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July 23, 1996

TO: BOARD OF DIRECTORS

FROM: JAMES de la LOZA 

**SUBJECT: MINOR ROUTE MODIFICATIONS IMPLEMENTED DURING
THE QUARTER ENDING JUNE 1996**

ISSUE

This is the April-June 1996 quarterly report of minor service modifications implemented by staff in accordance with a policy adopted by the Board of Directors in March, 1996. The adopted policy delegates authority for minor route changes not requiring a public hearing (e.g., revised turnaround loops, layover zones, minor re-routings) to staff. The cumulative impact of such changes cannot exceed \$25,000 annually, and a report to the Board is to be submitted quarterly. Board members may request that any item described in this report be agendaed for discussion at a future Board meeting.

BACKGROUND

During the period of April through June 1996, MTA staff implemented five minor route changes covered by the adopted policy involving MTA Lines 119, 161, 167, 180 and 200. These changes involve modifications to routes, layover zones, and turnaround loops, and are described in greater detail in Attachment A. Modifications to these routes are illustrated in Attachment B.

These modifications were made to respond to changes in the operating environment, to improve operating efficiency, and to maintain or enhance passenger convenience. Budget impacts associated with these changes will result in a net annual savings of approximately \$23,000.

Prepared by:

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Senior Operations Planner

Attachments

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ATTACHMENT A

MINOR SERVICE MODIFICATIONS IMPLEMENTED DURING THE FOURTH QUARTER OF FY96

This report outlines service modifications implemented during the period of April - June 1996.

- **Line 119 (108th Street-Fernwood Avenue) - Modify Route in the Watts Area of the City of Los Angeles**

Line 119 was modified to operate service on both the North and South Roadways of Santa Ana Boulevard in the Watts area of the City of Los Angeles.

Reason for Change:

Santa Ana Boulevard is a split roadway, with north and south roadways separated by railroad right-of-way. Through May 1996, traffic on Santa Ana Boulevard operated bi-directionally on both the north and south roadways. However, the flow of traffic has been modified by the City of Los Angeles Department of Transportation to operate eastbound only on the South Roadway and westbound only on the North Roadway between Mona Boulevard and Alameda Street (see Figure 1). As a result, westbound service on Line 119 was modified to operate via the Santa Ana Boulevard North Roadway.

Passengers Impacted:

One Line 119 westbound stop serving 2 daily passengers has been relocated to an adjacent location on the Santa Ana Boulevard North Roadway. There is no Line 119 weekend service currently operated.

Budget Impact:

The modification to the route of Line 119 does not require any change in service hours operated and is therefore, cost neutral.

Official Route Descriptions:

The modification to the route of Line 119 will be recorded on Third Revised Page 119 of the Official Route Descriptions, copies of which are on file with the MTA Secretary.

- **Line 161 (Westlake-Canoga Park) - Modify Line 161 Weekend Service to Operate from Westlake Village to Woodland Hills; Establish New Shortline Turnaround Loop in the Woodland Hills Area of the City of Los Angeles**

Line 161 was modified to provide weekend service connections from the cities of Calabasas, Agoura Hills and Westlake Village to other MTA services in the San Fernando Valley via a new eastern terminal at Topanga Canyon and Ventura Boulevards (see Figure 2). Weekend

service frequency has also been widened from a 60-minute to a 120-minute headway; however, Line 161 now extends service to an area previously unserved on weekends and provides access to an increased number of locations.

Reason for Change:

To provide transit access to unserved areas and to enhance transfer opportunities for Line 161 weekend passengers.

Passengers Impacted:

Weekend service was eliminated along a short segment of Line 161 on Canoga Avenue, impacting two stops and approximately 5 passengers. Approximately 34 passengers on Saturdays and 21 passengers on Sundays who had direct service between Woodland Hills and Canoga Park must now transfer to complete their trip. Approximately 156 Saturday passengers and 89 Sunday/Holiday passengers on Line 161 have been impacted by the decrease in service frequency.

Budget Impact:

Extension of the Line 161 weekend service was achieved through the reallocation of existing revenue hours. However, this extension added 105 Saturday revenue miles and 116 Sunday revenue miles to Line 161 service. At a mileage-only cost of \$0.89 per mile, this equates to an increase in operating costs of approximately \$10,000 annually.

