

**METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL  
SEPTEMBER 6, 2006**

**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, August 2, 2006 regarding proposed service changes for December 17, 2006 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 August 2, 2006 to solicit public input, written comments and verbal testimony regarding proposed service changes for December 17, 2006 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**

Consistent with the requirements of the Consent Decree, the revised service change program is cost neutral, with the exception of the introduction of new Rapid bus service. Resources from modified routes will be reinvested to support proposals for two new Metro Rapid services and one new limited stop service.

## BACKGROUND

The Metro San Fernando Valley Governance Council conducted a public hearing on August 2, 2006, 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 eight bus lines operated by the Metro San Fernando Valley Sector. The changes under consideration are part of the first phase of Metro Connections.

The Notice of Public Hearing (Attachment A) was published in the Los Angeles Times on Sunday, July 2, 2006. The notice was also published in the Daily News, Pasadena Star News, San Gabriel Valley Tribune, Glendale News Press Eastern News Publications, L.A. Watts Times, Daily Breeze, Rafu Shimpo, The Wave and on the internet. The website included the maps of proposed service changes. Copies of the public hearing notice and service change maps were provided to patrons upon request.

Marketing produced and distributed 56,000 public hearing brochures to customer centers and all operating divisions prior to the hearing. Metro San Fernando Valley received 10,475 brochures, 6,475 for the Sun Valley operating division, 2,500 for the Chatsworth division and an additional 1,500 for the Orange Line. Staff produced and distributed an additional 6,000 supplementary take-ones for distribution on Metro San Fernando Valley bus lines.

### Summary of Public Comment

Approximately 35 individuals attended the hearing held at the Marvin Braude Center in Van Nuys. Twenty-five of those individuals provided verbal testimony. Written comments were received from 21 individuals via letters, facsimile and emails by the August 12 closing date. In addition, one petition with 137 signatures was submitted. The respondents included representatives from the City of Burbank and various other organizations including the Transit Coalition, Southern California Transit Advocates and the Bus Riders Union.

The forty-six respondents provided a total of 135 comments on various proposals included in the notice. Approximately 44% supported, 40% opposed and 16% suggesting modifications to various proposals. Although the total number of comments indicated overall support, the line level breakdown indicated that a majority of comments opposed proposals to shorten or simplify lines and supported the proposals for new services.

The two proposals that received the most opposition were the cancellation of Line 91 (branch route of Line 90) and the shortening of Line 240 at Reseda and Ventura Boulevards. Comments on Line 91 indicated that canceling service would have a negative impact on students traveling to Rosemont Junior High School and La Crescenta Valley High School, two libraries and workers at local businesses, notably

Harmony Farms and La Crescenta Car Wash. Comments indicated that Beeline Route 3 does not provide adequate replacement service since the hours of operation are limited and longer distance trips are needed. In addition, the geographic constraints of the area make it difficult to access alternate service on Line 90. Comments in favor of the proposal indicated that buses should not operate on Honolulu, that Beeline duplicates the route and that cancellation made “perfect sense”.

The proposal for Line 240 also received major opposition, including a petition with a total of 137 signatures. The comments indicated that shorten the route at Ventura Boulevard would “create adverse impacts for the transit dependent and therefore is a violation of the Civil Rights Consent Decree between MTA and the Bus Riders Union”. Others were opposed to the reallocation of service to new Metro Rapid Line 741 along Reseda Boulevard due to the negative impact on elderly and students who need to access non-rapid stops. Those that supported the changes felt that all of the stops on Reseda Boulevard are not needed and that Line 240 should be shortened as long as service levels along Ventura Boulevard are maintained.

