



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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**GATEWAY CITIES GOVERNANCE COUNCIL  
March 12, 2009**

**SUBJECT: PROPOSED MODIFICATIONS TO GATEWAY CITIES BUS LINES**

**ACTION: APPROVE RESULTS OF FEBRUARY 2009 PUBLIC HEARINGS AND  
ADOPT REVISED SERVICE PROGRAM FOR JUNE 2009**

**RECOMMENDATION**

- A. Approve results of public hearings held on February 12th for service changes proposed to become effective June 2009 or later (Attachment B);
- B. Approve Part 1 of the Revised Service Program (Attachment C);
- C. Support current staff proposals affecting bus lines managed by the South Bay and San Gabriel Valley Sector Governance Councils, as outlined in Part 2 and 3 of the Revised Service Program (Attachment C); and
- D. Consider Passenger Impact Statement as outlined in this report (Attachment D).

**ISSUE**

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 Governance 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**

Three alternative strategies were developed for the Governance Council to consider in lieu of approving staff's Revised Service Program for June 2009. They include:

- 1.) Adopt the original program without modifications; or
- 2.) Adopt a different subset of service proposals than staff is recommending.
- 3.) Maintain the status quo.

Staff does not endorse these alternatives since the Revised Service Program considers public feedback received, and is designed to improve the efficiency of our operations by removing poor productivity service and duplicated service. Resources saved will be reallocated to areas of higher passenger demand. Some of the proposed changes are also intended to improve the operation of the line to better serve the rider. The Revised Service Program also achieves the projected budget targets for Fiscal Year 2010, and tempers the impact to the community by ensuring that essential services are maintained where they are needed most.

Should the Governance Council reject all or part of the Revised Service Program, some planned service improvements could be withdrawn in order to ensure a balanced budget for the upcoming fiscal year.

## **FINANCIAL IMPACT**

The Revised Service Program can be implemented within the projected Fiscal Year 2010 Operating Budget. When proposed, service adjustments that remove unproductive and duplicated resources from the system, are reinvested 100% back into other bus lines to resolve schedule issues and to make other improvements needed to maintain service quality.

## **BACKGROUND**

Last month Metro's five Service Sector Governance Councils conducted public hearings within each of their respective jurisdictions to receive input from the community on service modifications proposed for June 2009 or later. A total of 34 existing bus lines are potentially affected by having either all or portions of their routes/schedules restructured or canceled. Several lines are also proposed to be renumbered as part of the restructuring process. In addition, one new service is proposed to be established. Collectively, the specific lines, and the proposed changes to them, are outlined in the attached Public Hearing Notice (Attachment A).

Legal notice of these hearings was first published in the Los Angeles Times on Sunday, January 4, 2009. Additional notice was subsequently published in other local, regional and foreign language newspapers system-wide. Various local, state and federal officials,

government agencies, and other organizations and stakeholders also received written and electronic notification of these matters. An estimated 100,000 rider notices were distributed on the buses, trains and at customer service outlets informing riders of the changes under consideration. This information was also posted on MTA's main website and each sector's website.

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

The Gateway Cities Governance Council conducted its public hearing on Thursday, February 12. The hearing was held at 5:30 pm at The Gas Company, located in the City of Downey. Altogether, 6 bus lines currently managed by the Gateway Cities Sector are proposed to undergo major changes in June of this year.

The San Gabriel Valley and South Bay Sectors are also proposing changes in June to five bus lines they manage that serve portions of the Gateway Cities area. The South Bay Sector, for example, is proposing to operate a new shortline on local Line 111 (Florence Av.) on weekdays between Figueroa St. and Pacific Av. (Huntington Park). In addition, the sector also proposes to discontinue weekend service on Rapid Bus Line 711 (Florence Av. Rapid) affecting service between Huntington Park and Bell Gardens. Similarly, the San Gabriel Valley Sector proposes to discontinue service on Line 256. A portion of that line operates in the Gateway Cities Sector.

The following sections of this report summarize the written and verbal testimony received from the public on all of these matters through the close of the public record, February 14, 2009. Staff has responded to each issue, and has recommended modifications to several proposals based on public input and other considerations.

- Attachment B provides details of the public comment along with staff's response;
- Attachment C outlines the Revised Service Program that resulted from the public review process;
- Attachment D identifies the potential impact riders may experience from the modifications recommended in the Revised Service Program; and
- Attachment E contains maps showing the routes of the affected bus lines.

## RESULTS OF FEBRUARY 2009 PUBLIC HEARINGS

### Summary of Public Comment

Ten individuals submitted testimony on the service changes proposed for the Gateway Cities Sector by February 14, 2009, the close of the public record. In addition, representatives from the Bus Riders Union and the Southern California Transit Advocates also submitted testimony on these matters. Collectively, public input was obtained from the following sources:

- Testimony received by the Gateway Cities Governance Council at the February 12 public hearing held in the City of Downey;
- Comments submitted at public hearings conducted by other sector governance councils last month; and
- Input submitted to Metro by way of e-mail and U.S. Mail.

Altogether the total written and verbal comments received from the community generated 29 responses. Overall, public testimony was favorable towards the staff proposals for most lines. A few respondents conditioned their support providing requested modifications were incorporated into the final plan (55%).

Conversely, about 28% of the public testimony opposed any reduction/restructuring of bus service. The latter group cited multiple hardships they would endure if these changes were approved such as having no service to get to jobs, schools, doctors appointments. They also opposed the need to transfer in cases where portions of lines are proposed to be discontinued or replaced by other bus lines. They contended the transfer would add travel time and costs to their daily commute. The Bus Riders Union stated the proposed service reductions on some lines violated the gains won under the Consent Decree, stating they were illegal and would be challenged.

TABLE 1

FEBRUARY 2009 PUBLIC HEARING FOR JUNE SERVICE CHANGES  
OVERVIEW OF PUBLIC COMMENT

LINE	SUPPORT PROPOSAL	OPPOSE PROPOSAL	CONDITIONAL SUPPORT	OTHER	TOTAL RESPONSES	PERCENT RESPONSES
26	1	1	3	0	5	17%
51	4	0	0	3	7	24%
53	4	3	0	0	7	24%
105	2	1	0	0	3	10%
128	0	3	0	2	5	17%
254	2	0	1	0	2	7%
TOTAL	13	8	3	5	29	100%
% TOTAL	45%	28%	10%	17%	100%	

Table 1 provides an overview of the public comment received for each bus line. As shown, about two-thirds (65%) of the public comment was focused on three bus lines. The lines in question include Lines 26, 51 and 53.

