

**METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL
MARCH 7, 2007**

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, February 7, 2007 regarding proposed service changes for June 24, 2007 or later (Attachment A);
- 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 February 7, 2007 to solicit public input, written comments and verbal testimony regarding proposed service changes for June 24, 2007 or later. A review of public input and a thorough 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.

FINANCIAL IMPACT

The recommended service changes will result in a 19,255 reduction in revenue service hours at a cost savings of about \$1.3 million (Attachment C). This meets our budgetary goal for June-07.

BACKGROUND

Metro San Fernando Valley Governance Council conducted a public hearing on February 7, 2007, 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, two new proposed lines and a study express line. These changes include additional Metro Connections proposals to shorten lines, reduce service duplication and cancel unproductive lines or service periods to improve service efficiency. The concept of providing an express connector line between the Red/Orange Line and the Gold Line was included in the hearing notice to solicit public interest.

The Notice of Public Hearing (Attachment E) was published in the Los Angeles Times on Sunday, January 7, 2007. The notice was also published in the Los Angeles Daily News, Rafu Shimpō, La Opinion, Daily Breeze, Korea Times, San Gabriel Valley Tribune, Pasadena Star News, Chinese Daily News, L.A. Watts Times, Long Beach Press Telegram, L.A. Sentinel and the Internet. The website included 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 128,000 public hearing brochures to customer centers and all operating divisions prior to the hearing. Metro San Fernando Valley received about 27,200 brochures, 14,500 for the Sun Valley Division and 12,700 for the Chatsworth Division and Orange Line. Staff produced and distributed an additional 3,500 supplementary take-ones (with SFV proposals only) on Metro San Fernando Valley bus lines.

Summary of Public Comment

Approximately 29 individuals attended the hearing held in Van Nuys. Twenty-three of those individuals provided verbal testimony and 21 individuals provided written comment via letter, facsimile and email by the February 14 closing date. One petition with 223 signatures was submitted at the public hearing and the Westside/Central sector provided one comment from their public hearing.

The respondents included Twelfth District Councilmember Greig Smith, City of Burbank, City of Los Angeles Department of Transportation and various other organizations including the Southern California Transit Advocates, Transit Coalition, Northridge East Neighborhood Council, the Bus Riders Union

The forty-four respondents provided a total of 133 comments on various proposals included in the notice. Approximately 16% supported, 68% opposed,

14% suggested modifications and 1% provided other comments on various proposals. The majority of comments opposed proposals to cancel lines or route segments on Lines 154, 155, 168, 183, 239 and 656. Fewer comments were received on proposals to shorten Lines 90-91 and 92 and create new Lines 290 and 292. The new study express line received overall support but service duplication was an issue.

The proposals to canceled Line 168 and midday/weekend service on Line 239 received the most comments and the most opposition, or a total of 18 comments on each line. The percentage breakdown for each line was exactly the same, with 83% opposed, 6% supported and 11% suggested modifications to the proposals. Councilperson Greg Smith provided written testimony on behalf on his constituents and two representatives from the Northridge East Neighborhood Council submitted verbal testimony and a resolution opposing changes to both Lines 168 and 239. The verbal testimony cited concern for the elimination of access to California State University at Northridge (CSUN) and the reduction in trip counts included in CSUN's Environmental Impact Report for their expansion plan. It was stated that the plan includes 300 additional residential units along Zelzah Avenue and a 10,000 increase in student population.

Those opposed to the change on Line 168 cited potential lack of service to a new shopping center planned at Paxton and Bradley. Others stated that the previous cancellation of midday and Saturday service on Line 168 contributed towards its poor performance. Two suggestions were received to modify the proposal by 1) maintaining the Paxton segment or 2) rerouting the Paxton segment to Mission College and the other end to Roscoe and Van Nuys Boulevards. Support for the proposal indicated that service has not performed well for three decades.

Comments opposed to the Line 239 proposal stated the need for service to access schools and employment. Some attributed the lack of ridership to the fact that there is no Orange Line Station on White Oak Avenue. Suggestions were made to reroute service to the Reseda Station or reroute service from Louise Avenue to Chatsworth Street and Balboa Boulevard in Granada Hills. Support for the proposal indicated that this and other proposals should have occurred a long time ago.

