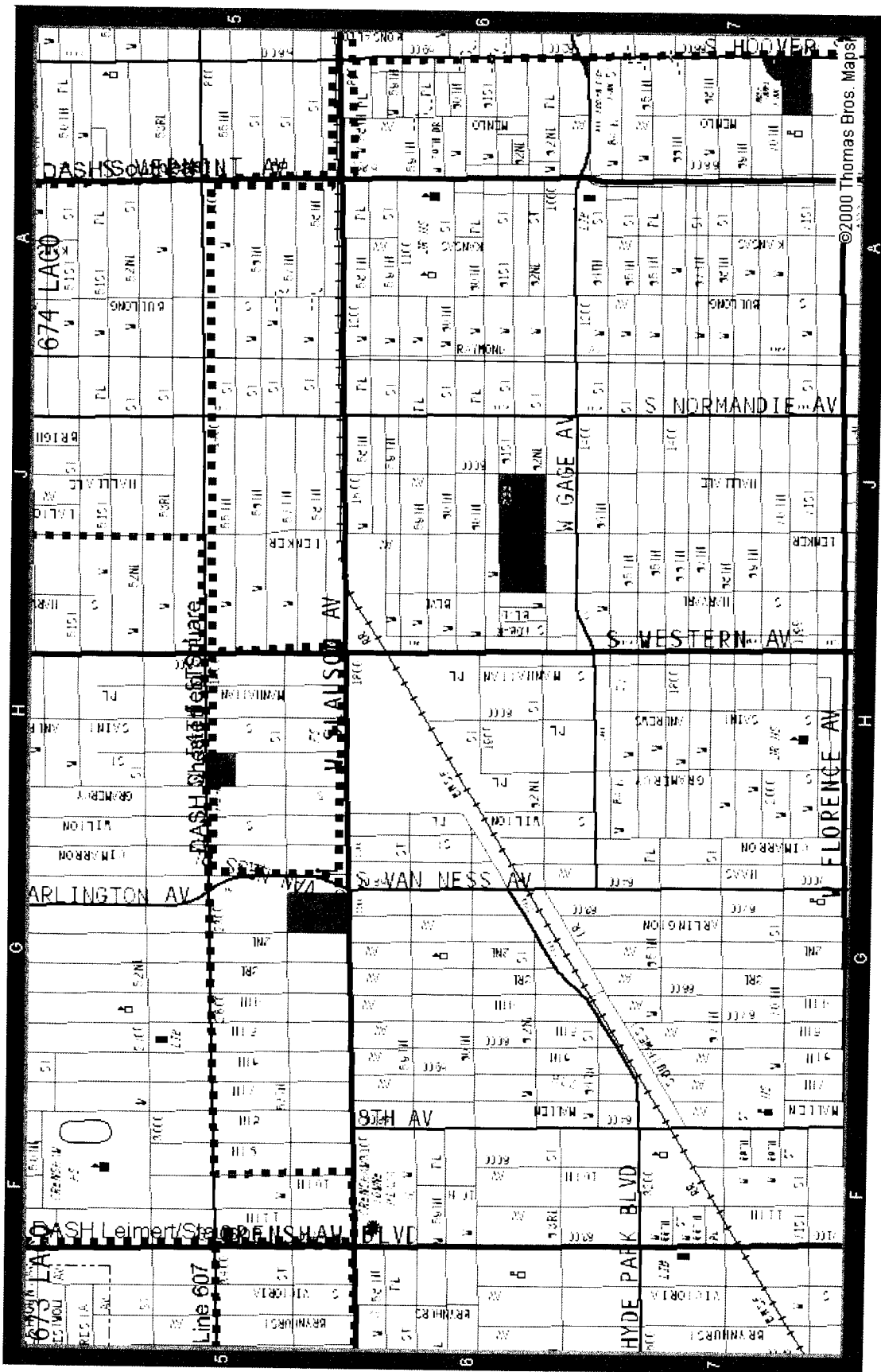


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DASH Chesterfield Square, DASH Southeast with Transfer Location

