



SAN GABRIEL VALLEY GOVERNANCE COUNCIL
September 10, 2007

SUBJECT: REVISED DECEMBER 2007 SERVICE CHANGE PROGRAM

**ACTION: APPROVE FINDINGS OF AUGUST 2007 PUBLIC HEARINGS AND
ADOPT REVISED SERVICE CHANGE PROGRAM**

RECOMMENDATION

- A. Approve findings of Public Hearings conducted Monday, August 13 for service changes proposed to become effective December 16, 2007 or later (Attachment B); and
- B. Adopt Revised December 2007 Service Program as outlined in this report;

ISSUES

The Metro bus system will be focused on the continued implementation of the Metro Connections Program and the implementation of new Rapid Bus services. The proposed service changes for Metro San Gabriel Valley are primarily built around the implementation of three new Rapid Bus Lines and the expansion of an existing Rapid Line. These new Rapid Bus Lines will allow Metro to significantly modify the existing underlying local bus lines to both advance Metro Connections, and to also better match bus line ownership with the appropriate Service Sector.

The service changes under consideration are considered to be major modifications based on federal public hearing guidelines and MTA policy. As such, the Governance Council is required to conduct a public hearing, and to solicit and consider public input before these changes can be implemented. The Council is also required to consider the possible impacts from these proposals before approving them. Staff has prepared the necessary documentation in the report to satisfy this regulatory requirement.

ALTERNATIVES CONSIDERED

The basic alternative to the staff proposal is to maintain the status quo. This option is not recommended as the proposed service program was designed to advance the Metro Connections Program and the Metro Board adopted Rapid Bus Program. Though a significant number of riders may be required to transfer to complete their current trips, the majority of riders would experience faster and improved service.

IMPACT ON BUDGET

The Revised Service Program can be implemented within the projected fiscal year 2008 SGV operating budget. This program, if approved, will also allow for the improvements in service levels

on overcrowded bus service such as Lines 76, 81, 287, 487, 484, & 490 and to make other schedule related improvements.

BACKGROUND

SUMMARY OF FEBRUARY PUBLIC HEARING PROPOSALS

Last month three Metro Sectors (Gateway Cities, Westside Central, and San Gabriel Valley) conducted public hearings within their respective jurisdictions to receive input from the community on proposed major changes to Metro's bus service starting in December 2007 or later. A total of 26 existing or proposed bus lines were the subject of these three August 2007 public hearings:

- 3 new Rapid Bus Line, and
- 1 Rapid Bus Line with new weekend service
- 3 new shuttle routes,
- 3 limited stop routes were proposed to be cancelled,
- 9 lines were proposed to be shortened,
- 2 route extended,
- 5 lines would have their routes or service significantly modified

Collectively, the specific lines, and the proposed changes to them, are shown in the attached public hearing notice (**Attachment A**).

At these hearings the public was invited to comment on any proposal under consideration regardless of the service sector that proposed the change. All were informed that comments received at these hearings would be forwarded to the respective sector Governance Council that manages the line, and that it would be taken into consideration by them as part of their final deliberations.

Legal notice of these hearings was first published in the Los Angeles Times on Sunday, July 1, 2007. Additional notice was subsequently published in other local, regional and foreign language newspapers system-wide. About 100,000 rider notices were distributed on the buses, trains and at customer service outlets informing riders about the changes under consideration. This information was also posted on MTA's main website and service sector websites.

The following sections of this report summarize the written and verbal testimony received by the public on these matters through the close of the public record, August 18, 2007. Staff has responded to each issue, and has recommended modifications to several proposals based on public input and other considerations. Summary of the public comment along with staff's response are included in **Attachment B**.

RESULTS OF AUGUST, 2007 PUBLIC HEARINGS

Summary of Public Comment

About 25 members of the public attended the SGV August 13 public hearing and 12 individuals provided comments. In addition, 11 individuals communicated their comments via phone, letter, e-mail and fax.

Some individuals commented on all lines proposed for modifications, such as the BRU opposing all changes. 40% of the comments received were opposed to some or all of the proposed changes, and 60% of all comments received were in support. The summaries of public comments are contained in **Attachment B**.

REVISED SERVICE PROGRAM

Based on the public comments received, SGV staff proposes to modify elements of the original service change plan to address issues raised during the public review process, as well as other considerations. The Revised Service Plan including Line Maps is shown in **Attachment C**.

W. Olympic Bl. Package

| | | |
|-----------------|---|--|
| <u>Line 28</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Establish the eastern terminal in Downtown LA Approve as proposed |
| <u>Line 83</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Extend route in Downtown LA to terminate at Hill & Venice Approve as proposed |
| <u>Line 84</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Terminate service in Downtown LA at Broadway/1 st . Approve as proposed |
| <u>Line 328</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Cancel Line with implementation of Rapid Line 728 Approve as proposed |

Garvey Av. – Chavez Package

| | | |
|-----------------|---|--|
| <u>Line 70</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Retain route and incorporate Line 71 into this service Approve as proposed |
| <u>Line 370</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Cancel with the implementation of Rapid Line 770 Approve as proposed |
| <u>Line 770</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Implement new Garvey-Chavez Rapid service from El Monte to Downtown LA Approve as proposed |

El Sereno – Hollenbeck Package

| | | |
|-----------------|---|---|
| <u>Line 252</u> | <u>Original Proposal:</u> <u>Revised Proposal:</u> | Extend route to Lincoln Park <i>Extend this route further to Av. 43 and Figueroa St. to replace the Griffin Av. segment of Gateway Cities' Line 46</i> |
|-----------------|---|---|

Atlantic Bl. Fair Oaks Av. Package

| | | |
|-----------------|---|---|
| <u>Line 260</u> | <u>Original Proposal:</u> <u>Revised Proposal:</u> | Shorten route by establishing the southern terminal at Atlantic and Beverly in East Los Angeles <i>Extend route further south about ¼ mile to Whittier Bl. to reduce the number of passenger transfers</i> |
| <u>Line 262</u> | <u>Original Proposal:</u> <u>Staff Proposal:</u> | Implement new local line between East LA College and Artesia Blue Line Sta. over the southern portion of existing Line 260 Approve as proposed |
| <u>Line 762</u> | <u>Original Proposal:</u> | Implement new Atlantic-Fair Oaks Rapid service from Colorado to Artesia Blue Line Sta. |

Revised Proposal: *The revised staff recommendation is to defer implementation of this new Rapid Line as few if any of the signal priority system will be implemented by December 2007*

Line 361 Original Proposal: Cancel Line with implementation of Rapid Line 762, or If Line 762 is not implemented, retain Line 361 and operate service on weekdays in both directions from 6 AM to 6 PM

Revised Proposal: Retain Line 361 to operate weekdays from at least 6AM to 6PM

Pasadena - Glendale - Hollywood Package

Line 780 Original Proposal: Consider operating weekend service between Pasadena and Hollywood

Staff Proposal: Approve as proposed

IMPACT STATEMENT FOR THE REVISED SERVICE PROGRAM

The estimated number of passenger impacted by the revised staff proposal is illustrated in Attachment D.

Line 28 – This is a tier I line that also includes routes 83, 84 and 328. This line is performing slightly below average for tier I bus line with a **Route Performance Index (RPI) of .964**. Lines with a RPI of less than .600 are considered to be under-performing lines. Line 28 by its self carries about 8,700 weekday, 12,200 Saturday, and 8,400 Sunday passengers. The reason more passengers ride on Saturday than the weekday service is that the limited stop Line 328 does not provide weekend service. Presently, eastbound Line 28 trips enter downtown LA along Olympic Bl. In downtown, these bus trips become either a Line 83 or 84 trip and proceed thru downtown LA on Hill St. ending in Eagle Rock. The proposal is to separate Line 28 from Lines 83 and 84, and end Line 28 in downtown LA near 7th & Los Angeles Street. It is estimated that **about 1,500 weekday, 1,100 Saturday and 500 Sunday riders may need to transfer** to continue their trips into or out of downtown LA north of Olympic Bl. As Line 28 will operate totally in the Westside Central Sector, this line will become the responsibility of that sector.

