

**ATTACHMENT B  
SUMMARY PUBLIC COMMENT STAFF RESPONSE TO JUNE 2007 SERVICE PROPOSALS**

**PART 1: GATEWAY OPERATED LINES**

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY						STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
60	Restructure line due to start-up of new Rapid Bus Line 760. Line 60 to operate between Artesia Blue Line Station and downtown Los Angeles. Service south of Artesia BI proposed to be replaced by Long Beach Transit Line 51. Owl service continued to Long Beach Mall by MTA or Long Beach Transit. Limited- stop Line 360 discontinued.	Two respondents supported the staff proposal including Long Beach Transit, which indicated conditions of agreement. Six respondents opposed the proposal because they would be required to transfer reach downtown Long Beach. Most raised concerns for their safety at night by having to transfer at the station, or at the intersection of Artesia and Long Beach BI. All thought this line and the rapid line should go to the Transit Mall. Owl service was requested to be maintained by MTA. Two respondents suggested other issues such as extending the line to Patsauoras Plaza, citing possible problems with the current terminal as well as capacity issues at Artesia Station.	2	6	1	2	11	9.4	The staff recommendation would eliminate needless service duplication in the Long Beach Corridor. Long Beach Transit operates more frequently than MTA and charges a lower fare. Schedule coordination between MTA/LBT at Artesia and Long Beach Blvds will be optimized where possible to ensure convenient transfer connections. Owl service to be continued to Long Beach Transit Mall by MTA seven days a week. Concerns about the north terminal and Artesia Station are not valid. A new bus layover/operator restroom facility has been constructed at the north terminal under terms of a legal agreement between the City of Los Angeles, a private developer and the MTA. Modifications are underway at Artesia Station to double the layover capacity at that site
65	Cancel line due to excessive duplication. Eastern segment replaced by extending Line 254 over affected segment to CSLA; western segment proposed to be replaced by Montebello Line 50.	Four respondents supported the staff proposal, including Montebello Transit which indicated it would provide alternative service for riders since it currently serves most the affected segment Monday thru Saturday. Six persons opposed the proposal citing increased travel time and costs since they would need to transfer from one carrier to another. Should Montebello not operate Sunday service this impact could increase for some riders. One person suggested MTA operate Line 65 from LACBD to Dozier/Rowan and cancel eastside of route. One person suggested that the county shuttle take over the eastern segment of the route in lieu of Line 254.	4	6	2	1	13	11.1	Service between downtown Los Angeles and Olympic and Soto is proposed to be replaced by Montebello Transit. Service between Olympic and Soto St and California State University, Los Angeles is proposed to be replaced by new shuttle Line 655 seven days a week under the Revised Service Plan. The suggestions to modify the staff proposal by either canceling the eastern segment or running a shuttle service from downtown Los Angeles to Dozier/Rowan cannot be implemented, because the western segment generates the least demand.

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			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
254	Modify northern route to take over segment of Line 65 from 1st St to Cal State LA. Consider adding Sunday service. Alternative service on Lorena St provided by Line 605; Line 68 on Ceasar Chavez Av.	One person supported the extension of this line and the addition of Sunday service. Two other respondents opposed the proposal because they would need to transfer to a less frequent line. Another respondent suggested the southern part of Line 254 be cutback because of low ridership.	1	2	0	1	4	3.4	While wait times may be slightly longer on weekdays (i.e. about 15 minutes) there would be no impact on weekends since the headways would be compatible. The southern end of this line, which was the least productive segment of the line, was restructured two years ago and lines performance has improved.
265	Discontinue route between Montebello Mall and Pico Rivera due to low productivity. Northern route to end in Pico Rivera at Whittier Bl and Durfee Rd. Improve peak hour headways on weekdays.	Eight people opposed the staff proposal for line. In addition, two petitions were submitted representing the views of about 400 others who also opposed the change. They stated they did not want the route to change, and were opposed to having to transfer. Others stated their concerns about having to wait longer for connecting bus or having to pay more.	1	8*	2	1	12	10.3	Current ridership along the affected segment is extremely low, and is adversely affecting line performance. The two petitions received at the public hearing opposing this change represent more than four times the number of patrons that actually travel along the segment. Staff believes there may be some confusion on this issue since only about 100 boardings are potentially impacted on the entire route segment to be discontinued. Moreover, access to the Mall would still be available by riding Montebello Transit, or by MTA if they need to travel on Rosemead between Whittier Bl and Gallatin Rd.