#### Line 26

The proposal for this line generated five responses. Of this total, four responses (80%) expressed support or conditional support for the staff proposal. The “condition” was predicated on Metro guaranteeing that the City of Los Angeles DASH would provide the same service levels, days and span of service should the Virgil Av. segment of the line be discontinued. The Bus Riders Union spoke in opposition of the proposal, stating that no alternative service would operate on Virgil Av., north of Wilshire Bl.

#### Line 51 & 53

The staff proposal for these lines generated a total of fourteen responses. Eight of 14 responses (57%) supported the staff proposal outright to operate two-way Owl service on Avalon Bl. and San Pedro St. between downtown Los Angeles and South L.A. Three respondents opposed the proposal because most of Central Av would no longer have Owl service. They stated riders would need to walk up to one-half mile to access service on Avalon Bl. or San Pedro St. They added that this would be unsafe at night, citing gang activity. The Bus Riders Union stated that Metro was violating the terms of the Consent Decree by eliminating Owl service on Central Av. Three respondents suggested that the 51 Owl be extended south of Manchester Bl to provide new connections with the Line 45 Owl, Avalon Green Line Station, and the Artesia Transit Center.

#### Line 105

The restructuring proposal for this line generated three responses. Two responses supported the staff proposal, which would discontinue the special weekday, peak hour only route currently operated east of Santa Fe Av. The lone dissenting comment opposed the proposal citing riders would need to transfer in order to continue travel along the affected corridors.

#### Line 128

Five responses were received for this proposal. Three of these opposed rerouting the line to the Cerritos Towne Center because riders would need to transfer to continue their travel eastbound along Alondra Bl. in order to reach the City of La Mirada. These riders now have a direct trip. They recommended Metro maintain the current route, or, as the Southern California Transit Advocates suggested, extend the line eastward into Orange County to connect with the Buena Park Metrolink Station. One respondent suggested having Norwalk Transit takeover the entire line, or the discontinued segment.

#### Line 254

Two responses were received on this line. Both responses supported the staff routing to serve the new Metro Gold Line’s Indiana Street Station.

## REVISED SERVICE PROGRAM

Staff proposes to modify elements of the original service change program based on comments received during the public process. The Revised Service Program outlined in Attachment C is divided into three parts. Part 1 lists the current staff recommendation for the lines directly managed by the Gateway Cities Sector. The Gateway Cities Governance Council is requested to approve Part 1 of the Revised Service Program, as proposed.

Parts 2 and 3 of the Revised Service Program concern proposed changes to lines managed by the San Gabriel Valley and South Bay Sectors, which operate portions of their routes in the Gateway Cities Sector. The Gateway Cities Governance Council is requested to support the current staff recommendations for these lines. It is important to point out these recommendations were jointly developed by sector staff to ensure future coordination.

The recommended Revised Service Program is summarized below. Additional details can be found in Attachment C. Route maps for lines to be modified under Part 1 are illustrated in Attachment E.

### PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

#### Proposals Recommended To Be Withdrawn

- Line 26  
The proposal to discontinue the Virgil Av. segment of this line is recommended to be withdrawn from further consideration. Discussions with the City of Los Angeles Department of Transportation to provide replacement service cannot be guaranteed at this time due to severe funding issues at that agency. Metro will continue to operate the Virgil Av. segment of this line.

#### Proposals Recommended To Be Approved As Originally Proposed

- Line 51  
Implement two-way Owl Service on Avalon Bl. by reallocating resources from Central Av., a low demand corridor served in one direction only to Avalon Bl, a higher demand corridor.
- Line 53  
Discontinue one-way Owl service on Central Av. and consolidate trips on Avalon Bl.-San Pedro St. to provide two-way Owl service on those corridors now served by Line 51.
- Line 105  
Discontinue route segment east of Santa Fe Av. Line 611 to provide Alternative service along the affected corridors.

- Line 128  
Reroute to Cerritos Towne Center. Alternative service along Alondra Bl. between Carmenita Rd. and La Mirada Bl. provided by Line 460.
- Line 254  
Reroute line to serve the Metro Gold Line Indiana Street Station via 4<sup>th</sup> St. and Indiana St.

## PART 2: LINES MANAGED BY SAN GABRIEL VALLEY SECTOR

### Proposals Recommended To Be Conditionally Approved (Support Only)

- Line 256  
Staff is recommending the cancellation of Line 256 should a municipal operator agree to operate the service. Should no operator be found, Metro will continue to provide the service.

## PART 3: LINES MANAGED BY SOUTH BAY SECTOR

### Proposals Recommended Withdrawn (Support Only)

- Line 111  
Withdraw original proposal to operate a new shortline on weekdays between Figueroa St. and Pacific Av.

### Proposals Recommended To Be Modified (Support Only)

- Line 125  
Discontinue service west of Sepulveda Bl. Beach Cities Transit to provide alternative service.

### Proposals To Be Approved As Originally Proposed (Support Only)

- Line 124  
Discontinue entire line with alternative service provided by Beach Cities Transit on the westside and Gardena Transit on the eastside.
- Line 711  
Discontinue Saturday and Sunday service. Line 111 to provide alternative service.

## **IMPACT STATEMENT**

The following impact statement is based on the Revised Service Program (RSP), which was developed from public comment and other considerations. The lines included in Part 1 of the Revised Service Program are directly managed by the Gateway Cities Sector. Analysis of the operating data for these lines indicate that about 14,600 riders utilize these services on weekdays, 600 on Saturdays, and 100 on Sundays.

The number of riders potentially affected in some way (i.e. negative/positive) by the Revised Service Program is estimated at 392 weekday riders, 100 riders on Saturday, and 92 riders on Sunday. This equates to about 3 percent of the total weekday ridership, 17 percent of the Saturday ridership and 100 percent of the Sunday ridership, respectively.

Of the total riders impacted, about 280 weekday riders will need to transfer as a result of these bus line modifications. Transfer wait times would be minimal, estimated to range 0-15 minutes. This could be reduced further for some riders if they plan their trips more carefully. No transfer impact was observed for weekend riders since Line 128 does not operate on weekends, and the change on Line 105 only affects the special peak service operated on weekdays.

Of the remaining impacted riders a few may need to walk further to access bus service than they do today. It is estimated about 35 riders on weekdays, 31 on Saturday and 23 on Sunday fall into this category. The required walk ranges from about one tenth to one-quarter mile. Most, however, fall within .25 mile walk distance.