The proposals to cancel late night/weekend service on Line 155 and midday/ Saturday service on Line 154 received 16 and 15 comments respectively. Both proposals received no support and about 80% opposition. The City of Burbank strongly objected to the proposal for Line 154 since it would eliminate an important link between Downtown Burbank and North Hollywood during periods when Burbank Bus service does not operate. Both the City and the Southern California Transit Advocates suggested maintaining at least the Burbank to North Hollywood segments since there is no other service in the area.

The City and others requested that Line 155 be retained for six months and modified to consolidate stops in Downtown Burbank and the Media District. They suggested coordinating service levels with Line 96 to provide 30 minute service to both locations.

The proposed shortening of Line 183 at Alameda Avenue and San Fernando Road in Glendale received 14 comments and 1 petition. About 64% of the comments and a petition with 223 signatures opposed the proposal. Access to the hillside area east of Glenoaks Boulevard was an issue due to limited Beeline service and operating hours. Suggestions to modify the route included extending the western terminal to the Sepulveda Orange Line Station or serving the segment east of downtown Burbank as an extension of the route of Line 155. Support for the change stated that the segment should have been eliminated when the Glendale Beeline service was established. The City of Burbank requested that Metro staff work with them to continue to provide the hillside service.

The proposal to shorten the owl route of Line 656 at Santa Monica Boulevard and Highland Avenue received 11 comments. Eight comment or 82% of the total comments opposed the change due to the forced transfer late at night. To mitigate the change, it was requested that the transfer be coordinated with either Line 4 at Santa Monica and Highland or Line 2 at Hollywood and Highland. Two comments supported the change due to duplication.

Proposals to split Line 90-91 into two lines in Sunland and Line 92 at Downtown Burbank Station received seven and eight comments respectively. The proposals for new lines 290 and 292, replacing the northern segment of both lines respectively, received six comments on each line. The primary concern was the elimination of the one seat ride and that transfers are not a public benefit. It was stated that breaking lines would not improve reliability due to traffic and patrons who lived near the transfer point may as well drive.

A total of 57% of the comments on Line 90-91 and 50% of the comments on Line 92 and also on Line 290 opposed the proposals. Support for the proposals was based on the need to provide more reliable service. One suggestion was received to extend Line 292 to Olive View Medical Center and three suggestions were received to restructure and combine with other Metro routes in Glendale.

The Study Express Line concept, operating between the North Hollywood Red/Orange Line Station and Pasadena Gold Line with two in-route stops, received 11 comments. Six comments supported the concept and four comments opposed the concept due to duplication with Commuter Express Line 549. The Los Angeles Department of Transportation informed the Governance Council that effective Monday, February 12th, Commuter Express Line 549 would be rerouted to serve the North Hollywood Red/Orange Line Stations. The City of Burbank requested that service on Line 549 be studied by all concerned parties

to determine whether or not if this or a new service should provide the express link.

Finally, a number of miscellaneous comments were received on proposals that were not included in this public hearing. Comments pertaining to proposals in other sectors were forwarded to the appropriate parties for inclusion in their report.

REVISED SERVICE PLAN

As discussed at the December Metro San Fernando Valley Governance Council meeting, the Metro bus system is facing a structural deficit of \$112 million in FY07. To address this issue, revenue service hours provided by the Metro bus system must be reduced 1.4 percent overall, with each sector contributing a proportional share of the total. The decrease in service hours is consistent with the plan for Metro Connections and the lowest performing ridership lines.

The revised service plan meets the budgetary goal and preserves weekday service along corridors to mitigate passenger impacts (Attachment C). Service levels are reduced, in some cases, to minimum service levels of once an hour in lieu of cancellation and to make better use of resources. Low productivity weekend services are recommended for cancellation to preserve lines and service on major corridors.

In accordance with Metro Connections guidelines, longer lines are shortened to improve service reliability and allow service levels to be tailored to meet demand. Where feasible, service will be coordinated to mitigate transfers between shortened lines. Maps for the revised service plan are shown on Attachment D.

Line 90-91 (L.A.-Sunland via Foothill Bl.) and New Line 290 (Sylmar-Sunland via Foothill Bl.)

Original Proposal for Line 90-91:

Shorten northern terminal at Foothill and Fenwick in Sunland;
Remainder of route proposed to be served by new Line 290.

Original Proposal for New Line 290

Proposed new line operating between Olive View Medical Center and Mt. Gleason loop in Sunland, replacing the northern segment of former Line 90-91.

Staff Recommendation for Line 90-91 and New Line 290:

Implement as proposed.

