



July 12, 1995

**TO:** MTA Board of Directors

**THROUGH:** Franklin E. White

**FROM:** Judith A. Wilson *JW*

**SUBJECT:** Metro Red Line Segment 2 Bus/Rail Interface Plan: Public Outreach Process

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**ISSUE**

Metro Red Line Segment 2 construction is scheduled to be completed in two phases. Phase 1, the extension west along Wilshire Boulevard to the Wilshire/Western Station, is scheduled to open July 1996. Phase 2, the extension north on Vermont Avenue and west on Hollywood Boulevard to the Hollywood/Vine Station, is scheduled to open September 1998. With the opening of each extension, it is important that the MTA establish an efficient and effective bus/rail interface plan which maximizes both bus and rail patronage. During the next several months, staff will review existing MTA bus service with the public. The objective is to develop a comprehensive Metro Red Line Segment 2 Bus/Rail Interface Plan, consistent with the major policy directions set forth in the Bus Transit Element of the Long Range Plan.

The purpose of this memorandum is to describe the extent of the public outreach process required to develop a bus/rail interface plan, and the proposed schedule, to adopt and implement the plan.

**BACKGROUND**

In January 1993, Segment 1 of the Metro Red Line was opened for revenue service. Segment 1 currently serves five stations and operates 4.4 miles between Union Station and the Westlake Station at Wilshire Boulevard and Alvarado Street. Segment 2, when completed, will add 6.7 miles of rail service and eight stations (See attached map).

The initial Segment 2 extension, from the Westlake/McArthur Park Station to Western Avenue (Phase 1), is approximately 2.1 miles long and will add three stations; Wilshire/Vermont, Wilshire/Normandie, and Wilshire/Western. The stations are approximately a half mile apart and provide good access to the Wilshire Center area.

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Phase 2, from the Wilshire/Vermont Station north to Hollywood Boulevard and west to Vine Street, is approximately 4.6 miles long and will add five stations; Vermont/Beverly, Vermont/Santa Monica, Vermont/Sunset, Hollywood/Western, and Hollywood/Vine. This extension serves the hospital complex at Vermont/Sunset and the Los Angeles City College at Vermont/Santa Monica, while providing direct service into Hollywood. It also provides direct connections to heavily used bus lines at each station.

### **BUS/RAIL INTERFACE PLAN DEVELOPMENT**

A comprehensive bus/rail interface plan is essential to ensure that our transit passengers have convenient access to an efficient MTA transit system. The goal of the plan is to increase bus and rail patronage by providing convenient, reliable, and safe transit service, improving access to various destinations, and reducing overall travel times. The MTA should realize improvements in bus service efficiency as a result of the plan, particularly through reductions in bus trips that parallel or duplicate the rail service.

As discussed in the Long Range Plan, as rail replaces bus service in the highest-demand corridors, the savings in bus service can be reallocated to other high-demand, transit dependent areas. By doing so, these areas will benefit with better, more frequent service.

In preparation for the opening of Segment 2, staff is developing a conceptual bus/rail interface plan. This process parallels those used to develop previous interface plans for the Blue Line, Red Line Segment 1, Metrolink Commuter Rail, and Metro Green Line. Similar to the earlier programs, it is essential that the MTA encourage public and community involvement in the development of the final bus/rail interface plan. The plan will also be coordinated with joint development planning for these stations.

### **PUBLIC OUTREACH PROCESS**

The Red Line Segment 2 Bus/Rail Interface Plan affects three distinct transit corridors: Wilshire Boulevard, Vermont Avenue, and Hollywood Boulevard. For this reason, community outreach efforts will be phased to reflect each corridor's needs and issues. The Wilshire Boulevard corridor will be studied first, followed by the Vermont Avenue and Hollywood Boulevard corridors.

A series of community meetings will be held in each corridor to discuss preliminary bus/rail interface concepts and to seek input from the public, government agencies, and local elected officials. Concepts such as timed-transfers, short-lining, and modifications to existing bus routes and schedules will be presented. The potential benefits of the proposed service changes, including travel time saved, ease of transfer, and access to other transit systems, will be discussed.

