

DATE: MARCH 9, 2007

SUBJECT: FY 2008 SERVICE CHANGES

ACTION: APPROVE FINDINGS OF FEBRUARY 9, 2007 PUBLIC HEARING AND ADOPT BUS SERVICE CHANGES FOR LINES 119/126, 120/121, 124, 202, 442, 622, 710, AND 940 FOR IMPLEMENTATION JUNE 24, 2007 OR LATER

RECOMMENDATION

- A. Approve the findings of the February 9, 2007 Public Hearing as shown in Attachment A;
- B. Adopt the following specific Metro South Bay bus service changes for implementation in Fiscal Year 2008 effective June 24, 2007 or later:
 - Line 119/126 (108th St. / Yukon Av. – Manhattan Beach Bl.) – cancel all service on Line 119 (108th St.) and continue to operate Line 126 (Yukon Av. - Manhattan Beach Bl.) until transitioned to an alternate provider (staff to return with an update prior to cancellation of Line 126).
 - Line 120/121 (Imperial Highway) – make permanent the current demonstration project in which the two routes are scheduled separately and continue to provide timed transfers at the Rosa Parks Station.
 - Line 124 (El Segundo Bl.) – continue to operate until transitioned to an alternate provider (staff to return with an update prior to cancellation).
 - Line 202 (Willowbrook – Compton – Wilmington) – cancel all service.
 - Line 442 (L.A. – Hawthorne Express) – cancel all service.
 - Line 622 (Late Night) – cancel all service.
 - Line 710 (Crenshaw Metro Rapid) – cancel service north of Wilshire Bl. and reroute to a new north terminal at the Wilshire/Western Metro Rail Station.
 - Line 940 (Hawthorne Rapid Express) – if Line 442 is cancelled, implement faster peak period Rapid Express service via the route of Line 740 (Hawthorne Metro Rapid) as another option for affected Line 442 riders.

Attachment B includes estimated impacts to riders, revenue hours, and peak buses for the above recommended changes.

No changes are recommended at this time to Line 115 (Manchester – Firestone), Line 214 (Broadway/Main Loop), Line 305 (Crosstown Bus to UCLA), Line 445 (San Pedro – Los Angeles Express), and Line 625 (LAX/Aviation Green Line feeder). Also the implementation of Line 455X is recommended for deferral.

ISSUE

Metro South Bay continues to strive to improve service within available resources. The FY 08 agency budget assumes a reduction of over 20,000 revenue hours of service for our sector (approximately 1.5% of our annual total). The routes proposed for cancellation and the segments for restructuring are generally not sustainable given the low levels of ridership and the corresponding high subsidies required to continue providing service. Staff has attempted to craft a service change proposal that meets the budget objectives while providing alternatives for impacted customers.

OPTIONS

The Governance Council could approve a subset of the staff recommendation. However, this option might not be consistent with available resources, and might require service reductions on other lines leading to overcrowded buses and a general degradation of service quality in high-ridership corridors. Most of the recommended service changes, if approved, would impact low-ridership corridors, and many of these patrons will find suitable alternatives on other Metro lines or from other service providers.

For discussion regarding Line 202, the Council could consider a partial cancellation of the line south of Del Amo Bl. in lieu of cancelling all service. This segment primarily operates on Alameda St. with less passenger activity than the Line 202 service north of Del Amo Bl. However, Line 202 would likely continue to be a low-performing line even with cancellation of the southern segment, so this option is not recommended. Also staff would have to find additional reductions on other higher-performing lines in the amount of 5,550 annual revenue service hours.

Regarding Line 442, staff recommends cancellation of all service as there are abundant alternatives in place including Lines 315 (Manchester Limited), Line 710 (Crenshaw Rapid), Line 740 (Hawthorne Rapid), the Harbor Transitway, and the Metro Rail system. Additionally, if Line 442 is cancelled we will add a stop at Manchester/La Brea on the new Line 940 Hawthorne Rapid Express. This will provide an additional transfer location for the riders impacted by the cancellation of Line 442.