As an offset to this impact, it should be noted that riders of the Line 51 Owl service will benefit by not having to walk from Central Av. to Avalon Bl. It is estimated that approximately 35 riders each weekday, Saturday and Sunday will no longer have to walk upwards of one-quarter mile to access bus service once two-way service is instituted along the Avalon-San Pedro corridors.

In considering the possible impacts associated with the Revised Service Program it is important to note that the overall impacts described here are minimal. The additional fee to ride a second bus (transfer), for example, can be eliminated by using a monthly pass in lieu of paying cash. Wait times, though estimated to add only a few minutes to commuter trips, can be reduced further by more careful trip planning. Finally, the estimated walk distances for the few impacted riders are within the one-quarter mile walk standard for Metro.

Attachment D provides additional details on the estimated impacts of the Revised Service Program.

## **NEXT STEPS**

With approval from the Governance Council, staff will begin preparations to implement the recommended service changes on Sunday, June 28, 2009. Tier 1 changes must also be approved by the Metro Board of Directors. Tier 1 lines proposed for changes under the Revised Service Program are Lines 51, 53 and 105.



## **ATTACHMENTS**

Attachment A: Public Hearing Notice

Attachment B: Summary Public Comment & Staff Response

Attachment C: Revised Service Program

Attachment D: Estimated Passenger Impacts

Attachment E: Line Maps

Prepared by: Alex Clifford, General Manager, Metro Gateway Cities Service Sector  
Hassan Fakhro, Service Development Manager  
Michael Sieckert, Planning Manager



**Metro**

**ATTACHMENT A**

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

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in February 2009 to receive community input on proposed modifications to Metro’s bus service. Approved changes will become effective June 28, 2009 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 Metro’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**

<b>LINE</b>	<b>LINE NAME</b>	<b>PROPOSED SERVICE CHANGE</b>
<b>14</b>	Downtown LA – Beverly Hills via Beverly BI	Improve service from Line 714 resources
<b>30-31</b>	Pico/Rimpau – Monterey Park via Pico BI & East 1 <sup>st</sup> St	Restructure service for the Eastside Gold Line Extension Bus Rail interface. Line 30 is proposed to terminate at Dozier/Rowan terminal. Remainder of the service (on Hammel St and Floral Dr) is proposed to be served by restructuring of Line 287. Reduce service frequency on First St. between Alameda St. and Atlantic BI.
<b>220</b>	West Hollywood - Culver City via Robertson BI	Discontinue service due to low ridership.
<b>704</b>	Downtown LA – Santa Monica via Santa Monica BI Rapid	Adjust service levels. Consider short line terminal at Santa Monica/Sepulveda
<b>714</b>	Downtown LA – Beverly Hills via Beverly BI Rapid	Adjust service levels and reallocate resources to local Line 14
<b>730</b>	Downtown LA - Pico/Rimpau via Pico BI Rapid	Restructure service for the Eastside Gold Line Extension Bus Rail interface. Propose downtown terminus to end at the Little Tokyo/Arts District Station
<b>920</b>	Santa Monica– Wilshire/Vermont via Wilshire BI Rapid Express	Adjust service levels. Consider short line terminal at Wilshire/Westwood

### METRO SAN FERNANDO VALLEY SERVICE SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
94	Downtown LA- Sylmar Station via San Fernando Rd	Shorten route to terminate in Sun Valley and reallocate resources to extend Line 794 to Sylmar Station.
224	Olive View Medical Center- Universal City Station via San Fernando Rd, Lankershim Bl	Maintain existing route and improve service levels.
724	Sylmar Station-North Hollywood Station via San Fernando Rd, Lankershim Bl Rapid	Discontinue entire line and reallocate resources to Lines 224 and 794.
794	Downtown LA-Burbank Station via San Fernando Rd, Brand Bl Rapid	Extend route from Burbank to Sylmar Station; Reroute from Brand Boulevard to San Fernando Road; Reduce service levels and apply savings to fund route extension.

### METRO GATEWAY CITIES SERVICE SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
26-51-52-352	Hollywood- Compton- Artesia Transit Center via Avalon Bl	Discontinue Line 26 route north of Wilshire Bl. Alternative service may be provided by DASH; negotiations with city underway. Lines 51, 52-352 to maintain existing routing. Provide new two-way Owl service on Line 51
53	Downtown LA – CSU Dominguez Hills via Central Av	Discontinue one-way Owl service on Central Av and consolidate trips on Avalon Bl/ San Pedro St to provide two- way Owl service on those corridors now served by Line 51 (see Line 51 above).
105	West Hollywood-Vernon via La Cienega Bl - Vernon Av	Discontinue route segment east of Santa Fe Av. Line 611 to provide alternative service along the affected corridors.
128	Compton Station - La Mirada via Alondra Bl	Reroute to Cerritos Towne Center. Alternative service along Alondra Bl between Carmenita Rd and La Mirada Bl provided by Line 460.
254	Boyle Heights – 103rd St Station via Lorena St – Boyle Av	Reroute line to serve the Metro Gold Line Indiana Street Station.

## METRO SAN GABRIEL VALLEY SERVICE SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>68</b>	Downtown Los Angeles-Montebello via Cesar Chavez Av	Discontinue route segment from Riggin St. and Atlantic Bl. to Montebello Town Center, replaced by an extension of Line 287 from the Montebello Towne Center to Atlantic Bl., continue on via Floral Dr. and Rowan Av. to the Indiana Gold Line Station.
<b>177</b>	La Canada – Sierra Madre Villa via I-210, California Bl and Walnut St	Discontinue route segment from Sierra Madre Metro Gold Line Station to Pasadena City College (PCC). Service will be improved from every 30 minutes to every 12 to 15 minutes in the peak periods; mid-day service will be eliminated.
<b>256</b>	Commerce - Altadena via Eastern Av & Hill Av	Discontinue service. Alternative service may be provided by another operator.
<b>287</b>	Montebello Town Center - Sierra Madre Villa Station	Extend west from the Montebello Town Center to the Indiana Gold Line Station, providing service on the Line 30 route portion on Floral Dr. and Rowan Av. The route portion from the Sierra Madre Gold Line Station south to El Monte Station will be replaced by Line 487.
<b>484</b>	Pomona –Downtown LA via Valley Bl & El Monte Busway	The route portion from El Monte Station to Downtown Los Angeles will be replaced by the Dual Hub BRT. Existing route east of El Monte not affected, but will be renumbered Line 184.
<b>487</b>	Sierra Madre Villa Station – Downtown LA via San Gabriel Bl & El Monte Busway	Extend from the Sierra Madre Gold Line Station over the Line 287 route segment to El Monte Station.
<b>490</b>	Pomona - Downtown LA via Ramona Bl & El Monte Busway	The route portion from El Monte Station to Downtown Los Angeles will be replaced by the Dual Hub BRT. Existing route east of El Monte not affected, but will be renumbered Line 190.
<b>620</b>	Boyle Heights via Cesar Chavez Av & State St	Extend east to the Indiana Gold Line Station.
<b>New Line 910</b>	El Monte Station – Artesia Transit Center via El Monte Busway & Harbor Expressway	New Bus Rapid Transit (BRT) route connecting El Monte Station and the Artesia Transit Center through Downtown LA..