Line 83 – As described above, Line 83 is tied into Line 28. This route carries about 7,100 weekdays, 5,200 Saturday and 3,600 Saturday riders. The proposal is to extend Line 83 trips south through downtown LA south of Olympic Bl. to Venice Bl. Because of this route extension, it is estimated that **very few passengers would need to transfer** to complete their trips into downtown LA.

Line 84 – As described above, Line 84 is also tied into Line 28. There are about 7,300 weekday, 5,300 Saturday and 3,600 Sunday passengers on this line. The proposal is end southbound Line 84 trips at Broadway and First St. At this location, these trips would become Line 68 buses and proceed to East LA College via the route of Line 68 along Chavez Av. Selected trips would continue further to Montello Town Center. It is estimated that **about 1,600 weekday, 1,100 Saturday, and 800 Sunday passengers may need to transfer** to complete their trips.

Line 328 – This limited stop service is also an element of the Line 28 family of routes. This limited line carries about 8,000 weekday riders. It operates weekday only service. With the implementation of the West Olympic Bl. Rapid bus Line 728, this limited stop service is proposed to be cancelled. It is estimated that **about 1,500 weekday passengers** who are presently boarding at

non-rapid stops will have **longer trip times**. On the positive side, about **6,300 riders should save travel time** by using the Rapid bus service.

Line 70 – This tier I line, is a good performing local line with an **RPI of 1.091**. This local line attracts about 13,200 weekday, 12,300 Saturday and 8,900 Sunday riders. The proposal is to retain the existing route of this line, but add the existing Line 71 as an alternate route. Line 71 operates from downtown LA to County-USC Hospital, and Cal State LA via City Terrace. This route is presently tied to Line 38 (Jefferson Bl) and is operated by the Westside Central Sector.

Line 370 – This is the limited stop service of Line 70. This service operates weekday only service. There are about 2,500 passengers per weekday. Of this, it is estimated that **1,500 passenger** who board at non-rapid bus stops will have **longer trip times**, while about **2,100 Line 70 and 370 riders will have faster trips** by using the Rapid Line 770.

Line 770 – This new Rapid Bus service will provide expedited service along Garvey Av, Atlantic Bl, and Chavez between downtown LA and El Monte Station. It is proposed that this line operate weekdays only. This will provide service along the highest ridership segments of Lines 68 and 70. It is estimated that about 4,500 riders per weekday will use this service.

Line 252 – This Tier II, local service line operates service along Soto St. between Olympic and Huntington Dr. This line currently attracts about 3,000 weekday, 1,100 Saturday and 1,200 Sunday riders. Line 252 is performing above the minimum Metro at an **RPI of .835**. Gateway Cities is proposing to shorten their Line 45 (Broadway) and replace Line 46 service on Griffin Av. with a shuttle. The original SGV proposal was to extend Line 252 over the existing route of Line 45 from Soto/Huntington to Broadway/Lincoln Park. This would replace Line 45 service in this area. The revised SGV proposal is to extend Line 252 further via Broadway, Griffin, and Av. 43 as replacement service for Line 46. It is estimated that about **300 Weekday, 175 Saturday, and 125 Sunday riders** would **avoid a transfer** they are presently making to complete their trips.

Line 260 – This is the longest local service line at 30 miles from northern Altadena to Artesia Blue Line Station. This has resulted in poor service quality. Line 260 is a Tier I route that attracts about 19,100 weekday, 11,300 Saturday and 8,600 Sunday riders. This is a good performing line with an **RPI of 1.096**. The proposal is to create two shorter routes that have a small segment of overlapping service, and a limited or rapid bus service that would provide the longer distance travel options. The staff proposal was to operate Line 260 from Fair Oaks/Loma Alta to Atlantic/Beverly. At the suggestion of public commenters and the Gateway Cities sector staff, the revised SGV proposal is to continue Line 260 about $\frac{3}{4}$ mile south of Beverly to Whittier Bl. Due to the high number of boarding and alighting passengers in this area, the revised proposal will significantly reduce passenger impacts. It is estimated that about **100 weekday, 275 Saturday and 175 Sunday riders** may need to **transfer** to complete their trips.

Line 262 – this is the proposed new service that would replace Line 260 south of East LA College. As this service will be mostly in the Gateway Cities service area, it is proposed that this sector be responsible for scheduling and operating this new line.

Line 361 – this is the limited stop variant for Line 260. Presently only a few trips per day are operated, and only in the weekday peak periods. The original proposal was to either cancel this line, with the implementation of the new Rapid Bus Line 762, or if the Rapid Bus line were not implemented, expand Line 361 service to operate weekdays in both directions from 6 AM to 6 PM.

Because Line 762 is now not recommended for implementation in December 2007, the revised staff proposal is to operate the expanded Line 362 service.

Line 762– This new Rapid bus line was approved by the Metro Board of Directors to operate from Fair Oaks/Colorado to Artesia Blue Line Station. The original start of service was December 2007. However, because this new line would operate thru 14 cities and the County of Los Angeles, new contracts and agreements with each jurisdiction must be finalized before signal priority can be implemented. It is now forecast that very few if any of the 96 traffic signals will have signal priority prior to December 2007. As a result, the revised staff recommendation is to defer implementation of this line until a sufficient number of signals are activated for Rapid Bus priority.

Line 780 – This Rapid Bus line provides expedited service between Pasadena, Glendale, Hollywood and Fairfax. This is a moderately good Rapid Line with an **RPI of .958**. Line 780 is presently attracting about 12,900 weekdays but presently does not offer weekend service. Ridership on this line continues to grow even though no signal priority is available outside of the City of Los Angeles. The staff proposal is to add weekend service on this line between Pasadena City College, and Hollywood/Vine. Though several public commenters requested this weekend service continue west and south to Fairfax and Washington, staff does not recommend this due to operating cost considerations. This extension would add four to five buses. This added cost would require a significant reduction in the intended service level improvement to other SGV lines.

NEXT STEPS

With approval from the Governance Council, staff will begin preparations to implement the recommended service changes on Sunday, December 16, 2007 or later.

ATTACHMENTS

- Attachment A: Official Public Hearing Notice
- Attachment B: Summary Public Comment & Staff Response
- Attachment C: Revised Service Program Line Maps
- Attachment D: Summary of Estimated Passenger Impacts

Prepared by: Jon Hillmer, Service Development Manager



**NOTICE OF PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority**

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in August 2007 to receive community input on proposed modifications to Metro’s bus service. Approved changes will become effective December 16, 2007 or later. Details of the hearing dates, times, and locations are listed at the end of this notice.

The upcoming public hearings are being held in conformance with federal public hearing requirements outlined in Section 5307 (d) 1 of Title 49 U.S.C., and public hearing guidelines adopted by the MTA’s Board of Directors in 1993, as amended.

Listed below are the service proposals to be considered at the hearings, and the respective service sectors that will host the public hearings. In general, the proposed modifications will improve the efficiency and effectiveness of the public transportation system through a better use of resources. The public can attend any of these hearings and comment on proposals of interest to them.

METRO WESTSIDE/CENTRAL SERVICE SECTOR

| LINE/ ROUTE | LINE NAME | PROPOSED SERVICE CHANGE |
|------------------------|---|---|
| 35-335 | Downtown LA - WLA Transit Terminal via Washington Bl | Proposed new line 35-335 operating from Downtown LA (Broadway/Washington) to WLA Transit Terminal. See Line 68-368. |
| 38-71 | WLA Tran Terminal - CSULA Via Jefferson Bl - City Terrace Dr | Restructure Line 38 to operate from Downtown LA (Grand Station) to WLA Transit Terminal. Incorporate Line 71 service into Line 70 |
| 68-368 | WLA Transit Terminal - Montebello Via Washington Bl - Cesar Chavez Av | Restructure route due to implementation of new Cesar-Garvey Rapid 770. Proposed new line 35-335 operating from Downtown LA (Hill/Venice) to WLA Transit Terminal. Discontinue service from Broadway/Venice to Broadway/1 st . Retain Line 68 service from Broadway/1 st to Montebello Town Center. Cancel Line 368 (see San Gabriel Valley Line 770). |
| 728 | Downtown LA - Century City via Olympic Bl | Implement new Olympic Rapid service from Century City to Downtown LA |