FINANCIAL IMPACT

The FY 08 MTA budget assumes a reduction in the number of revenue service hours operated by the five bus service sectors. Metro South Bay's budget allocation from the MTA requires us to reduce service by 20,200 revenue service hours. This reduction is about 1.5% of Metro South Bay's annual revenue service hour total. A revenue service hour includes time when the bus is available to revenue paying customers, plus layover time at the end of the line.

DISCUSSION

Metro South Bay put forth 13 service change proposals. Collectively, the proposals generated over 170 comments either at the public hearings or through written correspondence. Eighteen speakers provided input at the Metro South Bay February 9 public hearing. Also we received three petitions – one each opposing the proposals for Lines 442, 625, and 710.

Please refer to Attachment A for more detailed discussion of the comments received by line and staff responses.

NEXT STEPS

With approval from the Governance Council, staff will implement changes on June 24, 2007 or later on Lines 119/126 (108th St. – Yukon Av. – Manhattan Beach Bl.), Line 124 (El Segundo Bl.), Line 202 (Willowbrook – Compton – Wilmington), Line 442 (LA – Hawthorne Express), Line 622 (Late Night), Line 710 (Crenshaw Metro Rapid), and Line 940 (Hawthorne Rapid Express). Also the restructuring of Line 120 (Imperial Highway) previously implemented on a demonstration basis will be made permanent.

No changes are recommended at this time to Line 115 (Manchester – Firestone), Line 214 (Broadway – Main Loop), Line 305 (Crosstown to UCLA), Line 445 (L.A. – San Pedro Express), and Line 625 (LAX/Aviation Green Line feeder).

Attachment A: Findings of February 9, 2007 Public Hearing and Response to Public Comments

Attachment B: Estimated Impacts from Recommended Changes

Prepared by: Scott Greene
Transportation Planning Manager

Dana M. Coffey
General Manager

ATTACHMENT A – FINDINGS OF THE FEBRUARY 9, 2007 PUBLIC HEARING AND RESPONSE TO PUBLIC COMMENTS RECEIVED

Metro South Bay appreciates the public comments submitted. In total, we received over 170 comments regarding the proposed service changes. The collective knowledge of our services and service area expressed by the riders is truly impressive. Customer feedback is one of the most important sources of information we have especially when improved services result.

The public comment period commenced on January 7, 2007 and closed on February 14, 2007. Public comments were received via written letter, FAX, e-mail, and testimony at the five hearings conducted by Metro South Bay and the other Metro service sectors. The following table aligns the comments received with the original service change proposal. Comments are tallied in the middle column, and the staff response is shown the right column.