Staff recommends shortening Line 90-91 into two separate lines in accordance with Metro Connections guidelines. Metro Connections guidelines recommend shortening routes that are over 20 miles long one-way. Line 90 operates between Olive View Medical Center and Downtown Los Angeles and is 30 miles long.

Line 90-91 will retain its current designation and operate between Downtown Los Angeles and Sunland and new Line 290 will provide service along the northern segment between Olive View Medical Center and Mt. Gleason loop in Sunland. The line is proposed to be split in Sunland since ridership drops significantly north of that location. In fact, Saturday service was not extended north of Sunland until June 2003 due to low ridership on weekday service. This change will allow staff to schedule each line according to demand and improve service reliability. New Line 290 will operate on weekdays and Saturdays.

Line 92 (L.A.-Downtown Burbank Station via Glenoaks Bl. and New Line 292 (Sylmar Metrolink Station-Downtown Burbank Station via Glenoaks Bl.

Original Proposal for Line 92:

Shorten northern terminal at Downtown Burbank Station:
Remainder of route proposed to be served by new Line 292.

Original Proposal for New Line 292:

Proposed new line operating between Sylmar/San Fernando Station,
Replacing segment of Line 92 operating north of Downtown Burbank.

Staff Recommendation for Line 92 and New Line 292:

Implement as proposed.

Staff recommends shortening Line 92 into two separate lines in accordance with Metro Connections guidelines. Line 92 operates between Sylmar/San Fernando Metrolink Station and Downtown Los Angeles and is about 26 miles long. The line will be broken at the existing shortline location.

Line 92 will retain its current designation and operate between Downtown Los Angeles and Downtown Burbank Station. Service will be rerouted to the station from Glenoaks Boulevard via Olive Avenue, First Street, Verdugo Avenue and Front Street. Line 292 will provide service along the northern segment of the route between Sylmar/San Fernando Metrolink Station and Downtown Burbank Station. Service will operate from Glenoaks Boulevard to the station via Magnolia Boulevard, First Street, Verdugo Avenue and Front Street.

This change will allow staff to schedule each line according to demand and improve service reliability. Shortening Line 92 at a common hub also allows for interlining opportunities with other services that have similar service levels. Bus bays at the Downtown Burbank Station will be evaluated and reassigned to ensure sufficient layover as requested by the City of Burbank.

Line 154 (Oxnard St.-Burbank Bl.)

Original Proposal:

Cancel midday and Saturday service.

Staff Recommendation:

Maintain midday service on weekdays and operate every once an hour; Cancel Saturday service.

Line 154 has been identified as a poorly performing line in the annual evaluation of all Metro services. In accordance with Metro's Transit Service Policy, services that are below a .6 performance index are designated as poorly performing lines and are subject to corrective action and/or cancellation. Line 154 has a productivity index of .53 and has been a low performing line for many years.

Another measure for line productivity is boardings per revenue service hour. Lines that have less than 20 boardings per revenue service hour are considered to be poor performers. The boardings per revenue service hours on Line 154 are 23.9 on weekdays and 17.2 on Saturdays. A recent evaluation of ridership determined that midday productivity is comparable to that of the entire line. Based on this information and comments received, staff recommends maintaining midday service and operating service once an hour to maximize resources. Saturday service will be canceled since boardings per revenue service hours are below the minimum productivity level.

Line 155 **(Universal City Station-Downtown Burbank Station via Alameda Av.)**

Original Proposal:

Cancel late night and weekend service.

Staff Recommendation:

Implement as proposed with minor reroute in Media District.

Line 155 weekday late night and weekend service is recommended to be canceled due to low productivity. Ridership data indicates that boardings per

revenue service hours on this line are 17.8 on Saturdays and 12.5 on Sundays. Late night trips were extended to Downtown Burbank Station in December but these trips should have been canceled since only two or three people were riding shortline trips at that time. It should be noted that the shortline trips were the results of past service reductions due to poor ridership to the Downtown Burbank Station.

As suggested by the City of Burbank and others, a minor reroute will be implemented on Line 155 to consolidate stops with Line 96 in the Media District. Line 155 will operate to the Burbank Station via Riverside Drive, Olive Avenue and then continue via its regular route along Alameda Street. Scheduling will review trips to determine if trips will be adjusted to provide service regular intervals with Line 96.

Line 168 (Lassen St.-Paxton St.)

Original Proposal:

Cancel service.