The proposal for Line 152 received a mixture of comments, with 3 comments supporting, five comments opposing and five comments suggesting modifications to the proposals. Some of the comments expressed specific opposition to the reroute of the 152A segment from Fallbrook/Ventura to Warner Center Transit Hub. Comments to modify proposals included suggestions to shorten Line 152A at West Hills Medical Center, operate limited stop service on Line 152A, reroute Line 152A to Warner Center via Oxnard Street instead of Victory Boulevard and eliminate the route deviation to North Hollywood Station, while splitting the line at Universal City Station instead. The City of Burbank submitted a proposal from their Transportation Commission which suggested combining the route of Line 152B with the Metro Connections proposal for Line 96. This would increase the service frequency between the Universal City Station, the Media District and downtown Burbank.

Line 94 received the most individual comments including ten comments opposing the proposal to operate Line 94 as two separate lines. Comments were mostly concerned with the impact of transferring at San Fernando Road and Lankershim Boulevard, particularly for the physically challenged. Comments were made that transfers force people to buy day passes, the transfer area is undesirable and transfers increase travel time due to missed connections. Eight comments supported the proposal as long as service was maintained in Glendale and Burbank and resources were reallocated to provide a faster trip on the proposed new services. One comment was received to operate new limited stop service north of the Sylmar Station to Olive View Medical Center due to increased demand to the area.

The proposal to shorten Line 166 in Sun Valley received highly contrasting comments. Supporting comments includes the comment that the proposal is an “excellent idea” and that few patrons ride the segment along Glenoaks Boulevard and Tuxford Street. Opposing comments cited that the proposal is “terminally bad” (includes proposal for Lines 94, 766 and 774) and the need to transfer two or three

times. Other comments stated that the route should be maintained to Universal City and later night service provided for workers at Northridge Fashion Center. One comment was received to modify the eastern terminal to Foothill and Van Nuys Boulevards and to consider combining the route with Line 169.

An equal number of comments supported and opposed the proposal for Line 156. One comment received from Beverly Garland's Holiday Inn strongly objected to the change stating that the service is very popular with hotel guests. Others were concerned with the transfer connection with Line 150 owl service at Vineland and Ventura. Those in favor of the change suggested that the connection be made at Universal City Station and that the line be renumbered to 656 or letters used such as PC for Panorama City. Two suggestions were received to extend the service in two opposing directions, one to Foothill Boulevard in Pacoima and the other to Van Nuys and Ventura in Sherman Oaks.

The proposal to straighten out Line 363 along Sherman Way between Van Nuys and Lankershim Boulevards received two comments supporting and three comments opposing the proposal to reroute service away from Laurel Canyon Boulevard. One late comment was received requesting the route to be maintained since two transfers would be required between Line 164 on Victory Boulevard, Line 166 on Lankershim Boulevard and the North Hollywood Station.

The proposals for new Lines 364, 766 and 774 received overall support, with requests to extend the route or provide new weekend service. Comments were received to extend Line 364 to Panorama City or Sherman Way, extend Lines 766 and 774 to Olive View Medical Center, reroute Line 774 to downtown Glendale via Broadway and Central and a new transit center at Colorado and Central, and to combine the route of Line 774 with Line 363. Comments opposing the proposal included the general opposition to all changes and the comment that Line 766 should not be implemented unless the route is linked to a service from Santa Clarita.

The proposal for Line 741 received four comments in support of the new service and four comments to modify the proposal by extending service southeast to the Universal City Station or northwest to Porter Ranch.

Finally, a number of miscellaneous comments were received on line numbering and on other Metro Connections proposals that were not subject to this public hearing.

### **Revised Service Plan**

The proposals for the first phase of Metro Connections service changes included proposals that support the implementation of two new rapid bus lines and shortening or simplifying routes in accordance to Metro Connections guidelines. Based on public comment staff recommends revisions to some of the original proposals as follows.

**Line 91 (L.A.-Sunland-Sylmar via La Crescenta Av.)**

**Original Proposal:**

Cancel La Crescenta Av.-Honolulu Av. segment in Montrose and operate all trips as Line 90 via Pennsylvania Av.-Montrose Av.