Note - \* indicates 2 petitions with 400 signatures total

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			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
275	Discontinue route due to low productivity.	Thirty-one persons opposed this change, which included one petition with 155 signatures. All were concerned about the lack of replacement service and many said they could not access their jobs, schools or other destinations if this line were cancelled with no alternative service in place. Five respondents suggested MTA should consider having Norwalk Transit or Montebello Transit operate the line should MTA decide to cancel it. Two respondents supported the cancellation of the line including Norwalk Transit, which indicated its intension to assume the operation should MTA cancel it. The proposed route was read into the record, which reflected a minor deviation to serve the Metrolink Station in Norwalk.	2	31**	5	1	39	33.3	Staff will update the Governance Council on the Norwalk Transit proposal at the March governance council meeting.
360	Discontinue route due to operation of new rapid bus Line 760.	Six people testified on this matter and all opposed the cancellation of the service.	0	6	1	0	7	5.9	See Line 60 for details.

Note - \*\* indicates 1 petition with 152 signatures total

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LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY						STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
577	Extend route to serve the Long Beach Transit Mall. Service proposed to operate in limited-stop mode via 7th St, Atlantic Ave and 1st St. Eliminate night service after 8 pm; consider midday reductions due to low ridership.	Six people supported the staff recommendations for this line. Three others opposed making any changes at this time. Five others suggested modifications to the headway proposal, suggesting that service run up to about 10 pm since 8 pm was thought to be too early to end service. Three people commented on other matters stating that service on this line has been very unreliable, particularly in the early am and pm peaks. They reported numerous problems with late or no-show buses. One person thought the line should be broken at Norwalk Station with one route going to El Monte and the other to Long Beach.	6	3	5	3	17	14.5	Route to be extended to Long Beach Transit Mall via 7th St, Alamitos Ave, 1st St. Stops to be implemented on 7th St at Cherry Ave and 7th St at Ximeno Ave on trial basis. Night service to continue to 9:30 pm. Peak headways to operate every 30 minutes and 45 minutes during base period. Night service to operate hourly. Reports of erratic operation will be forwarded to MTA Contracting unit for immediate action.
760	Operate new rapid bus line over route of local Line 60 seven days a week. South terminal to be established at the Artesia Blue Line Station.	Four respondents supported the operation of new rapid bus to the Artesia Station. Three others opposed the plan because they would have to transfer which would add time and cost to their commute. Six others thought the proposal should be modified to have s service run through to the Long Beach Mall in order to mitigate all the concerns. Concern was expressed about safety at the Artesia Station as well as at the intersection of Artesia Bl and Long Beach Bl at night.	4	3	6	1	14	11.9	The staff recommendation would eliminate unnecessary duplication in corridor. Long Beach Transit will operate more frequently than MTA and will charge a lower fare. Schedule coordination between MTA/LBT will be optimized where possible to ensure convenient transfers. Owl service to be continued to LB Mall by MTA.
<b>Grand Total</b>			<b>20</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>117</b>	<b>99.8</b>	
<b>Percent of Total</b>			<b>17</b>	<b>56</b>	<b>19</b>	<b>8</b>	<b>100</b>		

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**PART 2: SOUTH BAY SECTOR OPERATED LINES**

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY					TOTAL	STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER			
121	Make permanent current demonstration project to restructure service as two separate routes	Timed transfers should continue between Lines 120 and 121. Decoupling Lines 120/121 and consolidating Line 111 is a marvelous, service efficient, budget reducing idea.	2	0	0	0	2	The demonstration project began December 2006. We believe the timed transfers are working as designed to reduce long waits. For most trips, Metro will continue to provide timed transfers between Line 120 and Line 121 at the Rosa Parks Metro Rail Station.	
622	Cancel service	One comment supports the proposal based on the minimal use. Another comment conditionally supports based on restoration of Green Line service. Two comments opposed the proposal.	1	2	1		4	With just 21 passengers per night, Line 622 is not sustainable. With owl service available on other lines serving 7 of the 10 rail stations, most passengers would not be stranded and would not have to call a taxi. Staff recommends cancellation.	