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**TIMELINE**

**Public outreach will commence early this summer, continuing through the fall of 1995. Following the community meetings, a draft Plan will be submitted to the Board for review. Concurrently, staff will seek approval to proceed with a public hearing, tentatively planned for November.**

**Following the public hearing, a revised plan will be submitted to the Board for review and approval in January, 1996. This will ensure that work relating to the Board-approved routing and scheduling changes is completed in time for the opening of the Red Line extension to Wilshire/Western in July, 1996.**

**Prepared by:**

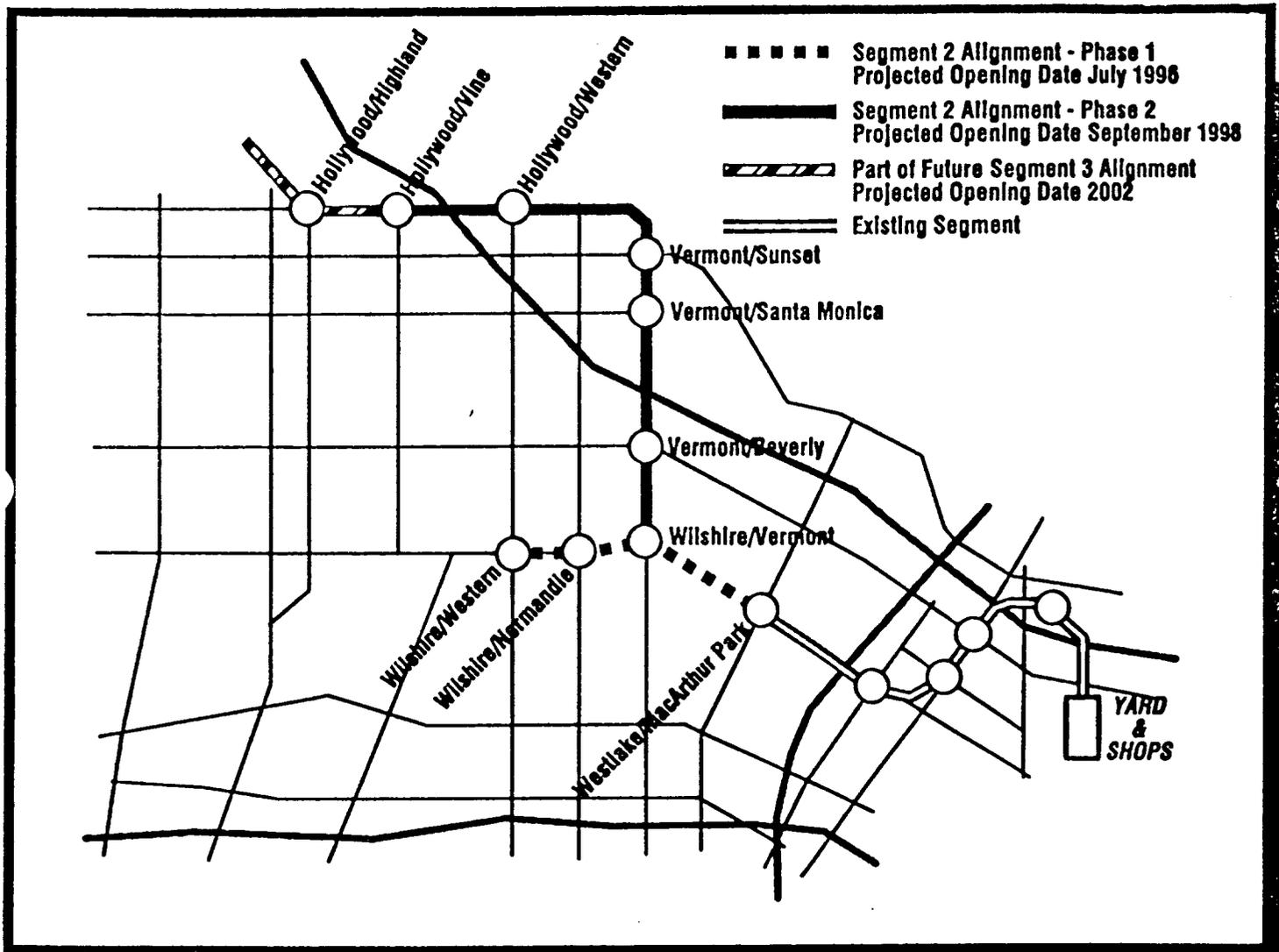
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**GSS:dcl**

**Attachment**

# Metro Red Line Segment 2



MTA Operations  
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