**Staff recommendation: Withdraw Proposal**

Over the years, staff has received suggestions from operators, consultants and the general public to cancel the route of Line 91 due to the duplication of service with Beeline Route 3. The segment proposed to be canceled is only two mile long, yet comments received demonstrate that service is essential to the community due to the geographical constraints and the lack of replacement Beeline Route 3 service during certain times of the weekday and on weekends. In response to public input, the branch route will be retained.

**Line 94/394 (L.A.-San Fernando)**

**Original Proposal:**

Operate as two separate lines: Line 94A via regular route from Olive View Medical Center to Sun Valley, then via Lankershim Bl. to North Hollywood Station (see Line 166) and Line 94B via regular route from Sun Valley and to Downtown Los Angeles; Cancel Line 394 and reallocate resources to proposed new Line 766. Alternate Proposal: Restructure Line 394 to provide new limited stop service on proposed Line 94A and implement new Line 774. (See Lines 766 and 774.)

**Staff recommendation: Modify Proposal**

Line 94A - Extend route from North Hollywood Station to Universal City Station; renumbered to Line 224; Reallocate resources to Line 724 (renumbered Line 766) in June-07 or later on weekdays only.

Line 94B - Adopt proposal and operate as Line 94.

Line 394 - Retain original branch route of Line 94; Cancel Line 394 and reallocated resources to new Line 794 (renumbered Line 774) at a later date.

Staff recommends shortening Line 94 into two separate lines in accordance with Metro Connections guidelines and reallocating service to provide expedited service along corridors.

The original proposal considered either a Metro Rapid service along the Line 94A segment between Sylmar Station and the North Hollywood Station or along the Line 94B segment between Sylmar Station and downtown Los Angeles and a new limited stop service along the 94A segment.

Based on public comment, staff recommends implementing the 94A segment with an extension to the Universal City Station. Service will be renumbered to new Line 224 and selected trips will be reallocated to new Metro Rapid Line 724 (see Line 766) in June-07 or later. In addition, staff recommends implementing Line 94B and operating service as Line 94. To mitigate concerns regarding transfers between Lines 94A and 94B, it is recommended that Line 394 be retained as a branch route of Line 94. This line will serve as a placeholder for new Metro Rapid Line 794 (see Line 774) and will be converted to new Line 794 at a later date, contingent upon identification of resources.

### **Line 152 (Fallbrook Av.-Roscoe Bl.-Vineland Av.-Burbank)**

#### **Original Proposal**

Operate as two separate lines; Line 152A from new terminal at Warner Center then via Victory Bl. to Fallbrook Av. and regular route to North Hollywood Station and Line 152B via regular route from North Hollywood Station to downtown Burbank. Operate new Line 153 as branch route of Line 152A via San Fernando Rd. instead of Glenoaks Bl. between Tuxford St. and Sunland Bl.

#### **Staff recommendation: Modify Proposal**

Line 152A - Retain existing terminal at Fallbrook/Ventura and implement remainder of route as proposed; Operate as Line 152.

Line 152B – Modify northern terminal to Universal City Station and implement remainder of route as proposed: Renumber to new Line 155.

Line 153 – Adopt proposal.

Based on the number of comments received to modify the proposal, there appears to be recognition that Line 152 is too long. In addition, a few of the comments expressed specific opposition to the reroute of the western terminal to the Warner Center Hub, but did not comment on shortening the route. In response, staff recommends retaining the existing route of Line 152 along Fallbrook Avenue to Ventura Boulevard and shortening the route as proposed at the North Hollywood Station.

A major change to this proposal is the recommendation to cancel the existing segment between the North Hollywood Station and Universal City Stations due to low ridership. Replacement service will be provided by modifications to Line 156 along Vineland Avenue and Line 224 (see Line 94A) on Lankershim Boulevard. Line 152B will be renumbered to Line 155 and operate between Universal City Station and downtown Burbank. The branch route of Line 153 to serve the Sun Valley Metrolink Station will be implemented as proposed.

