

**Attachment A**

**Metro South Bay**

METRO SOUTH BAY		COMMENTS			STAFF
Line	Summary of Public Comments	Support	Oppose	Modify	RESPONSE
111	Segment from Norwalk to Whittier should continue to be served; continue service to Heritage Park for grade school field trips (transitpeople.org); new shuttle would be better than extending an existing line; Norwalk Transit or a new Joint Powers Authority should operate the service; operate new Line 113 between Rancho Los Amigos and Whittwood Mall; need early AM service to get to work.	3		6	The extension of Line 121 as proposed will continue service to Whittier from Norwalk Green Line including Heritage Park; a new shuttle would add buses to an already crowded bus layover area; collaboration with Norwalk Transit and other providers is on-going; Line 113 suggestion and need for early AM service shared with Gateway Cities sector.
115/315 (see 715)	Support cancellation of Line 315 to be replaced by new Rapid 715; cancel 115 west of Sepulveda and east of Atlantic – segment east of Atlantic replaced by new Line 113 from Rancho Los Amigos to Whittwood Mall and segment west of Sepulveda replaced by extending Line 625; need early AM service from Pershing Drive.	1		1	No changes are recommended for Lines 115/315 at this time; however, for 2007 we may propose cancellation of service west of Sepulveda to be replaced by an extension of Line 625. Line 715 on schedule for implementation Dec 2007.

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204	Supports articulated buses on Vermont; the adjustment of headways isn't that bad; concern for span of service as buses are full from Beverly to Slauson even at midnight; existing overloads will continue with 30% reduction in service; will the service schedule be the same?	2		2	With implementation of articulated buses the agency budget assumes operational cost savings -- scheduled service levels may decrease overall but time periods with chronic overloads can be addressed with additional service; span of service for articulated buses is 24 hours per day seven days a week; 30" owl frequency to remain as is.
214	Supports extension to LA Southwest College; eliminating Broadway service will affect riders causing them to walk at least one more block and wait for the bus in hot or rainy weather; increase service in Carson by extending Line 214 to Harbor College via Main St.; extend to Avalon Green Line Station to connect with Watts DASH and Metro Lines 48~51~52~53~352; Line 214 stops deficient in customer information and need to indicate line number and service period of rush hours only.	2	1	3	Line 214 is a rail feeder service focused on the Harbor Green Line Station; the 6.5 mile extension to Harbor College not recommended at this time due to funding limitations; extension to Avalon Station not recommended at this time as it would increase passenger travel time to Harbor Green Line; the distance from Broadway to Main is 0.25 miles adding a five to ten minute walk for some riders; deficient signage at bus stops will be corrected by Metro Stops & Zones.
715 (see 115/315)	Rapid will help passengers on Manchester; add Rapid stop at Manchester/La Cienega; add stop at the Harbor Transitway to improve a difficult connection; extend proposed route east of Atlantic to Lakewood Bl. or Norwalk Green Line; new Rapids decrease service to those at local stops.	1		6	Line 715 is on schedule for start-up in Dec 2007; we will continue to evaluate passenger volumes to determine optimum stop locations; we will work with Gateway Cities sector to identify viable alternatives for the route network east of Atlantic; while new Rapids may result in a decrease of service to some local stops, heavily-used stops usually gain service and provide customers with the option for a faster trip.

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Other	Passengers per hour – is this the criteria used to reduce service and what is it?				Passengers per hour, defined as total boardings divided by revenue service hours (when bus is available to the public), is but one criteria used to evaluate service. Other criteria include cost per boarding, subsidy per boarding, and use of seating capacity.
Other	There is no service on Main St. in Carson which is busier than Avalon Bl. and Vermont Av. which have many bus lines.				Comment noted; while there is no through service, portions of Main St. in Carson are served by Torrance Transit Line 3, the Carson Circuit, and the Carson North/South shuttle.
Other	Buses on Line 214 do not have air conditioning and the ride is very rough.				Comment noted and sent to MTA Contract Services staff who oversee this service operated by First Transit, Inc.
TOTALS:		9	1	18	