METRO SAN GABRIEL VALLEY SERVICE SECTOR

| LINE/ ROUTE | LINE NAME | PROPOSED SERVICE CHANGE |
|------------------------|---|---|
| 28 | Downtown LA – Century City via W. Olympic Bl | Establish the eastern terminal in Downtown LA |
| 83 | Downtown LA – Glassell Park via Pasadena Av & York Bl | Extend the route of Line 83 in Downtown LA to terminate Hill St/Venice Bl. |
| 84 | Downtown LA - Eagle Rock via Eagle Rock Bl & Cypress Av | Restructure Line 84 to terminate in Downtown LA at Broadway/1 st . Most Line 84 trips terminating in Downtown LA will become Line 68 at Broadway/1 st St and continue over the route of Line 68 to East Los Angeles College with selected trips continuing to Montebello Town Center. |
| 328 | Downtown LA - Century City via W. Olympic Bl | Cancel this limited stop service with the implementation of new Olympic Rapid service Line 728 |
| 70 | Downtown LA – El Monte via Garvey Av | Retain the route of local Line 70 and incorporate Line 71 into this service as an alternate route |
| 370 | Downtown LA – El Monte via Garvey Av | Cancel this limited stop service with the implementation of new Garvey-Chavez Rapid service Line 770 |
| 770 | Downtown LA – El Monte via Garvey Av & Cesar Chavez Av | Implement new Garvey-Chavez Rapid service from El Monte to Downtown LA via El Monte Sta., Santa Anita Av, Garvey Av, Atlantic Bl, Chavez Av, Spring St, First St, Grand/Olive to Venice Bl |
| 252 | El Sereno-Hollenbeck via Soto Av | Extend the route of Line 252 from Huntington Dr. & Monterey Rd. to Lincoln Park via Mercury Av, Sierra St, Lincoln Park Av. to Broadway. |
| 260 | Altadena – N. Long Beach via Fair Oaks Av & Atlantic Bl | Shorten route of Line 260 by establishing the southern terminal at Atlantic Bl & Beverly Bl in East Los Angeles |
| 262 | East Los Angeles to N. Long Beach via Atlantic Bl | Implement new local line between East Los Angeles College and Artesia Blue Line Sta. over the southern portion of the existing Line 260 route. |
| 361 | Altadena – N. Long Beach via Fair Oaks Av & Atlantic Bl | Cancel this limited stop service with the implementation of new Atlantic-Fair Oaks Rapid service Line 762. If Line 762 is not implemented in Dec. 2007, retain Line 361 and operate this limited stop service on weekdays in both directions from 6 AM to 6 PM |
| 762 | Pasadena – N. Long Beach Rapid via Fair Oaks Av & Atlantic Bl | Implement new Atlantic-Fair Oaks Rapid service from Fair Oaks/Colorado in Pasadena to Artesia Blue Line Sta. Operate weekdays only from 6 AM to 6 PM |
| 780 | Pasadena- Glendale-Hollywood-Fairfax | Consider operating weekend service between Pasadena and Hollywood |

METRO GATEWAY CITIES SERVICE SECTOR

| LINE/ ROUTE | LINE NAME | PROPOSED SERVICE CHANGE |
|------------------------|--|--|
| 26-51-52-352 | Los Angeles-Westlake-Compton via Avalon Bl, San Pedro St, 7 th St & Virgil Av | Line 52-352 to maintain existing routing with added local service. Line 26 route north of Wilshire Bl to be discontinued; Alternative service provided by Dash. Line 51 service to Compton Station replaced by new Line S-3. |
| 45-46 | Rosewood-Montecito Heights--Downtown Los Angeles-via Broadway & Mercury Av. | South terminal to be located at Harbor Green Line Station. North terminal to be located at Broadway/Lincoln Park Av. Service south of Harbor Station replaced by new Line S-3. Line 46 replaced by new Line S-1. Service between Lincoln Park Av and Monterey Hills terminal to be replaced by extension of Line 252 (see SGV Sector) or by new Line S-2. Owl service south of Harbor Station may be discontinued. |
| 128 | Compton-La Mirada via Alondra Bl | Reroute to Cerritos Towne Center. Service between Carmenita Rd and La Mirada Bl replaced by Line 460. |
| 200 | Alvarado St | Discontinue Echo Park Av route segment due to low ridership. |
| 270 | Norwalk-Monrovia via Workman Mill Rd-Peck Rd | Restructure service in Norwalk, Santa Fe Springs area. Extend route via Santa Fe Springs Rd, Bloomfield Av, Civic Center Way, Norwalk Bl-San Antonio Dr, Firestone Bl, Imperial Hwy, Hoxie Av to Norwalk Green Line Station. Existing route west of Santa Fe Springs Rd to Imperial Hwy discontinued and replaced by other services. |
| 460 | Downtown LA –Disneyland via Figueroa St-110 Fwy-105 Fwy & 5 Fwy | Reroute line in Norwalk, Cerritos, La Mirada & Fullerton areas. Extend service along Carmenita Rd then via Alondra Bl, La Mirada Bl, Beach Bl and La Palma Av. Existing route via 5 Fwy & surface streets between Carmenita Rd & Western Av discontinued. Service to Fullerton Park-Ride discontinued. Route to rejoin 5 Fwy to Disneyland at La Palma Av & Brookhurst St. |
| S-1 | Lincoln Heights-Montecito Heights-Cypress Park Shuttle | New line to operate between North Broadway & Heritage Square Station via Griffin Av, Ave 43, Figueroa St, Pasadena Av & Ave 37 |
| S-2 | Lincoln Heights-El Sereno-Monterey Hills Shuttle | Option 1: Operate as community shuttle between North Broadway and Monterey Hills terminal. Option 2: Extend Line 252 from Monterey Hills terminal to North Broadway (see SGV Line 252). |
| S-3 | Harbor Station-Compton Blue Line Station Shuttle | New line to operate between Harbor Green Line Station and Compton Blue Line Station via Figueroa St, 117 th St, Broadway, El Segundo Bl, Main St, Rosecrans Av, San Pedro St, and Compton Bl. |

WESTSIDE / CENTRAL SECTOR

August 8, 2007, 5 PM
La Cienega Tennis Center
325 So. La Cienega Bl
Beverly Hills

GATEWAY CITIES SECTOR

August 7, 2007, 7 PM
Norwalk Arts & Sports Center
13200 Clarkdale Av
Norwalk

August 9, 2007, 5 PM
The Gas Company
9240 Firestone Bl
Downey

SAN GABRIEL VALLEY SECTOR

August 13, 2007, 6 PM
San Gabriel Valley Sector Office
3369 Santa Anita Av
El Monte

Additional details about these proposals will be available for public review after July 16 2007. To obtain this information contact the address listed below, or visit your nearest Metro customer relations center. Information can also be accessed at: www.metro.net

These proposals may be approved in whole or in part at a date following the public hearings. Approved changes may also include other alternatives derived from public comment. Interested members of the public are encouraged to attend the upcoming hearings and provide testimony on any service change proposal (public comment will not be restricted to only bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Sector Governance Council, and considered prior to taking action on the service change proposals. Persons unable to attend the hearings may submit written testimony postmarked through August 13, 2007. All written testimony should be addressed to:

**Metro Customer Relations
One Gateway Plaza, 99PL4
Los Angeles, CA 90012-2932
Attn: Dec. 2007 Service Changes**

Comments can also be sent via e-mail with, "**December 2007 Service Changes**", as the subject to: customerrelations@mta.net
Facsimile at: 213-922-9594

Upon request, foreign language translation, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday.