As part of Metro Connections, staff will evaluate other routing options to improve service between the Universal City Station and downtown Burbank as suggested by the Burbank Transportation Commission.

### **Line 156 (Panorama City-North Hollywood-Hollywood)**

#### **Original Proposal**

Reroute segment between Vineland Av. and Cahuenga Bl. to Lankershim Bl., replacing Line 166 segment; Operate Line 156 Owl Service as a separate line and renumber as Line 356. (See Line 166.)

#### **Staff recommendation: Modify Proposal**

Line 156 – Minor reroute of Lankershim Bl. segment to Vineland Av.; Retain remainder of route on Vineland Avenue and Ventura Boulevard to Santa Monica and Highland.

Line 156 Owl – Adopt proposal to renumber to new Line 356; Operate as a separate line.

Staff recommends maintaining the route of Line 156 along Vineland Avenue in response to public comment. In addition, staff recommends rerouting Line 156 from Lankershim Boulevard to Vineland Avenue to consolidate service along this corridor. This eliminates a one-half mile segment of service along Lankershim Boulevard and replaces the canceled segment of Line 152 between the North Hollywood and Universal City Stations. This allows the owl service connection to Line 150 at Vineland and Ventura to be maintained. Owl service will be renumbered to Line 356 and operated as a separate line as proposed.

### **Line 158 (Devonshire St.-Arleta Av.-Woodman Av.)**

#### **Original Proposal**

Shorten western terminal at Chatsworth Transportation Center.

#### **Staff recommendation: Adopt Proposal**

In accordance with Metro Connections guidelines, Line 158 will be rerouted to the Chatsworth Station to consolidate service at that location. This change is necessary to address residential concerns regarding the terminal west of Topanga Canyon Boulevard. Weekend service has already been rerouted to the station, but the reroute of weekday service was contingent upon modifications to the Chatsworth Station. These improvements were recently completed in July.

### **Line 166 (Nordhoff St.-Lankershim Bl.)**

#### **Original Proposal**

Shorten line in Sun Valley at Glenoaks Bl. and Branford St. and convert selected trips to provide proposed new Line 364 limited stop service along same alignment; Cancel Sun Valley to Universal City Station segment and replace Lankershim Bl. segment with (Option 1) proposed Line 94A and new Line 766 between Sylmar and North Hollywood Station; or (Option 2) alternate proposal for new Line 394 and rerouted segment of Line 156.

**Staff recommendation: Adopt Proposal**

Staff recommends shortening Line 166 in accordance with Metro Connections guidelines and reallocating service to provide expedited service along corridors. Line 166 is 29 miles in length and was linked to Lankershim Boulevard as part of the San Fernando Restructuring Plan. Ridership on this line has grown substantially due to the extension of rail service to North Hollywood. The line continues to have two peaks, while the segment connecting the Lankershim corridor with the Nordhoff corridor is not as well utilized. Unlinking the Nordhoff corridor from the Lankershim corridor will allow service to be better managed on each segment and will facilitate the provision of limited stop or Metro Rapid service. Selected trips during the weekday peaks on Line 166 will be reallocated to provide new limited stop service on Line 364. Line 224 (see Line 94A) will replace the Lankershim Boulevard segment in December and new Metro Rapid Line 724 (renumbered Line 766) in June, 2007 or later.

**Line 240 (Reseda Bl.-Ventura Bl.)**

Original Proposal

Shorten route to end at Reseda Bl. and Ventura Bl.; Convert selected weekday trips to proposed new Line 741 Metro Rapid service along Reseda Bl. between Northridge and Tarzana. (See 741)

**Staff recommendation: Modify Proposal**

Retain existing route on Ventura Bl. to Universal City Station; Reallocate resources to new Line 741 on weekdays only.