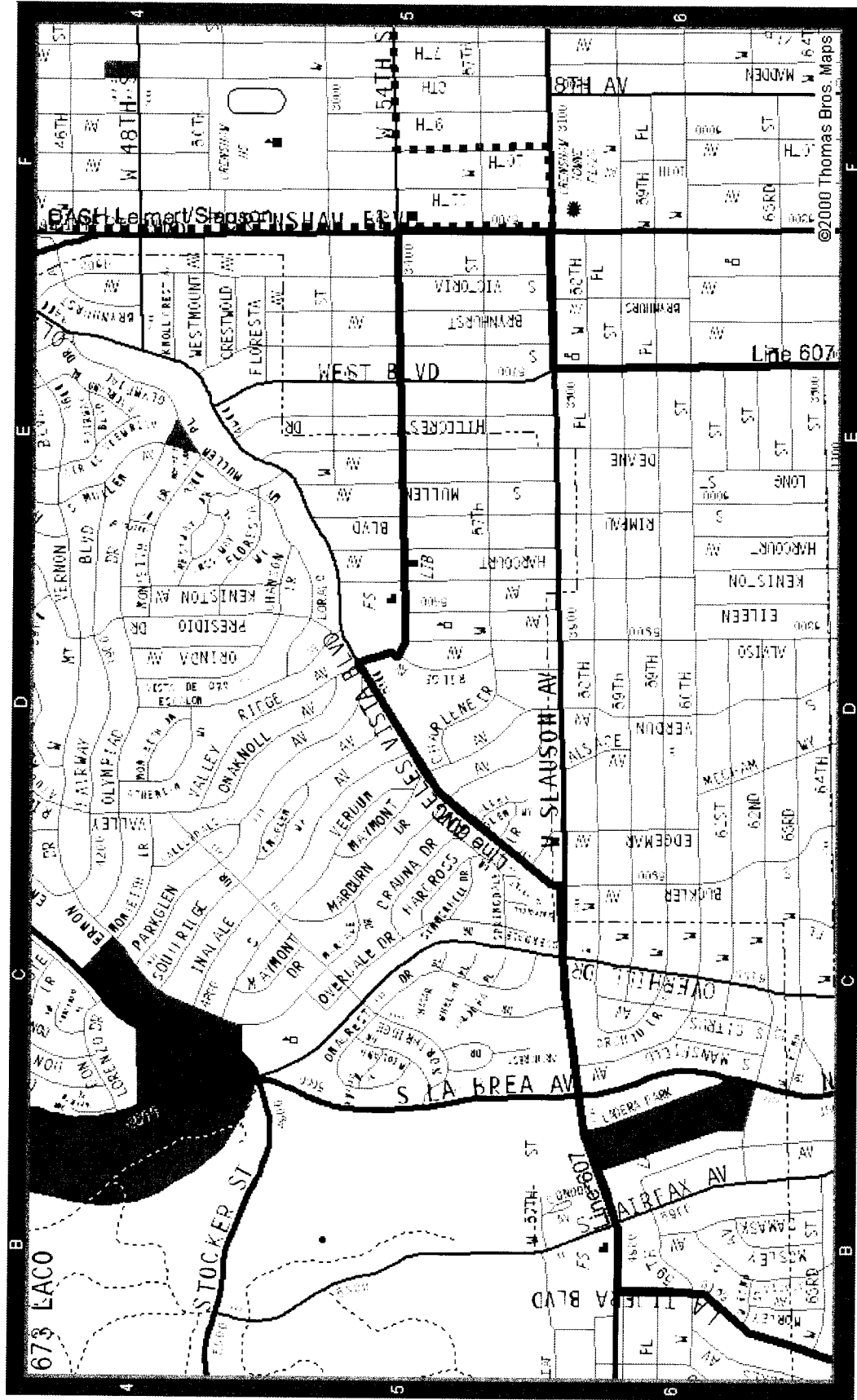


DASH Leimert Slauson, DASH Chesterfield Square, Line 607 with Transfer Locations

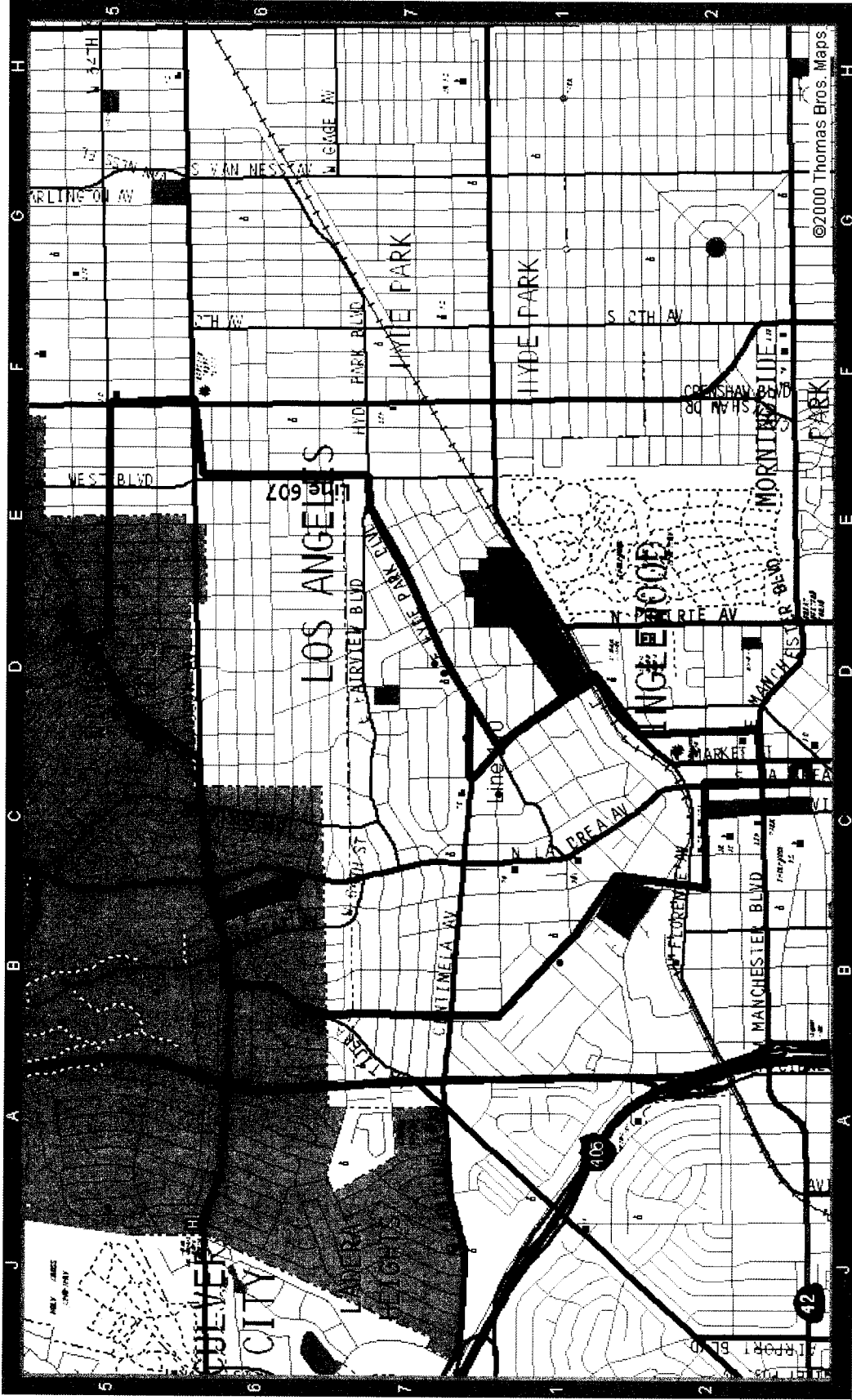


Line 607 Northern End

ATTACHMENT B CONT'D



Line 607 Full Route (North Inglewood Shuttle)



ATTACHMENT C

COMPARISON OF ESTIMATED BOARDINGS ON ALTERNATIVE SERVICES

Community Service Name	Estimated Monthly Boardings With Line 107	Estimated Monthly Boardings Without Line 107	Change in Estimated Monthly Boardings
DASH Chesterfield Square	85,000	85,000	0
DASH Leimert/Slauson	45,000	48,000	3,000
DASH Southeast	97,000	121,000	24,000
N. Inglewood Shuttle (607)	-	3,000	3,000
Watts -- Huntington Park Shuttle (681)	34,000	50,000	16,000
Line 107	32,000	-	-32,000
TOTAL BOARDINGS:	293,000	307,000	14,000

FISCAL AND TIME IMPACTS

		WITH LINE 107				WITHOUT LINE 107			
Origin	Destination	Fare	Day Pass	Travel Time	Fare	Day Pass	Travel Time	Route Provided by Metro Trip Planner	