Original Proposal	Summary of Public Comments (# received)	Staff Response
<p>Line 115 (Manchester Av.) – cancel service west of Sepulveda Bl. and replace with extended Line 625 (Green Line Shuttle).</p>	<p>Agree with proposed changes (1).</p> <p>COMMENTS IN SUPPORT -- 1</p> <p>Southern California Transit Advocates (SOCATA) supports the proposal if Line 625 serves LAX City Bus Center and if current headways are maintained on these lines (1).</p> <p>CONDITIONAL SUPPORT -- 1</p> <p>Do not change the service (6).</p> <p>No Line 115 service west of Sepulveda would negatively impact BBB Line 3 service (1).</p>	<p>A shorter route for Line 115 should not be implemented at this time. There are many valid issues that need to be resolved, including Line 625 service frequencies and span of service. Also Metro South Bay needs to continue coordination discussions with Big Blue Bus and the LA Unified School District. There is potential for students in Westchester to overload the minicoaches assigned to Line 625. However, this proposal has merit and should be reconsidered for future implementation.</p> <p>Staff met with Big Blue Bus to discuss the impacts. Metro will continue to provide service on Line 115 west of Sepulveda Bl.</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
	<p>Smaller buses will not have capacity to serve students west of Sepulveda (4).</p> <p>COMMENTS OPPOSED – 11</p>	<p>We will continue dialogue with LA Unified to discuss a coordinated approach for school transportation in Westchester.</p>
<p>Line 119 (108th St.) – cancel service, alternatives include Line 117 (Century Bl.) and Line 120 (Imperial Highway).</p>	<p>SOCATA supports (1).</p> <p>Don't cancel the line (1).</p> <p>Consider replacing with a shuttle (1).</p> <p>TOTAL COMMENTS – 3 (2 opposed)</p>	<p>Staff recommends cancellation. Line 119 has low ridership, only 160 boardings per day on 15 trips which is not sustainable. Line 119 runs every 60 minutes. The alternatives have more attractive service levels – Line 117 runs every 15” peak and Line 120 is 20” peak compared to 60” service on Line 119.</p>
<p>Line 120/121 (Imperial Highway) – make permanent the current demonstration project to restructure as two separate routes.</p>	<p>Decoupling Line 120/121 and consolidating with Line 111 is a marvelous, service efficient, budget reducing idea (1).</p> <p>COMMENTS IN SUPPORT – 1</p> <p>SOCATA supports with condition that timed transfers continue (1).</p> <p>CONDITIONAL SUPPORT – 1</p>	<p>The demonstration project began in December 2006. We believe the timed transfers are working as designed to reduce long waits. Thanks for the positive comment.</p> <p>For most trips, Metro will continue to provide timed transfers between Line 120 and Line 121 at the Rosa Parks Metro Rail Station.</p>
<p>Line 124 (El Segundo Bl.) – cancel service, alternatives include Line 125 (Rosecrans Av.) and the Metro</p>	<p>Continue to operate Line 124 until another provider can backfill the corridor (1).</p> <p>CONDITIONAL SUPPORT -- 1</p>	<p>Staff recommends that Metro continue to provide Line 124 service until it can be transitioned to another provider. Both Beach Cities Transit and Gardena Municipal Bus Lines have expressed interest.</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
Green Line	<p>Cancellation eliminates Metro service to two rail stations. Also land use in Hawthorne is changing from industrial to residential (1).</p> <p>SOCATA opposes and suggests interlining with Line 120 (1).</p> <p>Line 124 has duplicate service in the city, but there is no duplication in El Segundo (1).</p> <p>Do not change the service, the route is vital and suggested alternatives do not work for seniors, students, workers, and DMV customers (8).</p> <p>The alternatives are too far to walk (2).</p> <p>Put a smaller bus on the line (2).</p> <p>COMMENTS OPPOSED -- 15</p>	<p>Service on El Segundo Bl. to the El Segundo/Nash Metro Rail Station and to Rosa Parks Station would continue to be delivered by another provider. As land use effects demographics and travel patterns, Metro will continue to work with local cities to monitor developments.</p> <p>Buses assigned to Line 124 already interline with Line 120, also with Line 202.</p> <p>In transitioning the Line 124 service to another provider, issues relative to service cancellation will not arise since the service will continue. Alternative providers may choose to put smaller buses on the line.</p>
Line 126 (Manhattan Beach Bl.) – cancel service	<p>SOCATA suggests an alternate provider should operate the segment between El Camino College and Manhattan Beach (1).</p> <p>Continue to operate Line 126 until another provider can backfill the corridor (1).</p> <p>CONDITIONAL SUPPORT -- 2</p>	<p>Staff recommends that Metro continue to provide Line 126 service until it can be transitioned to another provider. Beach Cities Transit has expressed interest.</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
	<p>Students attending El Camino College need the service (1).</p> <p>Don't cancel; consider operating with a smaller bus (3).</p> <p>Don't cancel; the walk is too far (1).</p> <p>Instead of cancelling the route, add trips and maybe extend to the Pier (1).</p> <p>COMMENTS OPPOSED -- 6</p>	<p>Metro will continue to serve El Camino College with frequent service on Lines 210 (Crenshaw Bl.) and Line 710 (Crenshaw Rapid). Gardena Bus and Torrance Transit also provide service close to the campus. Line 126 service also would continue to be delivered by another provider who might use smaller buses.</p> <p>Although the comment did not specify which pier, there are no plans to extend Line 126. Metro is moving towards shorter routes to improve service reliability and on-time performance.</p>
<p>Line 202 (Willowbrook – Compton – Wilmington) – cancel service, alternatives include the Blue Line, the Hahn Trolley, Compton Renaissance, and Line 205 on Wilmington Av.</p>	<p>SOCATA supports with condition that owl service continue (1).</p> <p>CONDITIONAL SUPPORT -- 1</p> <p>Many See's Candies employees ride this bus to get to work at the Carson facility. I work at See's Candies, without this line it would be more difficult to arrive to work on time and my safety would be at question (2).</p> <p>The Metro Blue Line does not make local stops. The Compton Renaissance system does not operate past 3 pm (1).</p>	<p>Staff recommends approval of the original proposal to cancel all service. We will work with the Metro Gateway Cities sector and suggest the Line 55 owl service to Compton continue.</p> <p>The See's Candies facility is about 0.2 miles south of the Carson Circuit 'D' and 'G' routes on Del Amo Bl. Presumably this alternative is not as convenient as Line 202, but staff estimates walking time is less than 5 minutes.</p> <p>While the Blue Line does not make any stops for 2.3 miles between Rosa Parks and Compton Stations, Line 205 operates less than one mile to the west on</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
	<p>Would have to walk home, also a shopping center is under construction at Greenleaf/Willowbrook (1).</p> <p>Do not cancel, instead extend this line to San Pedro (1).</p> <p>I ride Line 202 at 1:55 am and the Compton Renaissance does not run that late. Taxi cabs also refuse Compton trips at that hour and walking is extremely dangerous (1).</p> <p>Line 202 provides security for non-gang affiliated students to/from school, for single working moms, and it provides access to the GAIN office and two public assistance offices (2).</p> <p>It is not safe to walk home in the dark. Also Compton College students take this line (1).</p> <p>This line is not heavily used as some bus lines</p>	<p>Wilmington Av. Also there are local city and county services in the area including the Hahn Trolley and the Compton Renaissance. Staff will encourage the Gateway Cities sector and MTA Regional Planning to work with the City of Compton to extend span of service for the Renaissance system past 3 PM.</p> <p>Changing land use will continue to be monitored for impacts on the transportation system.</p> <p>An extension to San Pedro is not feasible at this time, Line 446/447 (Avalon Bl.) already links Carson and Wilmington to San Pedro.</p> <p>As SOCATA suggested, the Line 55 owl service should continue although this is a decision for the Metro Gateway Cities sector, not Metro South Bay.</p> <p>Staff observed very little Line 202 passenger activity at the Greater Avenues for Independence (GAIN) office, with most people arriving by auto. Long Beach Transit Lines 51-52 on Long Beach Bl. operate approximately 0.6 miles east of the GAIN office. Also Metro Line 130 (Artesia Bl.) operates approximately 0.7 miles north. Both lines also serve Compton College from Artesia Bl.</p> <p>Due to low ridership, Line 202 is not a sustainable</p>