The route segment to Universal City Station will be retained in consideration of opposition received and the need to maintain local service levels along on the Ventura Boulevard corridor to Universal City Station. One-third of the service will be reallocated to new Line 741 as allowed by the Consent Decree.

**Line 363 (Topanga Canyon Bl.-Sherman Way-Victory Bl.-North Hollywood Station)**

Original Proposal

Reroute service to Sherman Way and Lankershim Bl. between Van Nuys and North Hollywood Station. Segments along Van Nuys Bl., Victory Bl., Laurel Canyon Bl. and Oxnard St. canceled.

**Staff recommendation: Adopt Proposal**

Staff recommends simplifying the route of Line 363 in accordance with Metro Connections guidelines. This will eliminate service delays from turning movements on duplicated corridors and improve service to the North Hollywood Station. Straightening out the route will allow service to be better coordinated with Line 163 along Sherman Way. The line may operate as a branch route of Line 163 in the future.



### **New Line 364 (Nordhoff St. Limited)**

#### Original Proposal

Operate new limited stop service along shortened Line 166. (See Line 166.)

#### **Staff recommendation: Adopt Proposal**

Line 364 received overall support. Suggestions were received to renumber to Line 367 in case there is a new limited stop service along Victory Boulevard. The Orange Line, however, is near Victory Boulevard and provides expedited service along the corridor. Some Line 164 patrons have already shifted to the Orange Line. Line 364 was originally numbered as Line 366 but that line number is reserved for Line 66 on Olympic Boulevard.

### **New Line 741 (Reseda Bl. Metro Rapid)**

#### **Staff recommendation: Adopt Proposal**

#### Original Proposal

Operate new Metro Rapid service along Reseda Bl. between Northridge and Tarzana on weekdays only. (See Line 240)

#### **Staff recommendation: Adopt Proposal**

Line 741 received four comments to support and four comments to extend the route to Universal City Station. In lieu of extending trips to Universal, staff will interline trips with Line 750 whenever possible to eliminate transfers.

### **New Line 766 (San Fernando-Lankershim Metro Rapid)**

#### Original Proposal

Operate new Metro Rapid service along San Fernando Rd. and Lankershim Bl. between Sylmar/San Fernando Transportation Center and North Hollywood Station on weekdays only. (See Lines 94A and 166)

#### **Staff recommendation: Adopt proposal and defer implementation to June-07 or later; Renumber to Line 724**

Line 724 is included in the Metro Rapid Five-Year Implementation Plan adopted by the MTA Board of Directors and is also included in the Small Starts Program submittal to seek funding for Metro Rapid corridor improvements. Service is proposed to be implemented in June-07 or later, but is contingent upon funding availability.

## **New Line 774 (San Fernando Rd. Metro Rapid)**

### **Original Proposal**

As an alternate to Line 766, operate new Metro Rapid service along San Fernando Rd. between Sylmar/San Fernando Transportation Center and downtown Los Angeles on weekdays only. (See Lines 94/394.)

### **Staff recommendation: Defer implementation, contingent upon identification of resources.**

Line 794 is included in the Metro Rapid Five-Year Implementation Plan adopted by the MTA Board of Directors. Implementation of service was originally slated for June, 2008. Staff requested to implement this new line earlier to better coordinate service along San Fernando Road with other service change proposals. Staff will continue to pursue earlier implementation.

It should be noted that many proposals were received to extend routes or operate new weekend service. These options are not considered at this time since additional funding is not available.

### **NEXT STEPS**

Staff will implement approved service modifications described in the report on December 17, 2006 or later. Since some changes will be deferred until additional funding is secured. New Metro Rapid Line 724 is slated for implementation in June-07 or later and Line 794 implementation has been deferred.

### **ATTACHMENTS**

- A. [Summary August 2, 2006 Public Hearing Comments and Staff Response](#)
- B. [Passenger Impact Table](#)
- C. [Impact on Revenue Service Hours](#)
- D. [Revised Maps](#)
- E. [Notice of Public Hearing](#)

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