Staff Recommendation:

Maintain service.

Line 168 service has been the lowest productivity service in the San Fernando Valley for many years. The productivity index on this line is .53 but boardings per revenue service hours are 22.3, just above the minimum requirement. Staff recommends preserving service along this corridor since the savings were offset by other service reductions.

Line 183 (Magnolia Bl.-Kenneth Rd.-Chevy Chase Dr. – Branch of Line 234)

Original Proposal:

Shorten eastbound terminal at Alameda Avenue and San Fernando Road in Glendale and reroute service via San Fernando Road and Verdugo Avenue to Downtown Burbank or Downtown Burbank Station.

Staff Recommendation:

Maintain weekday service and operate once an hour; cancel weekend service east of Glenoaks Boulevard (terminating at 1st and Angeleno).

Line 183-weekend service along the segment east of Glenoaks Boulevard is recommended to be canceled due to low productivity. Ridership data indicates that boardings per revenue service hours on this segment are 16.1 on Saturdays

and 16.6 on Sundays. Productivity on weekdays is 21.8 boardings per revenue service hour, just above the minimum requirement. Based on comments received, staff recommends maintaining the entire route on weekdays and operating service once an hour throughout the day to maximize resources.

Line 239 (White Oak Av.-Zelzah Av.-Rinaldi St.-Branch of Line 230)

Original Proposal:

Cancel midday and weekend service.

Staff Recommendation:

Maintain midday service on weekdays and operate once an hour; Cancel weekend service.

Line 239 is a branch route of Line 230, operating along Laurel Canyon Boulevard. Staff recommends canceling weekend service due to low productivity. Productivity on Saturday service is 18.5 boardings per revenue service hours and 14.8 on Sundays. Based on comments received and an analysis of the latest ridership information, staff recommends maintaining midday service. The productivity for midday service was determined to be 30.2 boardings per revenue service hour, well above the minimum standard. Service will operate once an hour all day to maximize resources.

Line 656 (Panorama City-North Hollywood-Hollywood –Owl-Branch of Line 156)

Original Proposal:

Shorten owl at Santa Monica Boulevard and Highland Avenue.

Staff Recommendation:

Implement as proposed.

This proposal is recommended for implementation to meet Metro Connections guidelines to reduce service duplication. Scheduling will coordinate owl trips with Line 4 at Santa Monica Boulevard and Highland Avenue to facilitate transfers between owl trips.

Study Express Line (Tri-City Transit Link Express)

Original Proposal:

Proposed new express line operating between North Hollywood Red/Orange Line Station and Pasadena Gold Line with two in-route stops, one in Burbank (Media District) and the other in Glendale (off of -134- Freeway).

Status:

Under review as possible demonstration project.

At the public hearing, the City of Los Angeles Department of Transportation informed the Governance Council, staff and attendees that Commuter Express Line 549 would be rerouted to the North Hollywood Red/Orange Line Stations on February 12. This line operates essentially along the same alignment as the concept route and the City provided marketing material at the meeting. Metro staff will work with all concerned parties to determine if a new service is needed or can be implemented as a demonstration project in the future.

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

NEXT STEPS

Staff will implement approved service modifications described in the report on June 24, 2006 or later.

ATTACHMENTS

- A. [Summary Public Hearing Comments Received for February 7, 2007 Public Hearing](#)
- B. [Estimated Impact on Passengers](#)
- C. [Estimated Impact on Revenue Service Hours](#)
- D. [Revised Maps](#)
- E. [Notice of Public Hearing](#)