**PART 3: SAN GABRIEL SECTOR OPERATED LINES**

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY					TOTAL	STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER			
260	Discontinue Line 260/361 service south of Atlantic Av and Alondra Bl. Consider establishing southern terminal at Atlantic Ave and Alondra Bl.	The proposed terminal for line 260 at Atlantic/Alondra is unsafe especially at night. Also opposed to cancellation of Line 684 and presented a petition with 118 signatures. Keep Line 260 to Artesia Sta. at least at night. Opposes 260 cuts which will mean two transfers.	0	3	0	0	3	Service is recommended to be retained to the Artesia Blue Line Station. Additional shortlining is recommended further north at or near Firestone Bl.	
751	Shorten route by canceling segment of line south of Palm Place and Long Beach Bl. Replacement service to be provided by new Rapid Bus Line 760	One opposed to shortening of route	0	1	0	0	1	Recommend approval as originally proposed. New Line 760 will provide replacement service for affected riders.	



## ATTACHMENT C

### ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR JUNE 2007

#### PART 1 GATEWAY CITIES LINES

Line	Tier	Current Staff Recommendation	Alternative Service	Potential Impact			Total Ridership		% Impact
				Fare	Transfer	Walk	Line	Net Impact	
265	2	<b>Implement as originally proposed.</b> Current demand along the affected segment is extremely low, and is adversely affecting line performance. The two petitions received at the public hearing opposing this change represent more than four times the number of patrons that actually travel along the segment. Staff feels customers may have confused the proposed cancellation of Line 275 with this line, which is proposed to have a minor segment of its route cancelled due to low performance.	Montebello Mall can be accessed by riding Montebello Line 10 along Whittier Blvd and MB Line 20 along Montebello Blvd. Local travel along Rosemead Blvd provided by MTA Line 266.	Yes 25 cents plus 5 cent local transfer to access MB Mall	Yes	No	DA 1634 SA 850 SU 568	DA 100 SA 52 SU 34	DA 6.1 SA 6.1 SU 5.9
275	3	<b>Implement as originally proposed.</b> Norwalk Transit has testified it will assume operation of the service upon cancellation of the line by MTA. Base fare on NTS is 60 cents with a 25 cent Interagency Transfer fee.	Norwalk Transit staff propose to modify NT Line 8 to cover the entire route of Line 275 with a minor deviation to serve the Metrolink Station in Norwalk.	No	No	No	DA 579 SA none SU none	DA 579 SA none SU none	DA 100.0 SA none SU none
360	1	<b>Implement as originally proposed.</b> See Line 60 for details.	See Line 60 for details	n/a	n/a	n/a	n/a	n/a	n/a
577	2	<b>Revise proposal to reflect public comment.</b> Route to be extended to Long Beach Transit Mall via 7th St, Alamitos Ave, 1st St. Stops to be implemented on 7th St at Cherry Ave and 7th St at Alamitos Av on trial basis. Night service to continue to 9:30 pm. Peak headways to operate every 30 minutes and 45 minutes during base period. Night service to operate hourly. Reports of erratic operation will be forwarded to MTA Contracting unit for follow up and action.	Line 577 will continue to serve most riders, albeit with slightly reduced headways	No	No	No	DA 800 SA none SU none	DA 375 SA none SU none	DA 46.8 SA none SU none

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### ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR JUNE 2007

<b>PART 1 GATEWAY CITIES LINES</b>									
Line	Tier	Current Staff Recommendation	Alternative Service	Potential Impact			Total Ridership		% Impact
				Fare	Transfer	Walk	Line	Net Impact	
760	1	<b>Implement as originally proposed.</b> The rapid service will reduce travel time for riders using this service. Schedule coordination between MTA/LBT will be optimized where possible to ensure convenient transfers in the Long Beach area.	New rapid bus Line 760 will continue to serve most stops now served by limited Line 360. Limited stops not served by the new rapid bus will continue to be served by Metro Line 60 and LBT Line 51-52	n/a	n/a	n/a	n/a	n/a	n/a