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	<p>but the passengers who ride really need it (2).</p> <p>Line 202 is the only thing in East Wilmington (1).</p> <p>COMMENTS OPPOSED -- 12</p>	<p>service for Metro to continue to provide.</p> <p>East Wilmington is highly industrial with low demand for fixed-route public transportation. Staff notes that Line 232, Torrance Transit Line 3, and DASH Wilmington will continue to provide service in the area. Most destinations in East Wilmington are within a 10 minute walk of these services.</p>
<p>Line 214 (Broadway/Main Loop) – cancel service on Broadway, continue service on Main St. and extend to Western Av. and Imperial Hwy. via El Segundo Bl.</p>	<p>SOCATA supports but suggests the extension via 120th St. instead of El Segundo Bl. Also SOCATA suggests the route serve Avalon Bl. between 120th St. and El Segundo Bl. (1).</p> <p>Suggest an extension to Harbor College via Main St. (1)</p> <p>CONDITIONAL SUPPORT -- 2</p> <p>Many students have jobs and attend classes at times when this service does not operate – it is doubtful that LA Southwest College students will ride peak period service (1).</p> <p>COMMENTS OPPOSED -- 1</p>	<p>Staff withdraws the original proposal and recommends no changes at this time. Line 214 is primarily used by workers going to and from the Harbor Transitway and the Harbor Green Line Station. Recent counts show that Broadway carries as many passengers as Main St. (270 boardings per day on each street). Regarding an extension to Harbor College, Line 205 provides service to the campus and Main Street is served by the Carson North/South shuttle.</p> <p>Staff agrees that college students might not ride the service due to its peak period orientation. Line 214 operates rush hours only and provides transportation mainly for those working regular hours.</p>