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

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION	PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
90/91 (L.A.- Sunland via Foothill Bl.)	Shorten northern terminal at Foothill and Fenwick in Sunland; Remainder of route proposed to be served by new Line 290.	Support	28.6%		<ul style="list-style-type: none"> Could result in more reliable service from Tujunga to Glendale and Downtown L.A. 	<p>Line 90-91 is 30 miles long so that an incident along the line could impact the schedule on the entire line. Breaking the line allows service to be better managed to improve service reliability.</p> <p>The line will be split in Sunland since this is the location where ridership drops off and service frequencies are reduced. Saturday service was only extended from Sunland to Olive View Medical Center in June, 2003.</p> <p><u>Staff recommendation:</u> Implement as proposed.</p>
		Oppose	57.1%		<ul style="list-style-type: none"> Metro Connections is a plan to eliminate, not facilitate bus service; traffic is bad and it doesn't matter if you cut line in half; no public benefit if forced to transfer Don't want the bus line to be chopped up; Need through service from Tujunga and Lake View Terrace to jobs in Glendale, if you live close to the break point, then may as well drive 	
		Modify	14.3%		<ul style="list-style-type: none"> Combine with Line 685 on Verdugo Rd. and operate via express to Downtown L.A. 	
		TOTAL	100%	5.3%		
92 (L.A.-Downtown Burbank Station via Glenoaks Bl.)	Shorten northern terminal at Downtown Burbank Station; Remainder of route proposed to be served by new Line 292.	Support	37.5%		<ul style="list-style-type: none"> Concern that lines are split in the right places City of Burbank requests clarification regarding routing Lines 92 and 292 in Downtown Burbank and the number of trips operated and assurance that layovers can be accommodated at the Downtown Burbank Station 	<p>Line 92 is 26 miles long so that an incident along the line could impact the schedule on the entire line. Line 92 had the highest number of schedule related complaints in January, 2007 (14% of total complaints). Breaking the line allows service to be better managed to improve service reliability.</p> <p>The line will be split at Downtown Burbank Station since this is the existing shortline location where ridership drops off and service frequencies are reduced.</p> <p>Staff will evaluate the layover requirements for Lines 92, 290, 154 and 155 to ensure service can be accommodated.</p> <p><u>Staff recommendation:</u> Implement as proposed.</p>
		Oppose	50%		<ul style="list-style-type: none"> A lot of people use this line going north thru downtown Burbank to Sun Valley, Pacoima 	
		Modify	12.5%		<ul style="list-style-type: none"> Extend Line 200 via Glendale Bl. and present Line 92 route to Glendale Galleria 	
		TOTAL	100%	6%		

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION		PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
154 (Oxnard St.- Burbank Bl.)	Cancel midday and Saturday service. Reallocate resources to relieve overcrowding on major corridors.	Support	0			<ul style="list-style-type: none"> None received 	<p>Staff recommends canceling Saturday service due to low productivity. Recent data indicates that weekday productivity on this line would not be significantly improved if midday service were canceled. There is also concern for service gap on weekdays, particularly between Burbank and the North Hollywood Station, resulting from the service cancellation.</p> <p><u>Staff recommendation:</u> Maintain weekday midday service and operate all day service once an hour; cancel Saturday service</p>
		Oppose	12	80%	<ul style="list-style-type: none"> City of Burbank strongly objects since there is no midday or weekend service between Burbank and North Hollywood Station along Burbank Bl.; keep Burbank portion if cuts necessary Taking bus service away makes it harder to ride the buses; Need more routes and flexible routes Disabled person needs service to go shopping Disabled person resides on White Oak and Burbank and is impacted by this line and Line 154 Increase rush hour service to improve connection to Red/Orange Lines 		
		Modify	3	20%	<ul style="list-style-type: none"> Combine with Line 164 during rush hours; keep Burbank portion Maintain segment between Burbank and North Hollywood Station and operate during midday Increase rush hour service to Red/Orange Line 		
		TOTAL	15	100%	11.3%		

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION	PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
155 (Universal City Station- Downtown Burbank Station via Alameda Av.)	Cancel late night and weekend service; Reallocate resources to relieve overcrowding on major corridors.	Support			<ul style="list-style-type: none"> None received 	<p>Staff recommends canceling late night and weekend service due to low productivity, but agrees that a minor reroute in the Burbank Media District could improve service in the area. Coordinating trip times with Line 96 could also improve service but may not be feasible at all periods due to differences in service levels. Staff will evaluate the schedule to determine what changes can be made.</p> <p>Staff recommendation: Implement as proposed.</p> <p>Implement minor reroute from a small segment of Alameda Avenue to better serve Burbank Media District (continue along Riverside Dr. and Olive Av. to Alameda Av. and coordinate service with Line 96 where feasible.</p>
		Oppose	81.3%		<ul style="list-style-type: none"> Lack of late night trips between Burbank and Universal City will make it difficult to get home from work; Line 96 is unreliable or no show Line 96 buses are scarce and need service to travel from San Fernando/Olive to hospital or Red Line Station; Need better way to communicate with legally blind; have Burbank Bus pick up the slack Line has only been a separate line since last December so needs further research; coordinate trips to operate every 30" with Line 96 through Media District Coordinate with Line 96 service Market first since no publicity when late night trips implemented 	
		Modify	18.8%		<ul style="list-style-type: none"> City of Burbank requests retaining service for six months and consolidating route in Downtown Burbank and Media District and coordinating headways with Line 96; connect Line 155 9:16 pm trip to northbound Metrolink train Operate on Riverside Dr. (closer to Warner Bros.) and connect with Line 163 	
		TOTAL	100%	12%		