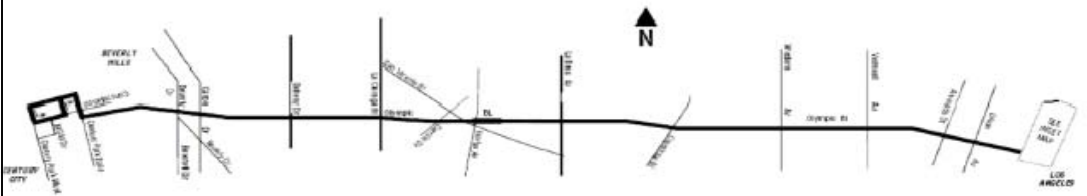
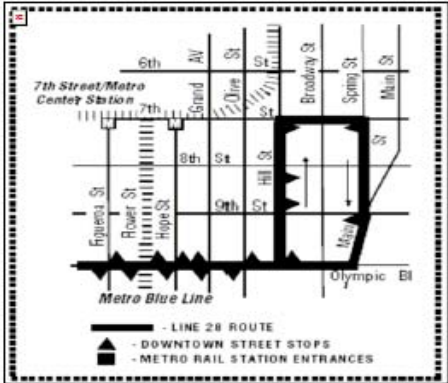
TABULATION AND SUMMARY OF PUBLIC COMMENTS MADE AT SGV PUBLIC HEARING ON AUGUST 13, 2007

| Name | Summary of Public Comments at Hearing | W. Olympic/N. LA Rapid 728 Package | | | | Garvey/Chavez Rapid 770 Package | | | Lincoln Park | Atlantic/Fair Oaks - Rapid 762 Package | | | | Pasadena / Hollywood | SGV Staff Response | | | | | | |
|--------------------|--|------------------------------------|----|-----|-----|---------------------------------|-----|-----|--------------|--|-----|-----|-----|----------------------|--|-----|----|---------------|---|---|---|
| | | 28 | 83 | 84 | 328 | 70 | 370 | 770 | 252 | 260 | 262 | 361 | 762 | 780 | | | | | | | |
| | | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | | No | | | | | |
| 1 Willey, Claude | Supports rapid service on Atlantic and Weekend service on Rapid 780 | | | | | | | | | | | | X | X | As little if any of the signal priority system along the route of Line 762 will be working by Dec. 07 SGV staff recommends deferring this Line 762. | | | | | | |
| 2 Song, Dae-Man | Opposes all proposed changes. Metro needs to mitigate transfers, consider rider's civil rights | X | X | X | X | X | X | X | X | X | X | X | X | X | Staff is proposing to extend some routes to minimize transfers. While the number of transferring passengers will increase, service levels will be improved to minimize wait times. | | | | | | |
| 3 Bryan, Elzy | Supports Rapid service on Line 770 | | | | | | | X | | | | | | | Agree | | | | | | |
| 4 Feldman, Marc | Changing line number from 84 to 68 can be confusing | | | | | | | | | | | | | X | Line 83 & 84 currently change line numbers to/from Line 28 & 328 at Figueroa and Olympic. | | | | | | |
| 5 Fung, Hank | Keep downtown owl connections. Stop Line 84 at Chavez & Broadway due to traffic. Take 38 to Convention Ctr. Extend Line 252 to cover both S 1 & S-2. Extend Line 762 to Artesia Sta. or to a Green Line Sta. and run after 7 pm. Extend Line 780 weekends to West LA Trans. Ctr. | | | | | | X | X | | | | | | X | The service plan will maintain the owl connections. Further shortening Line 84 to Chavez will increase the number of transfers. Line 38 is a WSC Line. SGV staff agrees with further extending Line 252 to cover Griffin Av. SGV staff is proposing to deferring Line 762. Extending Line 780 weekend service to Fairfax is too expensive at this point in time. | | | | | | |
| 6 Fortin, Angela | Buses changing line numbers can be confusing. Supports Line 780 weekend service. | | | | | | | | | | | | | X | Line 83 & 84 currently change line numbers to/from Line 28 & 328 at Figueroa and Olympic. | | | | | | |
| 7 Griffith, Mary | Metro Bus Operators are much better than Foothill Operators. Buses changing line numbers can be confusing. Supports Line 780 weekend service. | | | | | | | | | | | | | | Line 83 & 84 currently change line numbers to/from Line 28 & 328 at Figueroa and Olympic. | | | | | | |
| 8 Freedman, Alek | Extend Line 780 to Wilshire or West LA Trans. Ctr. Line 780 on weekdays needs more service due to loads. | | | | | | | | | | | | | X | Extending Line 780 weekend service to Fairfax is too expensive at this point in time. Service levels during weekdays will be evaluated. | | | | | | |
| 9 Wonnacott, Patty | Make Line 71, 24 hrs. Line 260 needs late night service to the south | | | | | | | | | | | | | | Evening and late night service will be maintained at present levels unless high ridership warrants improvements. | | | | | | |
| 10 Anderson, Randy | Do not cut Line 260 due to the number of transfers it will cause. | | | | | | | | | X | X | | | | Line 260 is nearly 30 miles long. This results in poor service quality and on-time performance for all Line 260 riders. Staff's revised service plan is to extend Line 260 to Whittier Bl. to significantly reduce the number of transfers needed. | | | | | | |
| 11 Wright, Wayne | Keep Line 83/84 owl service. Extend Line 83 to Eagle Rock Plaza. Add a stop to Line 780 at Eagle Rock Plaza. | | | | | | | | | | | | | X | Line 83 to Eagle Rock Plaza would duplicate Line 84 service and add cost. The addition of a Rapid Bus stop at Eagle Rock Plaza was evaluated and not implemented due to low ridership and time delays to Line 780. | | | | | | |
| 12 Rubin, Ken | Extend Line 780 to West LA Trans. Ctr. | | | | | | | | | | | | | X | Extending Line 780 weekend service to Fairfax is too expensive at this point in time. | | | | | | |
| | | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 7 | 1 |
| | | 28 | 83 | 84 | 328 | 70 | 370 | 770 | 252 | 260 | 262 | 361 | 762 | 780 | | | | | | | |
| | | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Totals | | | |
| | | Support | 0 | | | Support | 3 | | 0 | Support | 1 | | | 7 | 11 | | | | | | |
| | | Oppose | 4 | | | Oppose | 3 | | 1 | Oppose | 6 | | | 1 | 15 | | | | | | |