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<p>Line 305 (Crosstown Bus) – cancel service north of Pico Bl., alternatives include Line 550 (West Hollywood – San Pedro Express) and Line 2/302 (Sunset Bl.)</p>	<p>Cancel the entire Line 305 as it duplicates several routes, and shift its hours to improving Line 705 or 740 services (1).</p> <p>COMMENTS IN SUPPORT - 1</p> <p>The suggested change will adversely affect riders. Line 305 provides an important link to medical centers and to UCLA’s Westwood campus (9).</p> <p>The suggested alternatives are non-workable (5).</p> <p>Please don’t change what works (2).</p> <p>COMMENTS IN OPPOSITION – 16</p>	<p>Staff withdraws the original proposal and Line 305 will continue to operate as is. The medical facilities along San Vicente and service to UCLA in Westwood will continue.</p>
<p>Line 442 (Hawthorne – Inglewood – LA Express) – cancel service, alternatives include Line 315 (Manchester Limited), Line 740 (Hawthorne Rapid), and the Harbor Transitway.</p>	<p>We (SOCATA) support given the adequate replacement service (1).</p> <p>COMMENTS IN SUPPORT -- 1</p> <p>Do not remove this line you have no security at the freeway over pass. The area is infested with homeless and/or people on drugs and alcohol (10). In the winter it is pretty scary and dangerous to stand at Figueroa/Manchester in the dark to wait for the 115 to Inglewood (1).</p>	<p>Staff recommends cancellation given that a number of viable transportation alternatives are in place. While there is no permanent security at the Manchester Station on the Harbor Transitway, this station contributes 210 boardings a day to the Transitway. We have ongoing communications with the Metro Sheriff and they will follow-up on the specific problems at this location.</p> <p>There are other locations to transfer to bus lines serving downtown LA, such as Manchester/Broadway (to Lines 45 and 745) and Manchester/La Brea (to</p>