## METRO SOUTH BAY SERVICE SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>111</b>	LAX Transit Center – Norwalk Station via Florence Av	Consider new shortline shuttle on weekdays between Figueroa and Pacific.
<b>124</b>	El Segundo - Rosa Parks Station via El Segundo Bl	Discontinue service with identification of another provider for either a segment of the line or for the entire route.
<b>125</b>	El Segundo – Norwalk Station via Rosecrans Av.	Discontinue service west of Douglas Green Line Station with identification of another provider.
<b>126</b>	Manhattan Beach - Hawthorne Station via El Camino College	Discontinue service between Crenshaw Green Line Station and Century Bl. Cancel all service with identification of another provider.
<b>207</b>	Hollywood / Western Station – LA Southwest College via Western Av	Shorten route to new north terminal at Sunset & Western. Implement one-way turnaround loop to Hollywood/Western Station. Alternative north of Sunset is Line 757.
<b>209</b>	Wilshire/Western Station - Gardena via Van Ness Av.	Discontinue midday service and all service south of Imperial Highway.
<b>439</b>	L.A. Union Station – LAX Transit Center Express via I-10 Fwy.	Discontinue midday and weekend service east of Washington & Fairfax, alternatives include Lines 35/335 on Washington Bl. and Line 38 on Jefferson Bl.
<b>444</b>	L.A. Union Station –West Torrance –Rolling Hills – Rancho Palos Verdes Express	Discontinue service. Service will be replaced north of Artesia Transit Center by new BRT; service south of Artesia Transit Center will be canceled with identification of another provider.
<b>445</b>	L.A. Union Station – San Pedro Express	With implementation of new BRT, operate faster service with just one stop on the Harbor Transitway north of the Artesia Transit Center to serve the Metro Green Line Harbor Fwy Station.
<b>446/447</b>	L.A. Union Station – Carson – Wilmington – San Pedro Express	Service north of Artesia Transit Center to be replaced with new BRT; renumber remaining local services as Lines 246/247.
<b>711</b>	Inglewood Transit Center – Bell Gardens via Florence Rapid	Discontinue Saturday and Sunday service, alternative is Line 111 local on Florence Av.
<b>New Line 910</b>	El Monte Station – Artesia Transit Center via El Monte Busway and Harbor Transitway	New faster Bus Rapid Transit (BRT) service replaces existing Line 444 and Line 446/447 north of the Artesia Transit Center through downtown LA to the El Monte Station.

## PUBLIC HEARING SCHEDULE

### **SAN FERNANDO VALLEY SECTOR**

**February 4, 2009, 6:30 pm**

6262 Van Nuys Bl  
Marvin Braude Constituent Center  
Van Nuys

### **WESTSIDE/CENTRAL SECTOR**

**February 11, 2009, 5 pm**

La Cienega Tennis Center  
325 South La Cienega Bl  
Beverly Hills

### **SAN GABRIEL VALLEY SECTOR**

**February 9, 2009, 6 pm**

San Gabriel Valley Sector Office  
3449 Santa Anita Av  
El Monte

### **GATEWAY CITIES SECTOR**

**February 12, 2009, 5:30 pm**

The Gas Company  
9240 Firestone Bl  
Downey

### **SOUTH BAY SECTOR**

**February 9, 2009, 6 pm**

Carson Community Center  
801 Carson St  
Carson

Additional details about these proposals will be available for public review after January 26, 2009. 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](http://www.metro.net)

**Note 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 proposal under consideration (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 proposals. Persons unable to attend the hearings may submit written testimony postmarked through mid-night February 14, 2009, the close of the public record. All written testimony should be addressed to:

#### **Metro Customer Relations**

Attn: June 2009 Service Changes  
One Gateway Plaza, 99-PL-4  
Los Angeles, CA 90012-2952

Comments can also be sent via e-mail with "June 2009 Service Changes" as the subject to:

[customerrelations@metro.net](mailto:customerrelations@metro.net)

Facsimile at: 213-922-6988

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.

## ATTACHMENT B

### RESULTS OF FEBRUARY 2009 PUBLIC HEARINGS: SUMMARY OF PUBLIC COMMENT & STAFF RESPONSE CONCERNING MAJOR SERVICE MODIFICATIONS UNDER CONSIDERATION FOR JUNE 2009 OR LATER

#### LINE 26 (VIRGIL AVE)

- **Original Proposal**  
Discontinue Line 26 route north of Wilshire Bl. Alternative service may be provided by DASH; negotiations with city underway. Lines 51,52-352 to maintain existing routing. Provide new two-way Owl service on Line 51.
- **Public Comment**  
The proposal for this line generated five responses. Of this total, 4 of 5 responses (80%) expressed support or conditional support for the staff proposal. The “condition” was for to Metro guarantee that the City of Los Angeles Dash would provide the same service levels, days and span of service should the Virgil Ave segment of the line be discontinued. The Bus Riders Union spoke in opposition of the proposal, stating that no alternative service would operate on Virgil Av, north of Wilshire Bl.
- **Staff Response**  
Proposal recommended to be withdrawn from further consideration. The City of Los Angeles Department of Transportation cannot guarantee the service plan required for the alternative service due to severe funding shortages at the agency. The alternative service would have provided service north of Wilshire Bl had the city been able to operate it.