Slauson Blue Line Stn.	54th/Crenshaw	\$1.25	\$3.00	0:25	\$1.25	\$3.00	0:32	via Line 108 (25") + 1/3 mile walk (7")	
54th/Crenshaw	Slauson Blue Line Stn.	\$1.25	\$3.00	0:24	\$1.25	\$3.00	0:32	via 1/3 mile walk (7") + Line 108 (25")	
			\$3.00			\$3.00			
Manchester/La Brea	54th/Vermont	\$1.25	\$3.00	0:28	\$1.50	\$3.00	0:26	via Line 711 (Florence Rapid) + DASH Vermont/Main	
54th/Vermont	Manchester/La Brea	\$1.25	\$3.00	0:28	\$1.50	\$3.00	0:36	via DASH Vermont/Main + Line 711 (Florence Rapid)	
			\$3.00			\$3.00			
54th/Broadway	Florence/Pacific	\$1.25	\$3.00	0:28	\$2.50	\$3.00	0:31	via Line 745 (Broadway Rapid) + Line 711 (Florence Rapid)	
Florence/Pacific	54th/Broadway	\$1.25	\$3.00	0:32	\$2.50	\$3.00	0:28	via Line 711 (Florence Rapid) + Line 48 (San Pedro St.)	
			\$3.00			\$3.00			
Beach/Centinel	54th/Western	\$1.25	\$3.00	0:28	\$2.50	\$3.00	0:31	via Line 207 (Western Av.) + Line 110 (Gage Av.)	
54th/Western	Beach/Centinel	\$1.25	\$3.00	0:32	\$2.50	\$3.00	0:28	via Line 110 (Gage Av.) + Line 305 (Crosstown Bus)	