METRO SAN GABRIEL VALLEY REVISED DECEMBER 2007 SERVICE PLAN

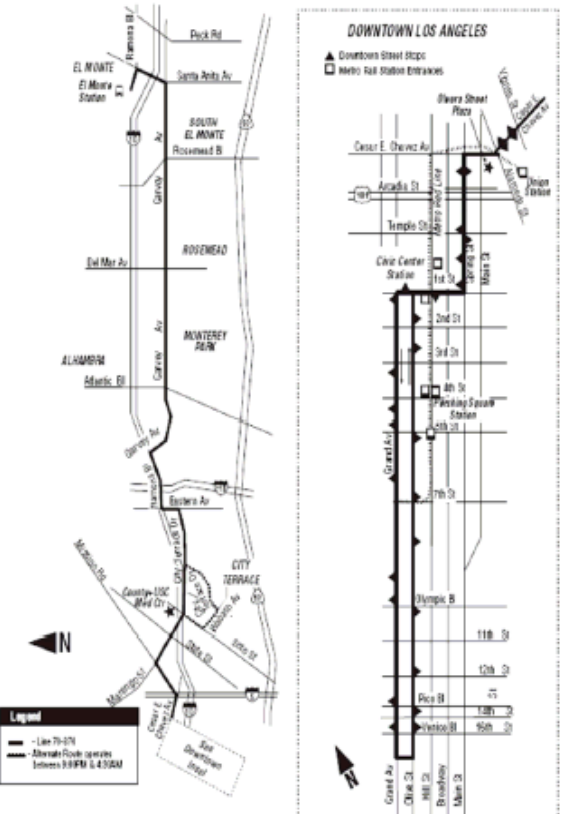
Proposed Line 28

Establish the eastern terminal in Downtown LA.
To be operated by WSC



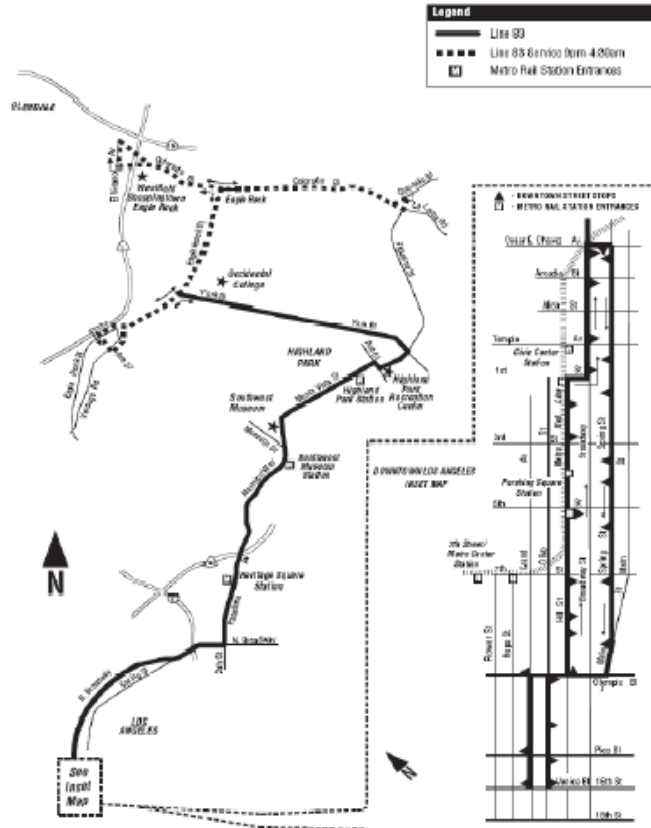
Proposed Line 70

Retain the route of local Line 70 and incorporate Line 71 into this service as an alternate route.



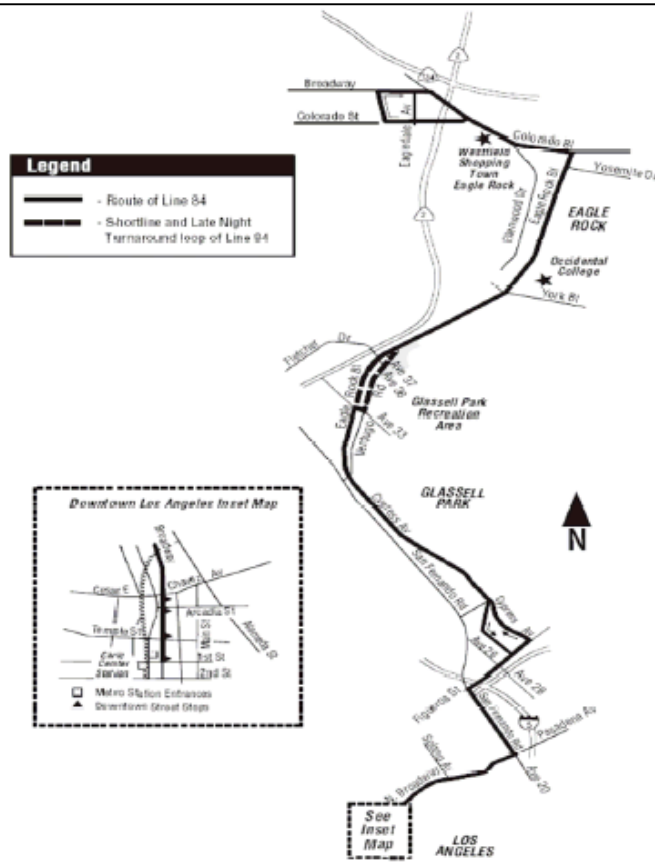
Proposed Line 83

Extend the route of Line 83 in Downtown LA to terminate Hill St./Venice Blvd.



Proposed Line 84

Restructure Line 84 to terminate in Downtown LA at Broadway/1st St. Most Line 84 trips terminating in Downtown LA will become Line 68 at Broadway/1st St. and continue over the route of Line 68 to East Los Angeles College with selected trips continuing to Montebello Town Center.

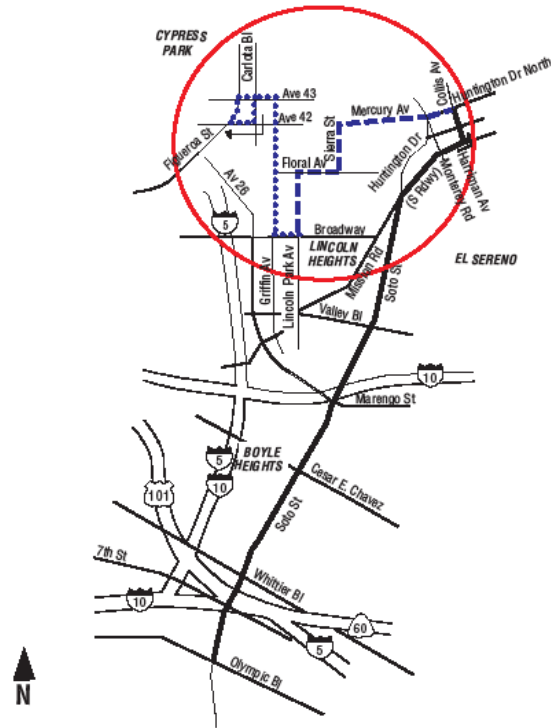


Proposed Line 252

Extend the route of Line 252 from Huntington Dr. & Monterey Rd. to Lincoln Park via Mercury Ave., Sierra St., Lincoln Park Ave. to Broadway.

Revised Proposal

Extend this route further to Ave. 43 and Figueroa St. to replace the Griffin Ave. segment of Gateway Cities Line 46.

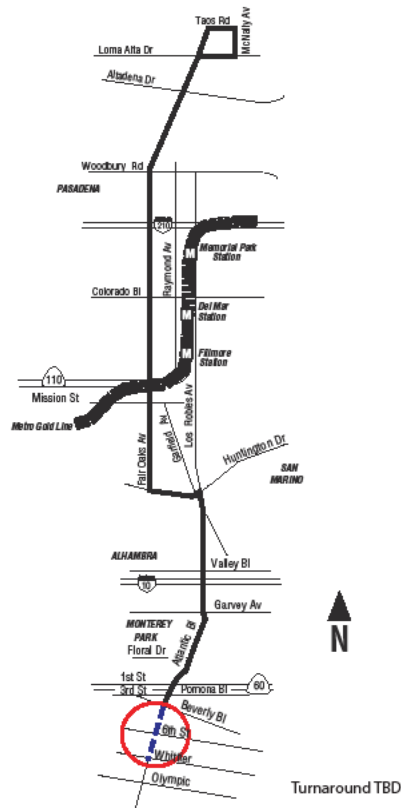


Proposed Line 260

Shorten route of Line 260 by establishing the southern terminal at Atlantic Bl. & Beverly Bl. in East Los Angeles.

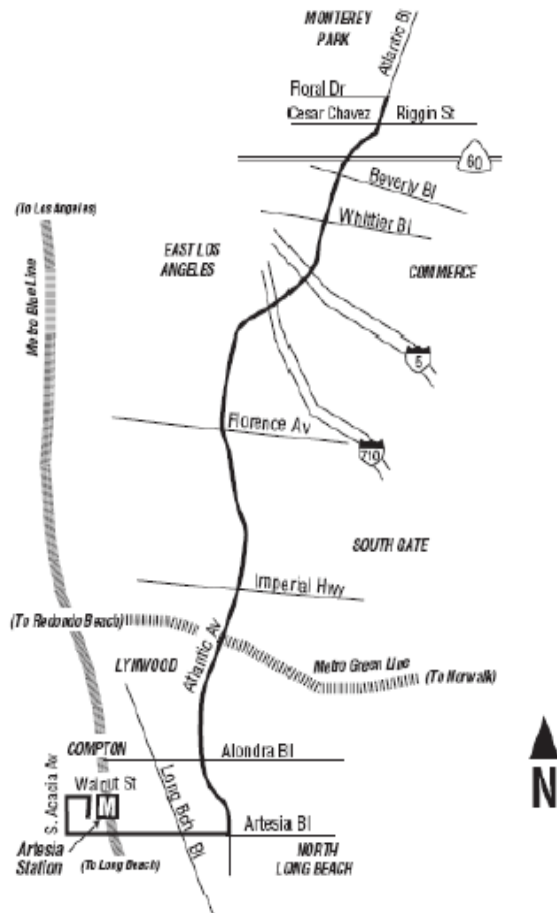
Revised Proposal

Extend route further south about 3/4 mile to Whittier Bl. to reduce the number of passenger transfers.