#### LINE 51 & 53 (AVALON BL / CENTRAL AV OWL)

- **Original Proposal**  
Lines 51, 52-352 to maintain existing routing. Provide new two-way Owl service on Line 51. Discontinue one-way Owl service on Central Av and consolidate trips on Avalon Bl/ San Pedro St to provide two- way Owl service on those corridors now served by Line 51
- **Public Comment**  
The staff proposal for these lines generated a total of fourteen responses. Eight of 14 responses (57%) supported the staff proposal outright to operate two-way Owl service on Avalon Bl and San Pedro Sts between downtown Los Angeles and South Los Angeles. Three respondents opposed the proposal because most of Central Av would no longer have Owl service. They stated patrons would need to walk up to one-half mile to access service on Avalon Bl or San Pedro St. They added that this would

be unsafe at night, citing gang activity. The Bus Riders Union claimed Metro was violating the terms of the Consent Decree by eliminating Owl service on Central Av. Three respondents suggested that the 51 Owl be extended south of Manchester Bl to provide new connections with the Line 45 Owl, Avalon Metro Green Line Station and the Artesia Transit Center.

- **Staff Response**

Approve as originally proposed. Metro currently provides one-way Owl service along Central Av (northbound) and Avalon Bl - San Pedro St (southbound) between downtown Los Angeles and South Los Angeles. The proposed change to these lines would reallocate resources from Central Av in order to establish two-way Owl service along Avalon Bl and San Pedro St, including a small portion of Central Ave. The Owl service hours are not being reduced only reallocated to the higher demand corridor.

Few riders are affected on Central Av, the lighter-demand corridor. These patrons would have a short walk to Avalon Bl–San Pedro St, estimated to be about 1,400 feet, well within Metro’s acceptable one-half mile walk distance (2640 feet). The suggested extension of Owl service south of Manchester Bl will be given consideration in the future. Current funding constraints prohibit serious consideration at this time as more resources would be needed to provide such service.

### **LINE 105 (VERNON AVE– LA CIENEGA BLVD)**

- **Original Proposal**

Discontinue route segment east of Santa Fe Av. Line 611 to provide alternative service along the affected corridors.

- **Public Comment**

The restructuring proposal for this line generated three responses. Two responses supported the staff proposal, which would discontinue the special weekday, peak hour only route currently operated east of Santa Fe Av. The lone dissenting remark opposed the staff plan because riders would need to transfer in order to continue travel along the affected corridors.

- **Staff Response**

Approve as originally proposed. Line 611 currently operates along the same corridors as Line 105 in the affected area, and provides alternative service for these riders. Transfer wait times are minimal estimated to range from 0-15 minutes.

### **LINE 128 (COMPTON – LA MIRADA VIA ALONDRA BL)**



- **Original Proposal**  
Reroute to Cerritos Towne Center. Alternative service along Alondra Bl between Carmenita Rd and La Mirada Bl provided by Line 460.
- **Public Comment**  
Five responses were received for this proposal. Three of these opposed rerouting the line to the Cerritos Towne Center because patrons would need to transfer to continue their travel eastbound along Alondra Bl. in order to reach the City of La Mirada. These riders now have a direct trip. They recommended Metro maintain the current route, or, as the Southern California Transit Advocates suggested, extend the line eastward into Orange County to connect with the Buena Park Metrolink Station. One respondent suggested having Norwalk Transit takeover the entire line, or the discontinued segment.
- **Staff Response**  
Approve as originally proposed. The Cerritos Towne Center is a major shopping/business complex in the Southeast region and is not served by Metro. This location has vast potential to attract transit riders given its mix of businesses, hotels, restaurants, department stores, offices and the like. Conversely, the existing ridership on Alondra Bl, east of Carmenita Rd to La Mirada is very light. The affected ridership will continue to be served by Line 460, which operates more frequently than Line 128, including weekends.

The suggestion to extend the line to the Buena Park Metrolink Station is not recommended, because connections with the rail station are unlikely to offset the potential demand the reroute to the Cerritos Towne Center will generate. Regarding the suggestion to transfer all or a portion of this route to Norwalk Transit, Metro is not proposing to eliminate the service, but rather to restructure it to make it more effective.

### **LINE 254 (BOYLE HGTS – WATTS VIA MAIE AV- BOYLE AV & LORENA ST)**

- **Original Proposal**  
Reroute line to serve the Metro Gold Line Indiana Street Station by way of 4<sup>th</sup> St and Indiana St.
- **Public Comment**  
Two responses were received on this line. Both responses supported the staff proposal to reroute the line to serve Metro's Gold Line Indiana Street Station.
- **Staff Response**  
Approve as originally proposed. This is only a minor route modification to serve a major new transit generator in the region.

## ATTACHMENT C

### RECOMMENDED REVISED SERVICE PROGRAM

#### PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

##### Proposals Recommended To Be Withdrawn

- **Line 26**  
The proposal to discontinue the Virgil Av segment of this line is recommended to be withdrawn from further consideration. Discussions with the City of Los Angeles Department of Transportation to provide replacement service cannot be guaranteed at this time due to severe funding issues at that agency. Metro will continue to operate the Virgil Av segment of this line.

##### Proposals Recommended To Be Approved As Originally Proposed

- **Line 51**  
Implement two-way Owl Service on Avalon BI by reallocating resources from Central Av, a low demand corridor, to Avalon BI, a higher demand corridor.
- **Line 53**  
Discontinue one-way Owl service on Central Av and reallocate those trips to Avalon BI-San Pedro St to provide new two-way Owl service along those corridors.
- **Line 105**  
Discontinue route segment east of Santa Fe Av. Line 611 to provide alternative service along the affected corridors.
- **Line 128**  
Reroute to Cerritos Towne Center. Alternative service along Alondra BI between Carmenita Rd and La Mirada BI to be provided by Line 460.
- **Line 254**  
Reroute line to serve the Metro Gold Line Indiana Street Station via 4<sup>th</sup> St and Indiana St.

## **PART 2: LINES MANAGED BY SAN GABRIEL VALLEY SECTOR**

### **Proposal Recommended To Be Conditionally Approved (Support Only)**

- **Line 256**  
Staff is recommending the cancellation of Line 256 should a municipal operator agree to operate the service. Should no operator be found, Metro will continue to provide the service.

## **PART 3: LINES MANAGED BY SOUTH BAY SECTOR**

### **Proposals Recommended To Be Withdrawn (Support Only)**

- **Line 111**  
Withdraw original proposal to operate a new shortline on weekdays between Figueroa St (Los Angeles) and Pacific Ave (Huntington Park).

### **Proposals Recommended To Be Modified (Support Only)**

- **Line 125**  
Discontinue service west of Sepulveda Bl; Beach Cities Transit to provide alternative service.