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	<p>The 442 is vital, we deserve a service that gets us to and from work (3).</p> <p>If a fare hike is needed so be it, but please reconsider your decision (1).</p> <p>I depend on Line 442. I don't drive, I know this is rare but "we" do exist (1).</p> <p>I have looked at or tried alternate routes and they are either not safe or overcrowded (2).</p> <p>Cancelling Line 442 is irresponsible (1).</p> <p>Petition submitted to stop the cancellation of Bus Line 442 with 207 names.</p> <p>COMMENTS IN OPPOSITION – 19 PLUS ONE PETITION</p>	<p>Lines 40 and 740). Also new Line 940 could have a stop at Manchester to mitigate the cancellation of Line 442. Greater use of the rail network could also be an option, as the proposed new routing for Line 710 (Crenshaw Rapid) would provide a fast trip to the Wilshire/Western Metro Rail Station with access to downtown LA.</p> <p>Fare policy is the purview of the MTA Board of Directors.</p> <p>As stated above, there are many existing alternatives to Line 442 that do not require one to drive. The new route of Line 710 and new Line 940 will add even more options.</p> <p>Overcrowded bus trips will be monitored and addressed twice a year through the scheduling departments of each sector.</p> <p>Given its low ridership and high subsidies, Line 442 service is not sustainable. The resources used on this line could be more effective elsewhere in the system.</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
Line 445 (LA – San Pedro Express) – consider converting some peak trips to faster service via Line 455X.	<p>Keep Line 445 as is due to local access in San Pedro. Many riders do not appear to have transportation to the Harbor/Beacon park and ride lot (2).</p> <p>COMMENTS IN OPPOSITION – 2</p>	Staff withdraws the original proposal and Line 445 will continue to operate as is.
New Line 455X (7 th /Metro – Harbor Beacon Park-Ride Super Express) – consider new peak hour service with one stop at Harbor Green Line	<p>Due to overcrowding on Line 445, I am very much in favor of adding the Super Express Line 455X (1).</p> <p>COMMENTS IN SUPPORT – 1</p> <p>I would like you to consider adding a stop for Line 455X at PCH and I-110 (2).</p> <p>CONDITIONAL SUPPORT – 2</p> <p>SOCATA opposes the proposal and suggests no changes to the Harbor Transitway until restructuring for the Metro Bronze Line service (1).</p> <p>I would rather see greater frequency of buses on Line 445 than a slightly faster trip (1).</p> <p>COMMENTS OPPOSED -- 2</p>	<p>The Harbor Transitway has attracted many new riders with rising costs of automobile operation. We have added trips to Line 445 to reduce overcrowding and will continue to monitor.</p> <p>Staff withdraws the original proposal to establish this new Line 455X. As Metro Connections is implemented over the next few years, new point-to-point services will be proposed and this one could be reconsidered at that time. The PCH stop will be considered in discussions for future implementation.</p> <p>Comment noted, some changes will be necessary before Metro Liner service on the Bronze Line can be initiated.</p> <p>Comment noted, greater frequency would help to reduce overcrowding.</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
<p>Line 622 (Late Night Service) – cancel service.</p>	<p>SOCATA supports based on the minimal use (1).</p> <p>COMMENTS IN SUPPORT -- 1</p> <p>Support cancellation with restoration of Green Line service (1).</p> <p>CONDITIONAL SUPPORT -- 1</p> <p>I find it laughable that you are cutting service in areas such as LAX (1).</p> <p>I want Line 622 to continue running (1).</p> <p>COMMENTS AGAINST – 2</p>	<p>Staff recommends cancellation of all trips. With just 21 passengers a night, Line 622 is not sustainable. Also with owl service available on other lines serving 7 of the 10 stations, most passengers would not be stranded and would not have to call a taxi.</p> <p>Metro does not plan to extend the Green Line span of service.</p> <p>Owl service to LAX will continue on the Line 40 owl route. This route serves both the Aviation Green Line Station and the LAX City Bus Center.</p>
<p>Line 625 (Green Line Shuttle) – extend to Playa del Rey to replace Line 115 west of Sepulveda Bl.</p>	<p>I'm in favor of the new extended Line 625 that would run all day long (2).</p> <p>Extending Line 625 span to 7 days a week will help me to avoid walking from Aviation to World Way West on weekends (1).</p> <p>We need this bus line 625 to World Way West (2).</p> <p>Thanks for the new service, it's a great idea (2).</p> <p>The extension of Line 625 is good and will</p>	<p>Although this proposal elicited favorable comments, it also generated opposition due primarily to a reduction in peak hour service levels. Staff withdraws the proposal but believes it should be reconsidered for future implementation perhaps when more vehicles are available to provide better levels of service.</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
	<p>resolve the problems we have getting to our jobs, thanks (1).</p> <p>COMMENTS IN SUPPORT – 8</p> <p>SOCATA – Supports with condition of maintaining existing headways on these lines (1).</p> <p>CONDITIONAL SUPPORT -- 1</p> <p>Existing Line 625 headways too long; don't make them longer (16).</p> <p>LAWA employees at World Way West need the shuttle to operate more frequently, not less (3).</p> <p>Please leave same rush hour schedule for Line 625 (5).</p> <p>Petition submitted in opposition to wider headways with 48 names. The petition also states there is a need to create a bus stop at the corner of Imperial Hwy. and Pershing Drive for passengers working at the City of LA's Hyperion Wastewater Treatment Plant.</p> <p>COMMENTS AGAINST LINE 625 PROPOSAL – 24 plus one petition</p>	<p></p> <p>Comments noted, we appreciate the cooperative effort that LAWA makes to encourage use of public transportation.</p> <p>The request for a new stop will be referred to Metro Stops & Zones.</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
<p>Line 710 (Crenshaw Rapid) – cancel service north of Wilshire Bl. and reroute to Wilshire/Western Metro Rail Station; alternative service to Hollywood via Line 210 (Vine-Crenshaw Local) or Line 757 (Western Rapid)</p>	<p>Residents of Hancock Park generally support the elimination of Line 710 north of Wilshire Bl. due to concerns with safety, noise, and quality of life (13).</p> <p>Two elected officials wrote letters in support of the proposal to shorten Line 710 (2).</p> <p>SOCATA supports based on operational issues in Hancock Park and the logical relocation of the north terminal to Wilshire/Western Station (1).</p> <p>COMMENTS IN FAVOR OF THE LINE 710 PROPOSAL – 16</p> <p>LA is hard enough to get around, without Metro cancelling portions of lines critical to speedy movement of commuters. Rapid 710 is the best and fastest option we have to get from Hollywood south to the Green Line, South Bay, and LAX areas. Forcing riders to transfer more is ...always a poor solution for commuters (1).</p> <p>This change would undermine the role and value of the Hollywood/Vine Metro Rail Station as a transfer hub (1).</p> <p>You already cut 210 to Hollywood-Highland,</p>	<p>Staff recommends the original proposal to cancel service north of Wilshire Bl. and reroute to the Metro Red Line Station at Wilshire/Western. Rossmore Avenue is one lane in each direction. Without any Rapid bus stops in the neighborhood the extra buses are an imposition and a detriment to quality of life.</p> <p>We agree with SOCATA that Wilshire/Western is a good location for the new terminal with many travel options including Line 757 (Western Metro Rapid) which provides service north to Hollywood Bl.</p> <p>We recognize that Metro Rapid is a successful program because it provides faster service than our local buses. However, the faster service is not a good fit on residential streets like Rossmore Av. Regarding transfers, we believe most Line 710 passengers who must transfer will have short waits since the alternatives have very good service levels, for example Line 210 (Crenshaw Local) runs every 10” peak as does Line 757 (Western Rapid).</p> <p>The Hollywood/Vine Metro Rail Station will continue to be served by Metro Lines 163, 180, 181, 210, 212, 217, and 780. Also three Community DASH lines</p>