Proposed Line 262

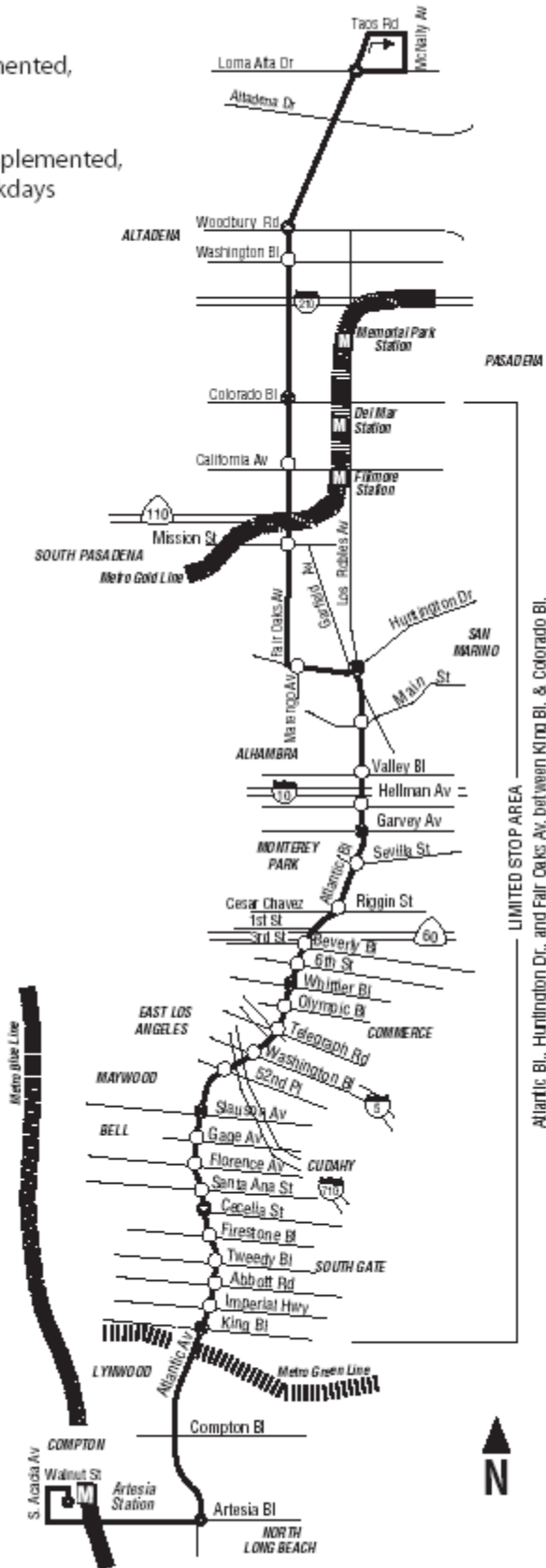
Implement new local line between East Los Angeles College and Artesia Blue Line Station over the southern portion of the existing line 260 route.



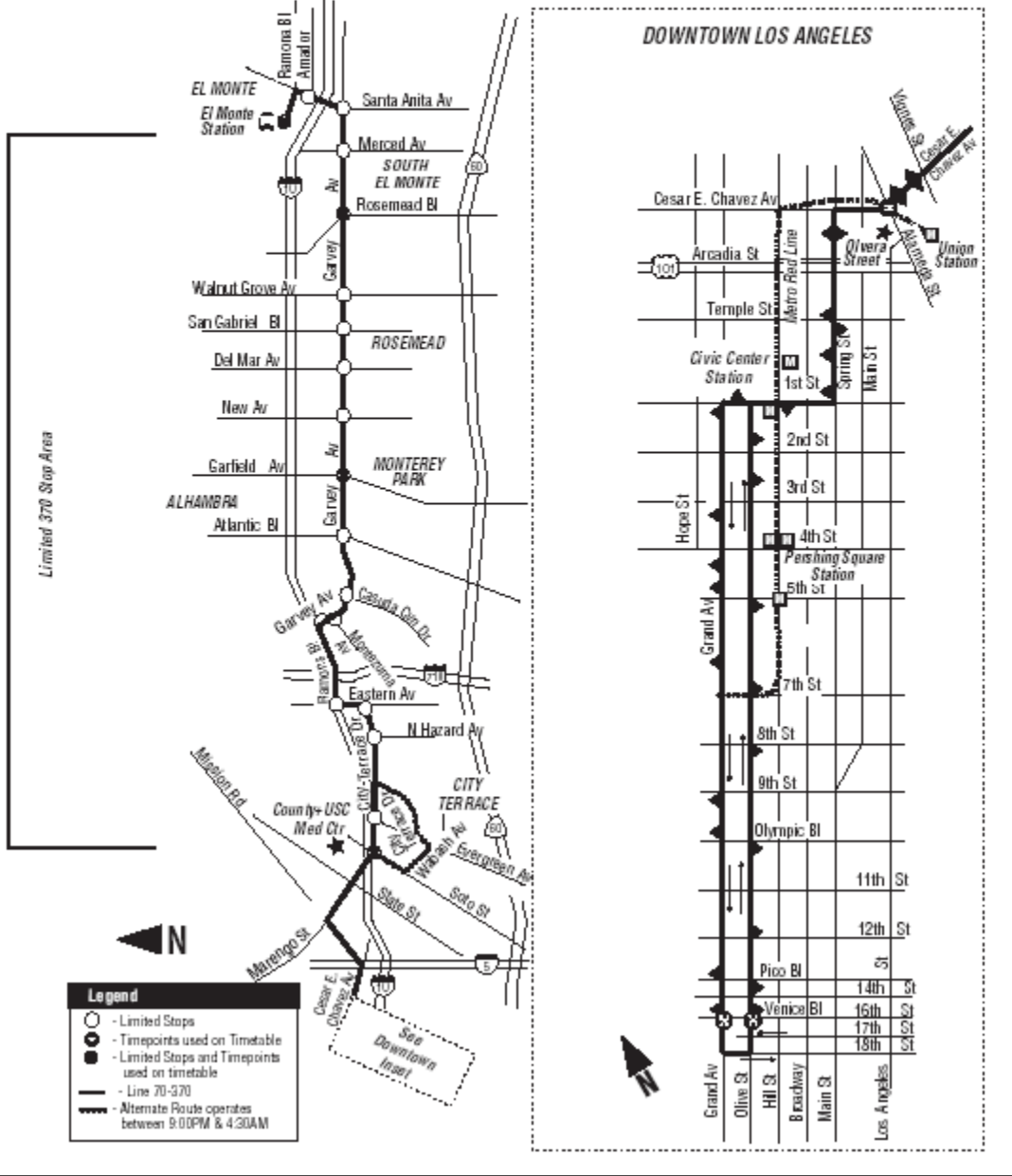
Line 361

Proposal A: If Rapid Line 762 is implemented, Cancel Line 361

Proposal B: If Rapid Line 762 is NOT implemented, operate Limited Stop Line 361 on weekdays from 6am to 6pm.



Line 370 Proposal:
 Cancel limited stop Line 370
 with the implementation of Rapid Line 770