### **Proposals To Be Approved As Originally Proposed (Support Only)**

- **Line 124**  
Discontinue entire line with alternative service provided by Beach Cities Transit west of Sepulveda Bl and Gardena Transit east of Sepulveda Bl.
- **Line 711**  
Discontinue Saturday and Sunday service. Line 111 to provide alternative service.

**ATTACHMENT D**

**ESTIMATED IMPACT STATEMENT FOR REVISED SERVICE PLAN**

ESTIMATED PASSENGER IMPACTS				Existing Line Total Ridership				Estimated Ridership Impacts			
Line	Line Name	Tier	Service Proposal	Da	Sat.	Sun.	Annual	Da	Sat.	Sun.	Nature of Impacts
26-51-52-352	Hollywood- Compton-Artesia Transit Center via Avalon BI	1	Discontinue Line 26 route north of Wilshire Bl. Alternative service may be provided by DASH; negotiations with city underway. Lines 51, 52-352 to maintain existing routing.	28,735	23,863	15,022	9,439,577	500	315	220	transfer (5-15")
51	Late Night Owl Service Only	1	Provide two-way Owl Service on Avalon/San Pedro St	56	52	46	19,652	77	69	69	no walk or shorter walk
53	Downtown LA – CSU Dominguez Hills via Central Av	1	Discontinue one-way Owl service on Central Av and consolidate trips on Avalon BI/ San Pedro St to provide two- way Owl service on those corridors now served by Line 51 (see Line 51 above).	43	35	46	15,453	22	18	23	walk 1/4 mile
105	West Hollywood- Vernon via La Cienega BI - Vernon Av	1	Discontinue route segment east of Santa Fe Av. Line 611 to provide alternative service along the affected corridors.	11,915	n/a	n/a	3,038,325	133	n/a	n/a	transfer (0-15")
128	Compton Station - La Mirada via Alondra BI	3	Reroute to Cerritos Towne Center. Alternative service along Alondra BI between Carmenita Rd and La Mirada BI provided by Line 460.	1,802	n/a	n/a	459,510	147	n/a	n/a	transfer (10-15")
254	Boyle Heights – 103rd St Station via Lorena St – Boyle Av	3	Reroute line to serve the Metro Gold Line Indiana Street Station.	758	490	n/a	218,770	13	13	n/a	walk 1/10 mile
<b>TOTAL</b>				14,574	577	92	3,751,710	392	100	92	

Note: Shaded are indicates proposal recommended to be withdrawn from further consideration.

ESTIMATED HEADWAY IMPACTS				Average Service Levels (min.)				Average Service Levels (min.)			
Line	Line Name	Tier	Proposal	Wkday - Peak	Wkday - Mid-Day	Sat	Sun	Wkday - Peak	Wkday - Mid-Day	Sat	Sun
26-51-52-352	Hollywood- Compton-Artesia Transit Center via Avalon BI	1	Discontinue Line 26 route north of Wilshire Bl. Alternative service may be provided by DASH; negotiations with city underway. Lines 51, 52-352 to maintain existing routing. Provide new two-way Owl service on Line 51	10-24	30	24	30	10-24	30	24	30
51	Late Night Owl Service Only	1	Provide two-way Owl Service Avalon-San Pedro Sts	n/a	60" owl	60" owl	60" owl	n/a	60" owl	60" owl	60" owl
53	Downtown LA – CSU Dominguez Hills via Central Av	1	Discontinue one-way Owl service on Central Av and consolidate trips on Avalon BI/ San Pedro St to provide two- way Owl service on those corridors now served by Line 51 (see Line 51 above).	n/a	60 owl	60 owl	60 owl	n/a	none	none	none
105	West Hollywood- Vernon via La Cienega BI - Vernon Av	1	Discontinue route segment east of Santa Fe Av. Line 611 to provide alternative service along the affected corridors.	30	n/a	n/a	n/a	30	n/a	n/a	n/a
128	Compton Station - La Mirada via Alondra BI	3	Reroute to Cerritos Towne Center. Alternative service along Alondra BI between Carmenita Rd and La Mirada BI provided by Line 460.	30	60	n/a	n/a	20	25	30	30
254	Boyle Heights – 103rd St Station via Lorena St – Boyle Av	3	Reroute line to serve the Metro Gold Line Indiana Street Station.	40	60	60	n/a	40	60	60	n/a



**ATTACHMENT E  
(LINE MAPS)**

**REVISED SERVICE  
PROGRAM  
JUNE 2009**

# PROPOSAL WITHDRAWN

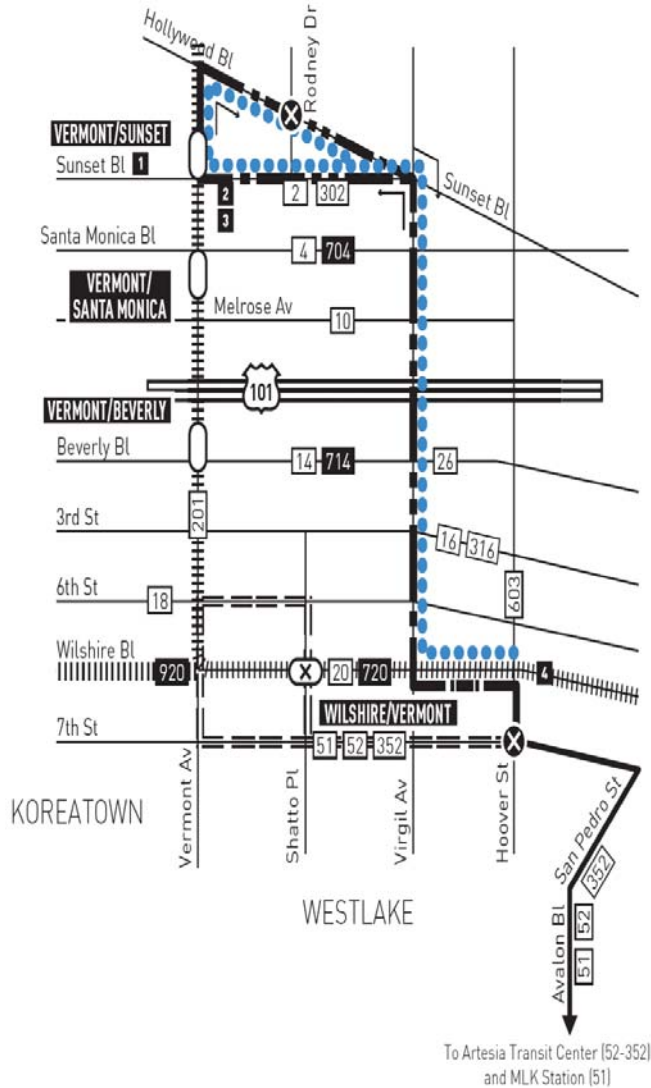
## Line 26 Virgil Avenue

Discontinue line 26 route north of Wilshire Bl. Alternative service may be provided by DASH. Negotiations with the City underway. Lines 51, 52 and 352 to maintain existing routing. Provide new 2-way Owl service on Line 51.