Original Proposal	Summary of Public Comments (# received)	Staff Response
	<p>now you cut 710 and limit my options (1).</p> <p>Please don't change the service (17).</p> <p>A petition against the proposal was submitted with 139 signatures. "Do not cancel 710 service to Hollywood."</p> <p>COMMENTS AGAINST THE LINE 710 PROPOSAL – 20 PLUS ONE PETITION</p>	<p>serve the station.</p> <p>Duplicative service provided by Line 210 on Hollywood Bl. was recently eliminated; however Lines 180, 181, 212, 217, and 780 continue to operate on Hollywood Bl.</p>

ATTACHMENT B

Metro South Bay

FY 08 SERVICE CHANGES - ESTIMATED ANNUAL IMPACTS				
LINE	DESCRIPTION of SERVICE and RECOMMENDED CHANGE	Number of Riders Potentially Impacted (i.e. additional transfers, significant added wait time, or significantly longer walk)	Annual Revenue Service Hours	Net Change in Operating Cost Based on Marginal Cost of \$70/RSH
119/126	cancel service on Line 119 (108th St.); continue to operate Line 126 until transitioned to another provider.	20,145	(4,310)	(\$301,665)
120	Imperial Hwy. -- schedule Line 120 separately from Line 121 with timed transfer at Rosa Parks	92,829	-	
124	El Segundo Bl. -- continue to operate until transitioned to another provider.	134,895	(4,182)	(\$292,740)
202	Willowbrook - Compton - Wilmington -- cancel service	119,085	(7,038)	(\$492,660)
442	LA - Inglewood - Hawthorne Express -- cancel service	55,335	(3,927)	(\$274,890)
622	Late Night Service -- cancel service	7,671	(2,300)	(\$160,965)
710	Crenshaw - Vine Metro Rapid -- cancel service north of Wilshire Bl. and reroute to Wilshire/Western Metro Rail Station	470,234	(4,700)	(\$329,000)
940	New Super Rapid -- Hawthorne Rapid Express with fewer stops and faster travel times from South Bay Galleria to Union Station		2,423	\$169,575
Fiscal Year 2008 Proposed Changes Subtotals:		900,194	(21,734)	(\$1,682,345)

Note: these annual numbers compare to Metro South Bay totals of approximately 91,000,000 annual riders, 1.46 million annual revenue service hours, and \$175 million annual operating cost.