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION	PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
168 (Lassen St.- Paxton St.)	Cancel service; Reallocate resources to relieve overcrowding on major corridors.	Support	5.6%		<ul style="list-style-type: none"> Line has not performed well over three decades; should have been done a long time ago 	<p>Staff recommends maintaining service since service was reduced in June-2005 and savings could be offset by other service reductions.</p> <p>Staff recommendation: Maintain weekday service</p>
		Oppose	83.3%		<ul style="list-style-type: none"> Northridge East Neighborhood Council submitted resolution and verbally amended resolution to include opposition to Line 239 as well; statement that it impacts access to CSUN and may impact trip counts included in CSUN expansion plan EIR which will add 300 residential units on Zelzah and increase student population from 25,000 to 35,000 Shopping center planned at Paxton/Bradley; need service to High School at Arroyo/8th; Pacoima "has all the bus yards but no service" Diminished service so much that it now has to be "dumped"; Operate 20" minimum service levels 24 hours a day, 7 days a week on corridors Operate service until 10:30 pm At risk kids come to youth agency by bus to use free services that help get them off the streets 	
		Modify	11.1%		<ul style="list-style-type: none"> Chatsworth segment has no ridership but Paxton segment needs to be maintained Extend to Mission College on one direction; on the south direction, continue to Van Nuys and Roscoe 	
		TOTAL	100%	13.5%		

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION		PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
183 (Magnolia Bl.- Kenneth Rd- Chevy Chase Dr.- Branch of Line 234)	Shorten eastbound terminal at Alameda Avenue and San Fernando Road in Glendale and reroute service via San Fernando Road and Verdugo Avenue to Downtown Burbank or Downtown Burbank Station.	Support	2	13.3%		<ul style="list-style-type: none"> Segment should have been eliminated when Glendale Beeline service was established along segments; should have been done a long time ago 	<p>Staff recommends maintaining weekday service since savings can be offset if weekend service is canceled east of Glenoaks Boulevard and if midday shortline trips are operated once an hour to maximize resources.</p> <p><u>Staff recommendation:</u> Maintain service on weekdays and operate every 60"; cancel weekend service east of Glenoaks Bl. and terminate at 1st and Angeleno (existing shortline terminal).</p>
		Oppose	9	66.7%		<ul style="list-style-type: none"> City of Burbank requests that Metro work with them to continue to provide service to hillside and maintain connections with Lines 92, 94 and Beeline 30-year resident and passenger; Beeline doesn't satisfy 90% of people due to limited service on impacted areas Need service "for existing riders and future seniors and burnt out car drivers" Senior not able to walk to closest service; service "allows for me to be independent" Increase rush hour service 	
		Oppose	1	See above		<ul style="list-style-type: none"> Petition with 223 signatures (no addresses or phone numbers) stating change would be hardship on daily abilities to access adequate transportation 	
		Modify	3	20%		<ul style="list-style-type: none"> Extend west terminal to Sepulveda Orange Line Station Increase rush hour service instead Connect segment as an extension of Line 155 	
		TOTAL	15	100%	11.3%		

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION	PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
239 (White Oak Av.- Zelzah Av.- Rinaldi St.- Branch of Line 230)	Cancel midday and weekend service; Reallocate resources to relieve overcrowding on major corridors.	Support	5.6%		<ul style="list-style-type: none"> Should have been done a long time ago 	Based on comments received and an evaluation of productivity on midday service, staff recommends maintaining midday service and operating service once an hour throughout the day to make better use of resources. There is no Orange Line station at White Oak Avenue due to cost considerations. Staff will evaluate the option to reroute service to the Reseda Station. <u>Staff recommendation:</u> Maintain midday service on weekdays and operate every 60"; cancel weekend service
		Oppose	83.3%		<ul style="list-style-type: none"> Northridge East Neighborhood Council submitted resolution (see Line 168) Service critical for sons with medical condition who transfer from Line 239 to get to Reseda High Employees can't get to work No incentive to use peak-hour local service so needs to operate 60" all day on weekdays Disabled and needs service (lives on White Oak and Burbank) Critical for connections to Holy Cross Medical Center, LAPD Station, Kennedy High School, CSUN If midday service canceled, ridership will fall and service will be proposed to be canceled as currently proposed on Line 168 	
		Modify	11.1%		<ul style="list-style-type: none"> Need to be an Orange Line Station at White Oak to improve service or at least reroute via Oxnard St. to Reseda Orange Line Reroute from Louise Avenue to Chatsworth St. and Balboa Bl. to Rinaldi St.; provide direct access to CSUN campus 	
		TOTAL	100%	13.5%		