**LEGEND**

- Line 26/51/52/352 Route
- Line 26 Route
- Discontinued Route of Line 26
- Line 52/352 Route
- Line 51/52/352 Route
- Limited Stop Line 352
- Metro Rail
- Metro Rail Station
- Metro Rail Station + Timepoint



**Tier 1**

AFFECTED MTA SERVICE		Affected Route Segment	Headway (Minutes)			Span		
Line	Da (peak/base)		Sat	Sun	Daily	Sat	Sun	
26		Virgil Av	10-24/30	24	30	4:30am-11:40 pm	4:40am-11:40pm	5:00am-11:40pm
PROPOSED ALTERNATIVE SERVICE								
Existing	Proposed	Affected Route Segment	Headway (Minutes)			Span		
			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
26	Dash	Virgil Av	tbd	tbd	tbd	tbd	tbd	tbd

Negotiations underway with city (LADOT) staff. Service levels and span of service under review.

# Line 53 Owl Service

Consolidate Owl service on San Pedro/Avalon by providing 2-way service along the corridor. One-way Owl service on Central Av discontinued.

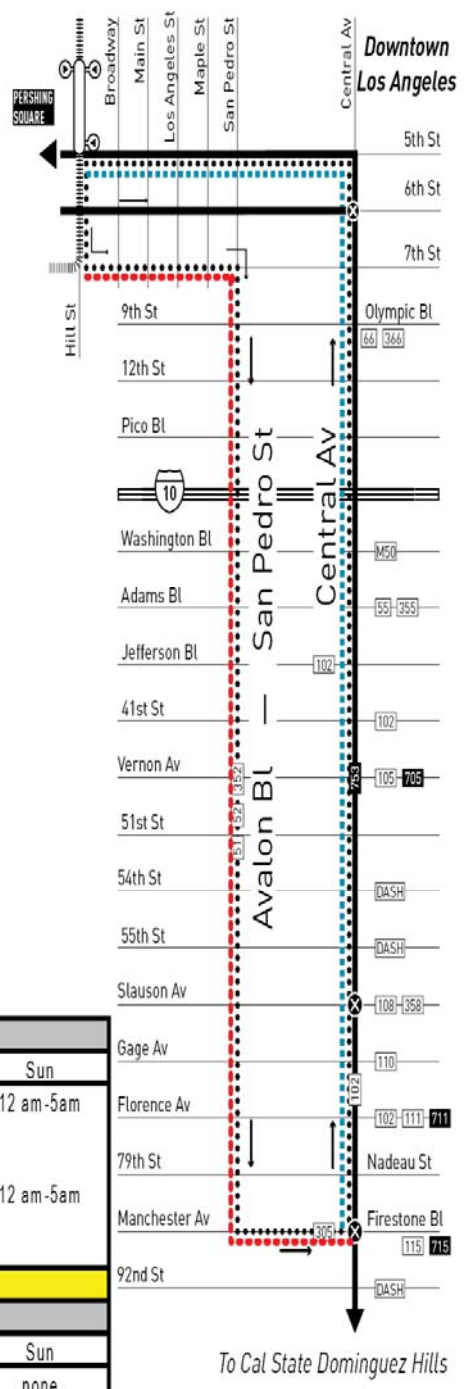


**LEGEND**

- Route of Line 53
- Current 1-Way Owl Route
- Discontinued
- New 2-Way Owl Service

**Tier 1**

AFFECTED MTA SERVICE		Affected Route Segment	Headway (Minutes)			Span		
Line	Da (peak/base)		Sat	Sun	Daily	Sat	Sun	
53		Central Av (Northbound ONLY)	60	60	60	12am-5am	12am-5am	12 am-5am
51		Avalon-San Pedro (Southbound ONLY)	60	60	60	12am-5am	12am-5am	12 am-5am
PROPOSED ALTERNATIVE SERVICE								
Existing	Proposed	Affected Route Segment	Headway (Minutes)			Span		
			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
53	none	Central Av	none	none	none	none	none	none
51	51	Avalon-San Pedro (Northbound & Southbound)	60	60	60	12am-5am	12am-5am	12 am-5am





# Line 105

## Vernon Avenue - La Cienega Boulevard



Discontinue route segment east of Santa Fe Ave. Line 611 to provide alternative service along the affected corridors.

**LEGEND**

- Line 105 Route
- ..... Discontinued Route of Line 105 on Weekdays [Alternative Service Provided by Line 611]



**Tier 1**

AFFECTED MTA SERVICE		Affected Route Segment	Headway (Minutes)			Span		
Line			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
105		Pacific Av	30	none	none	peak only	none	none
		District Bl	30	none	none	peak only	none	none
		Leonis Bl	30	none	none	peak only	none	none
PROPOSED ALTERNATIVE SERVICE								
Existing	Proposed	Affected Route Segment	Headway (Minutes)			Span		
			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
105	611	Pacific Av	30/40	40	40	5am-10:30pm	5am-10:30pm	5am-10:30pm
	611	District Bl	30/40	40	40	5am-10:30pm	5am-10:30pm	5am-10:30pm
	611	Leonis Bl	30/40	40	40	5am-10:30pm	5am-10:30pm	5am-10:30pm