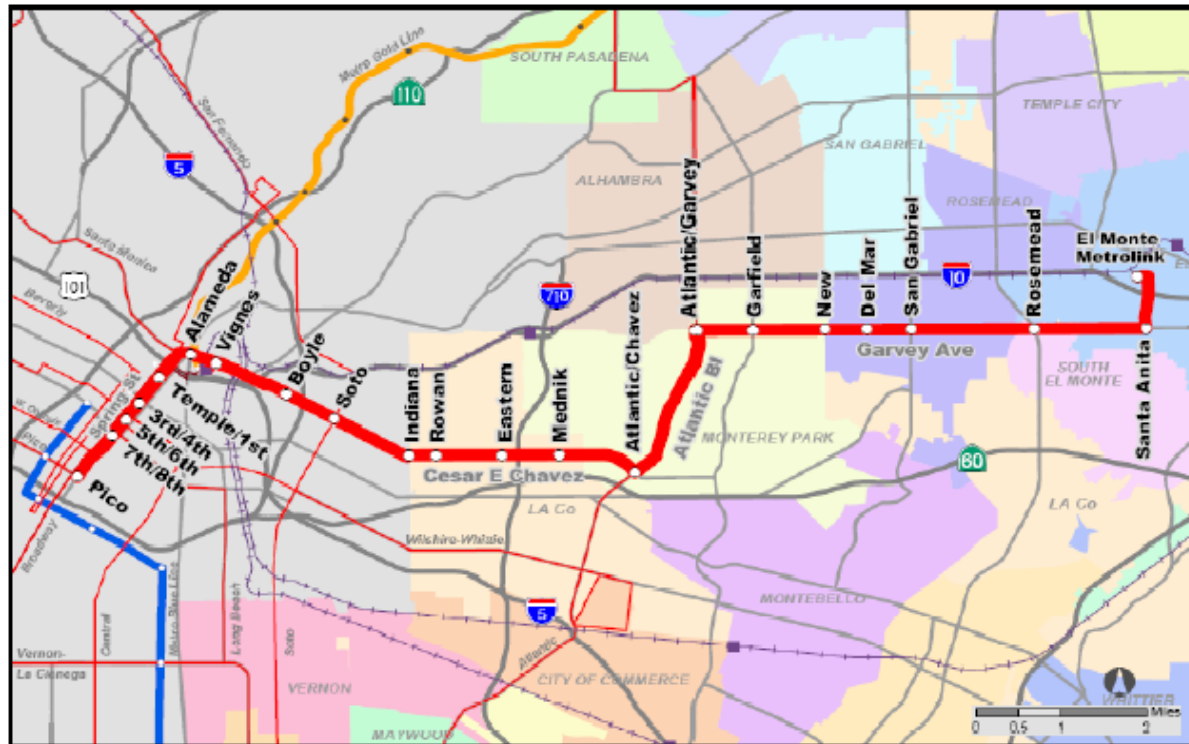


Atlantic Metro Rapid
Effective June 2007

Atlantic Metro Rapid and Stops



SGV Gov. Council approved operation only if 50% + has signal priority in place. This will not be the case in 12-07



Garvey-Chavez Metro Rapid
Effective December 2007

Garvey-Chavez Metro Rapid and Stops

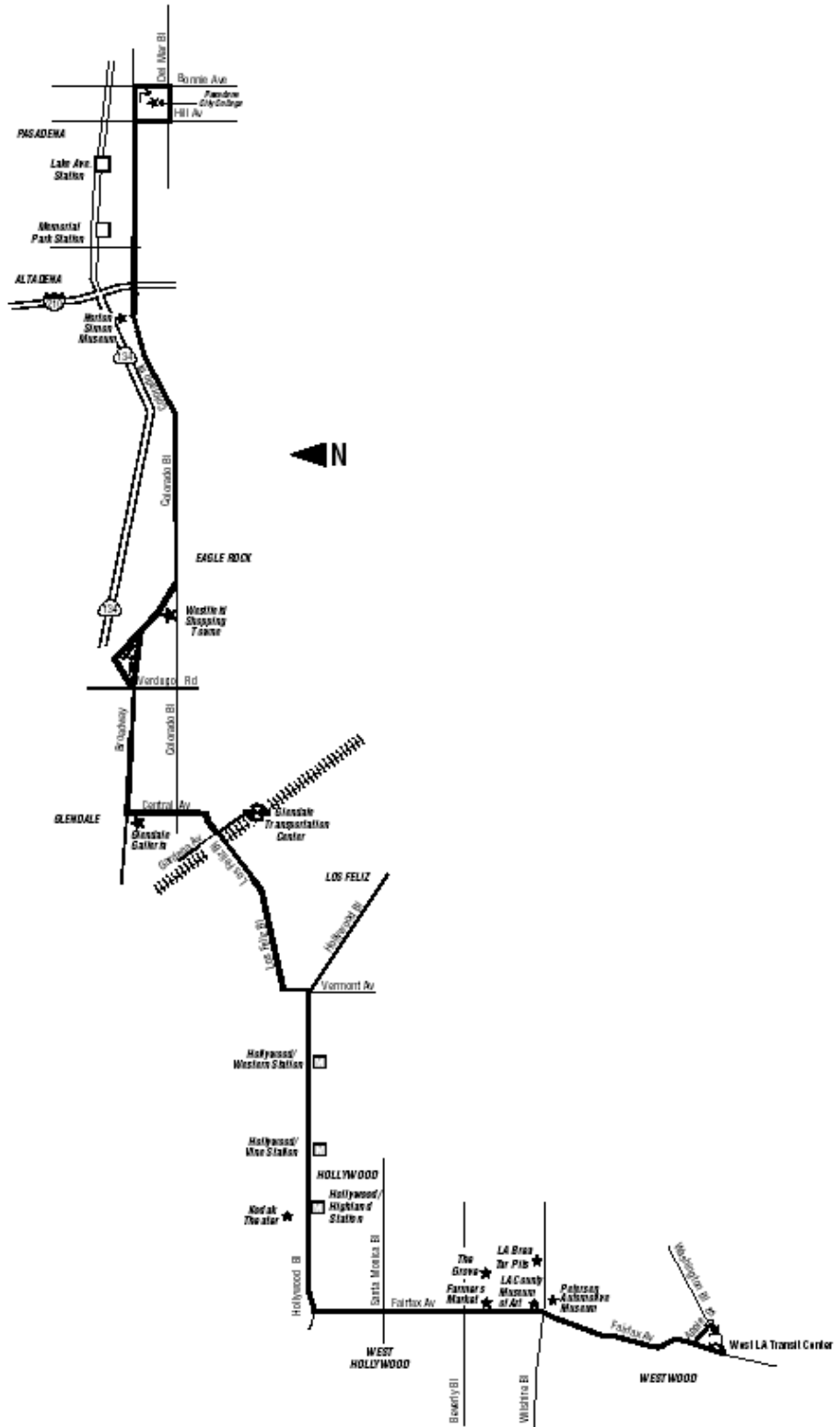
Other Metro Rapid Lines



Phase II-E

Overseas Planning and Development
July 2006

Line 780 Proposal:
 Add weekend service
 to operate between Pasadena
 and Hollywood/Vine



**METRO SAN GABRIEL VALLEY AUGUST 2007 PUBLIC HEARING BUS LINES
ESTIMATED PASSENGER IMPACTS FOR THE SGV *STAFF REVISED PROPOSAL***