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION		PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
New Line 290 (Sylmar-Sunland via Foothill Bl.)	Proposed new line operating between Olive View Medical center and Mt. Gleason loop in Sunland, replacing the northern segment of former Lines 90/91.	Support	2	33.3%		• See Line 90-91	See Line 90-91. Staff recommendation: Implement as proposed
		Oppose	3	50%		• See Line 90-91	
		Modify	1	16.7%		• See Line 90-91	
		TOTAL	6	100%	4.5%		
New Line 292 (Sylmar Metrolink Station-Downtown Burbank Station via Glenoaks Bl.)	Proposed new line operating between Sylmar/San Fernando Station, replacing segment of Line 92 operating north of Downtown Burbank.	Support	2	33.3%		• See Line 92	See Line 92. Staff does not recommend rerouting service via Colorado Boulevard due to existing low ridership on Line 183 along this segment or to Olive View Medical Center due to resource considerations. Staff recommendation: Implement as proposed
		Oppose	2	33.3%		• See Line 92	
		Modify	2	33.3%		• Extend to Olive View Medical Center • Operate to Glendale Galleria, then via California or Colorado Bl. to Eagle Rock Plaza	
		TOTAL	6	100%	4.5%		
656 (Panorama City-North Hollywood-Owl-Hollywood-Owl-Branch of Line 156)	Shorten owl at Santa Monica Boulevard and Highland Avenue.	Support	2	18.2%			In accordance with Metro Connections guidelines, this line will be shortened to reduce service duplication. Staff will mitigate transfers between Line 656 and Line 4 at Santa Monica Boulevard and Highland Avenue. Staff recommendation: Implement as proposed
		Oppose	8	81.8%		• Don't save much and forced to transfer in the middle of the night • Oppose unless transfer point mitigated with Line 4 at Santa Monica/Highland or Line 2 at Hollywood/Highland	
		TOTAL	10	100%	8.3%		

Attachment A
Summary of Public Comments Received for February 7, 2007 Public Hearing
Metro San Fernando Valley Operated Bus Lines

LINE NO. (LINE NAME)	PUBLIC HEARING SERVICE CHANGE PROPOSAL	POSITION		PERCENT OF LINE TOTAL	PERCENT OF ALL COMMENTS	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
Study Express Line (Tri-City Transit Link Express)	Proposed new express line operating between North Hollywood Red/Orange Line Station and Pasadena Gold Line with two in-route stops, one in Burbank (Media District) and the other in Glendale (off of -134- freeway).	Support:	6	46.2%		<ul style="list-style-type: none"> Run all day and weekends 	The Los Angeles Department of Transportation has rerouted Commuter Express Line 549 to the North Hollywood Station effective February 12. Staff will work with all concerned parties to determine if a new service is need. Status Under review as possible demonstration project.
		Oppose:	4	30.8%		<ul style="list-style-type: none"> Duplicates LADOT Commuter Express Line 549 	
		Modify	1	7.7%		<ul style="list-style-type: none"> Modify route to make 2 or 3 stops in each city; specifically with a connection to Line 90-9 and Glendale Beeline 3 and 7 	
		Other	2	15.4%		<ul style="list-style-type: none"> City of Burbank requests study to determine if existing Line 549 should be upgrade, marketed and improved or if new service implemented; study should involve three cities, MTA and LADOT and route modified to serve major employment centers in Burbank LADOT will modify route effective 2-12-07 to Red/Orange Line Station; Route similar to Study Express Line with more stops; carry 300 and 400 riders a day; would like assistance in Marketing and adding more service 	
		TOTAL	13	100%	9.8%		
	TOTAL COMMENTS	Support	21	15.8%	100%		
		Oppose	91	68.4%			
		Modify	19	14.3%			
		Other	2	1.5%			
		TOTAL	133				