# Line 128

## Compton - La Mirada via Alondra Avenue

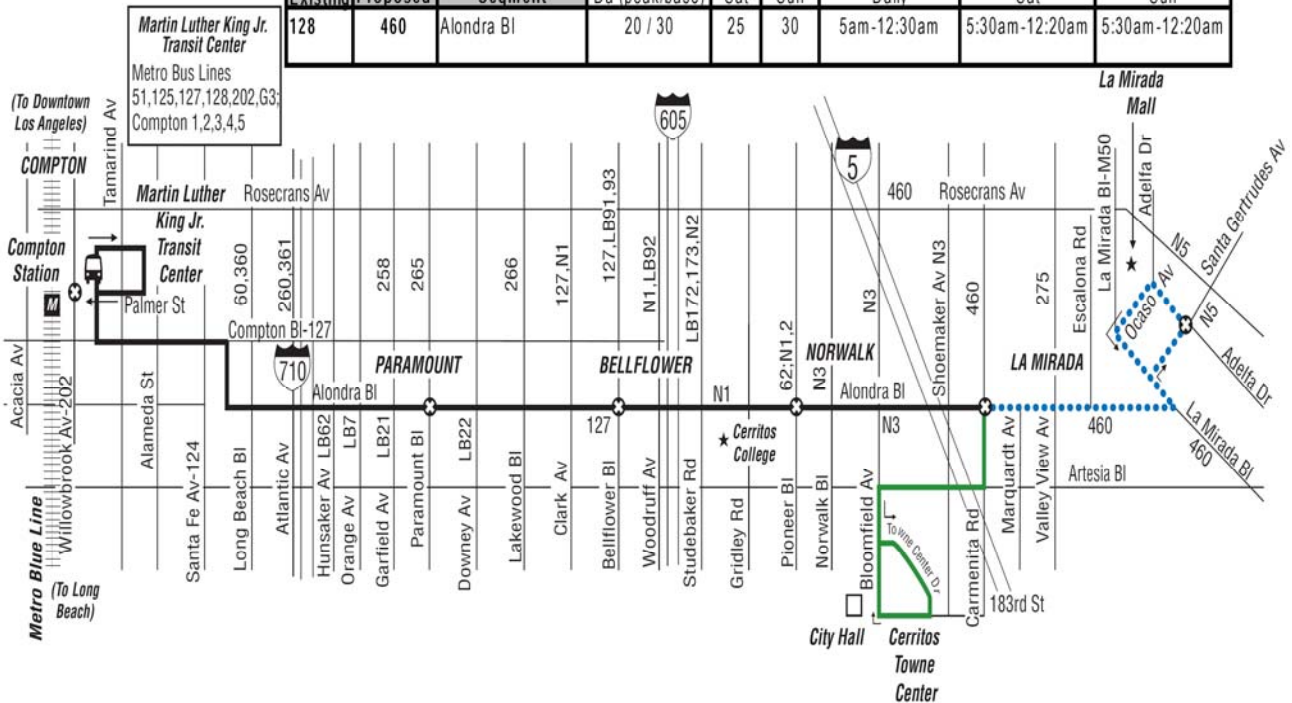
Reroute line to serve the Cerritos Towne Center.  
Alternative Service on Alondra Bl between Carmenita Rd & La Mirada Bl provided by Line 460.



LEGEND		
	Existing Route	
	Reroute to Cerritos Towne Center	
	Discontinued (Alternative Service Provided by Line 460)	

**Tier 3**

AFFECTED MTA SERVICE								
Line	Affected Route Segment	Headway (Minutes)			Span			
		Da (peak/base)	Sat	Sun	Daily	Sat	Sun	
128	Alondra Bl	30 / 45	no service	no service	6:00am-7:30pm	no service	no service	
PROPOSED ALTERNATIVE SERVICE								
Existing	Proposed	Affected Route Segment	Headway (Minutes)			Span		
			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
128	460	Alondra Bl	20 / 30	25	30	5am-12:30am	5:30am-12:20am	5:30am-12:20am



# Line 254 Boyle Heights - Watts via Boyle Avenue & Lorena Street

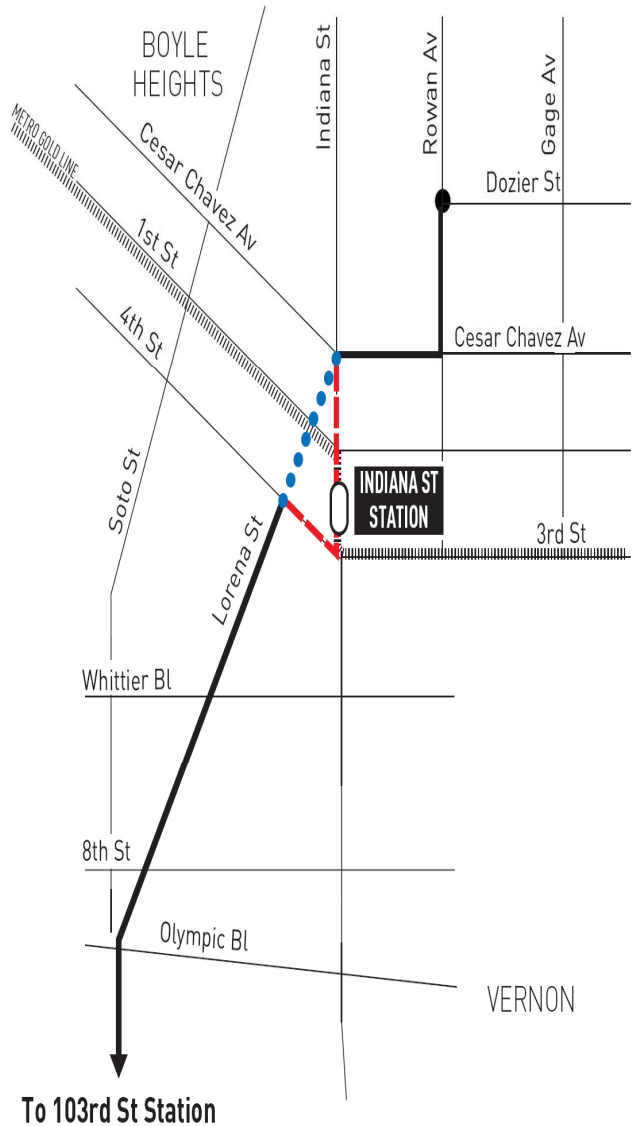
Line 254 rerouted to serve the Metro Gold Line Indiana St Station.



**LEGEND**

- Route of Line 254
- Metro Gold Line
- Proposed Reroute
- Discontinued
- Indiana Station

**Tier 3**



AFFECTED MTA SERVICE								
Line	Affected Route Segment	Headway (Minutes)			Span			
		Da (peak/base)	Sat	Sun	Daily	Sat	Sun	
254	Lorena St between 4th St & Cesar Chavez Av	40-60	60	none	5:20am-7:20pm	5:50am-7:20pm	none	
PROPOSED ALTERNATIVE SERVICE								
Existing	Proposed	Affected Route Segment	Headway (Minutes)			Span		
			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
254	none	Lorena St between 4th St & Cesar Chavez Av	none	none	none	none	none	