| | Line | Line Name | Proposal | Existing Line Total Ridership | | | | Estimated Ridership Impacts | | | Nature of Impacts |
|--|------|--|---|-------------------------------|--------|--------|------------|-----------------------------|---------|-------|--|
| | | | | Week day | Sat. | Sun. | Annual | Week day | Sat. | Sun. | |
| W. Olympic Rapid Bus Package (Impacting SGV Lines 28, 83, 84 & 328 and WSC Lines 65 & 728) | 28 | Downtown LA - Century City via W. Olympic | Establish the eastern terminal in Downtown LA | 8,728 | 12,186 | 8,372 | 3,344,858 | (1,474) | (1,075) | (538) | Transfer in downtown LA |
| | 83 | Downtown LA - Glassell Park via Pasadena & York | Extend the route in Downtown LA to terminate Hill/Venice | 7,149 | 5,219 | 3,586 | 2,302,362 | 0 | 0 | 0 | Included in Line 28 above |
| | 84 | Downtown LA - Eagle Rock via Eagle Rock & Cypress | Restructure Line 84 to terminate in Downtown LA at Broadway/1 st . Most Line 84 trips will become Line 68 at Broadway/1 st St | 7,260 | 5,287 | 3,632 | 2,336,920 | (1,561) | (1,137) | (781) | Transfer in downtown LA |
| | 328 | Downtown LA - Century City Limited via W. Olympic | Cancel this line with the implementation of new Olympic Rapid service Line 728 | 7,990 | 0 | 0 | 2,037,450 | (1,500) | 0 | 0 | 1-4 min. longer trip time for psgrs. at non-rapid stops 1-8 min. faster trip time with 728 rapid |
| Garvey-Chavez Rapid Package (Impacting SGV Lines 70, 370 & 770 and WSC Line 3871) | 70 | Downtown LA - El Monte via Garvey | Retain the route of Line 70 & add Line 71 as an alternate route | 13,211 | 12,344 | 8,865 | 4,524,863 | 0 | 0 | 0 | No change in Line 70 route |
| | 370 | Downtown LA - El Monte Limited via Garvey Av | Cancel this limited stop service with the implementation of new Garvey-Chavez Rapid service Line 770 | 2,534 | 0 | 0 | 646,170 | (1,459) | 0 | 0 | Transfer 1-4 min. longer trip time for psgrs. at non-rapid stops 1-5 min. faster trip time with 770 Rapid |
| | 770 | Downtown LA - El Monte via Garvey & Chavez | Implement Garvey-Chavez Rapid service from El Monte to Down-town LA via Garvey, Atlantic, Chavez, & Grand/Olive to Venice | 0 | 0 | 0 | 0 | 4,500 | 0 | 0 | 1-5 min. faster trip time for Line 68 psgrs. able to use Line 770 Rapid |
| | 252 | El Sereno - Hollenbeck via N. Solo | REVISED Extend the route of Line 252 from Huntington/Monterey to Figueroa & Av. 43 via Mercury, Sierra, Lincoln Park, Broadway, Griffin and Av. 43 to Figueroa | 3,009 | 1,102 | 1,215 | 894,916 | 300 | 175 | 125 | Remove transfer |
| Atlantic - Fair Oaks Rapid Bus Package (Impacting SGV Lines 260, 361 & 762) | 260 | Altadena - N. Long Beach via Fair Oaks & Atlantic | REVISED Shorten route of Line 260 by establishing the southern terminal at Atlantic & Whittier in East LA | 7,470 | 4,600 | 3,500 | 2,347,050 | (100) | (275) | (175) | Transfer |
| | 262 | East Los Angeles to N. Long Beach via Atlantic | Implement new local line between East LA College and Artesia Blue Line Sta. over southern route of Line 260. | 10,660 | 6,670 | 5,060 | 3,358,620 | | | | |
| | 361 | Altadena to N. Long Beach Limited via Fair Oaks & Atlantic | REVISED Retain Line 361 & operate this service on weekdays in both directions from 6 AM to 6 PM | 960 | 0 | 0 | 244,800 | 2,500 | | | 1-5 min. faster trip times for midday & off peak direction Line 260 |
| | 762 | Pasadena-N. Long Beach Rapid via Fair Oaks & Atlantic | REVISED Defer implementation of Rapid Line 762 until a significant percentage of the signal priority system is operable | 0 | 0 | 0 | 0 | | | | 4,000 psgrs. could save 1-12 min. with faster trip time for line 260 & 361 IF Line 762 can be implemented |
| | 780 | Pasadena-Glendale-Hollywood-Fairfax | Consider operating weekend service between Pasadena and Hollywood only. | 12,878 | 0 | 0 | 3,283,890 | | 6,500 | 5,500 | 1-10 min. faster trip time for Sat. & Sun. line 180/181 |
| | | | | 81,849 | 47,408 | 34,230 | 25,321,898 | 9,591 | 4,189 | 4,131 | |

Source: 3rd Qtr. FY 07 Line Performance Index

METRO SAN GABRIEL VALLEY AUGUST 2007 PUBLIC HEARING BUS LINES

ATTACHMENT D Cont.

| SERVICE LEVELS AND ROUTE LENGTH METRO SAN GABRIEL VALLEY HEARING LINES | | | | | | | | | | | | Line Performance Data | | | | | | | |
|---|-----------|--|---------|------|------|-------------|--|---------|------|------|-------------------|-----------------------|-------------------|--------------------|--------------|---------------------|---------------------|--------------------------|---------------|
| Line | Line Name | Existing Average Service Levels (min.) | | | | Route Miles | Proposed Average Service Levels (min.) | | | | Prop. Route Miles | Performance Index* | Psgrs. / Rev. Hr. | Subsidy / Boarding | Annual RSH | Proposed Annual RSH | Net Ann. RSH Change | Net Marginal Cost Change | |
| | | Week day | Mid-Day | Sat. | Sun. | | Week day | Mid-Day | Sat. | Sun. | | | | | | | | | |
| W. Olympic Rapid Bus Package (Impacting SGV Lines 28, 83, 84 & 328 and WSC Lines 65 & 728) | 28 | Downtown LA - Century City via W. Olympic | 6 | 15 | 8 | 10 | 10.5 | 6 | 15 | 8 | 10 | 10.9 | 0.964 | 54.6 | \$1.55 | 189,917 | 50,000 | -139,917 | -\$10,493,775 |
| | 83 | Downtown LA - Glassell Park via Pasadena & York | 8 | 15 | 16 | 20 | 9.8 | 8 | 15 | 15 | 20 | 10.8 | see Line 28 | see Line 28 | see Line 28 | see Line 28 | 40,000 | 40,000 | \$3,000,000 |
| | 84 | Downtown LA - Eagle Rock via Eagle Rock & Cypress | 8 | 15 | 16 | 20 | 10.3 | 8 | 15 | 15 | 20 | 9.2 | see Line 28 | see Line 28 | see Line 28 | see Line 28 | 40,000 | 40,000 | \$3,000,000 |
| | 328 | Downtown LA - Century City Limited via W. Olympic | 6 | 15 | NS | NS | 10.5 | NS | NS | NS | NS | 0.0 | see Line 28 | see Line 28 | see Line 28 | see Line 28 | 0 | 0 | \$0 |
| Garvey-Chavez Rapid Bus Package (Impacting SGV Lines 70, 370 & 770 and WSC Line 38/71) | 70 | Downtown LA - El Monte via Garvey | 12 | 11 | 12 | 12 | 16.1 | 12 | 15 | 12 | 12 | 17.5 | 1.091 | 52.7 | \$1.62 | 97,440 | 95,000 | -2,440 | -\$183,000 |
| | 370 | Downtown LA - El Monte Limited via Garvey Av | 12 | NS | NS | NS | 16.1 | NS | NS | NS | NS | 0.0 | see Line 70 | see Line 70 | see Line 70 | see Line 70 | 0 | 0 | \$0 |
| | 770 | Downtown LA - El Monte via Garvey & Chavez | | | | | | 12 | 15 | NS | NS | 16.3 | TBD | TBD | TBD | 0 | 40,000 | 40,000 | \$3,000,000 |
| | 252 | El Sereno - Hollenbeck via N. Soto | 20 | 30 | 30 | 30 | 5.0 | 20 | 30 | 30.0 | 30 | 7.1 | 0.835 | 57.0 | \$1.46 | 13,165 | 20,000 | 6,835 | \$512,625 |
| Atlantic - Fair Oaks Rapid Bus Package (Impacting SGV Lines 260, 361 & 762) | 260 | Altadena - N. Long Beach via Fair Oaks & Atlantic | 7 | 15 | 15 | 15 | 29.7 | 15 | 20 | 15 | 15 | 14.9 | 1.096 | 58 | \$1.43 | 102,954 | 40,000 | -62,954 | -\$4,721,550 |
| | 262 | East Los Angeles to N. Long Beach via Atlantic | | | | | | 15 | 20 | 15 | 15 | 15.4 | see Line 260 | see Line 260 | see Line 260 | 0 | 35,000 | 35,000 | \$2,625,000 |
| | 361 | Altadena to N. Long Beach Limited via Fair Oaks & Atlantic | 20 | NS | NS | NS | 23.8 | 15 | 20 | NS | NS | 17.8 | see Line 260 | see Line 260 | see Line 260 | see Line 260 | 30,000 | 30,000 | \$2,250,000 |
| | 762 | Pasadena-N. Long Beach Rapid via Fair Oaks & Atlantic | | | | | | NS | NS | NS | NS | 0.0 | TBD | TBD | TBD | 0 | 0 | 0 | 0 |
| | 780 | Pasadena-Glendale-Hollywood-Fairfax | 10 | 15 | NA | NA | 22.7 | 10 | 15 | 20 | 20 | 22.7 | 0.958 | 55.2 | \$1.52 | 59,492 | 69,000 | 9,508 | \$713,100 |
| | | | | | | | | | | | | | | | 462,968 | 459,000 | -3,968 | -\$297,600 | |

Note: Cost is based on marginal rate of \$75/vsh