Official Route Descriptions:

The modification to the route of Line 161 will be recorded on Fifth Revised Page 161 of the Official Route Descriptions, copies of which are on file with the MTA Secretary.

- **Line 167 (Plummer Street) - Establish New Shortline Turnaround Loop in the Sepulveda area of the City of Los Angeles**

Line 167 operates three night trips between the hours of 9:30 and 11:30 p.m. Due to the low productivity of the segment of Line 167 along Coldwater Canyon Avenue during this period, a new shortline terminal has been established at Woodman Avenue and Roscoe Boulevard which will serve as the eastern terminal for selected night trips. Line 167 night trips operate via Woodman Avenue, Roscoe Boulevard, Ventura Canyon Avenue, Cantara Street, and Woodman Avenue (see Figure 3).

Reason for Change:

To improve schedule efficiency by better matching service to passenger demand.

Passengers Impacted:

The modification of Line 167 night service impacts approximately 10 daily passengers previously traveling beyond Woodman Avenue and Roscoe Boulevard between the hours of 9:30 and 11:30 p.m.

Budget Impact:

The establishment of the new shortline terminal has resulted in a \$37,000 savings in annual operating costs.

Official Route Descriptions:

The modification to the route of Line 167 will be recorded on Second Revised Page 167 of the Official Route Descriptions, copies of which are on file with the MTA Secretary.

- **Line 180 (Hollywood-Glendale-Pasadena) - Establish New Shortline Turnaround Loop in the Eagle Rock area of the City of Los Angeles**

A new shortline terminal has been established at La Loma Road and Figueroa Street. This shortline turnaround loop replaces the former shortline turnaround located at Colorado and Eagle Rock Boulevards. Line 180 shortline trips operate via Colorado Boulevard, Figueroa Street, and La Loma Road (see Figure 4).

Reason for Change:

Prior to the June 1996 Shake-Up, it was found that the new schedule for Line 180 and its branch route Line 181 designed to improve service levels and relieve overcrowding during the midday period would also result in a less efficient schedule for shortline trips operating between Hollywood and Eagle Rock. To improve the efficiency of these shortline trips, service was extended 1.8 miles beyond the former shortline terminal at Colorado and Eagle Rock Boulevards to Colorado Boulevard and Figueroa Street.

Passengers Impacted:

The extension of eastbound shortline trips from Eagle Rock Boulevard to Figueroa Street has a positive impact on patronage by enabling passengers on these shortline trips to access additional stops along Colorado Boulevard in the Eagle Rock area.

Budget Impact:

Extension of the Line 180 shortline was achieved using revenue hours previously allocated to layover time. However, this extension added 18 revenue miles each weekday to Line 180 service. At a mileage-only cost of \$0.89 per mile, this equates to an increase in operating costs of approximately \$4,100 annually.

Official Route Descriptions:

The modification to the route of Line 180 will be recorded on Second Revised Page 180 of the Official Route Descriptions, copies of which are on file with the MTA Secretary.

- **Line 200 (Alvarado St.-Echo Park Ave.) - Relocate Layover and Turnaround Loop in the City of Los Angeles**

The southern terminal of Line 200 previously located on 43rd Street between Broadway and Figueroa Street has been relocated to Hill Street between 39th Street and Martin Luther King Boulevard (see Figure 5). The new turnaround loop operates via Martin Luther King Boulevard, Broadway, 39th Street and Hill Street.

Reason for Change:

To improve schedule efficiency and vehicle operations, while responding to community requests to relocate the layover zone away from a residential area.

Passengers Impacted:

Approximately 268 daily passengers, 336 Saturday passengers and 357 Sunday passengers previously alighting at the Line 200 stop located on the southwest corner of Figueroa Street at Martin Luther King Boulevard are now alighting directly across the street on Martin Luther King Boulevard just east of Figueroa Street.

Budget Impact:

The relocation of the Line 200 layover and turnaround loop route does not require any change in service hours operated and is therefore, cost neutral.

Official Route Descriptions:

The modification to the route of Line 200 will be recorded on Third Revised Page 200 of the Official Route Descriptions, copies of which are on file with the MTA Secretary.

ATTACHMENT B

**MINOR ROUTE MODIFICATIONS
APRIL-JUNE 1996**

FIGURE 1

Line 119 - Minor Route Modification In the Watts Area of the City of Los Angeles

Operations Planning and Scheduling Dept.
July 1996

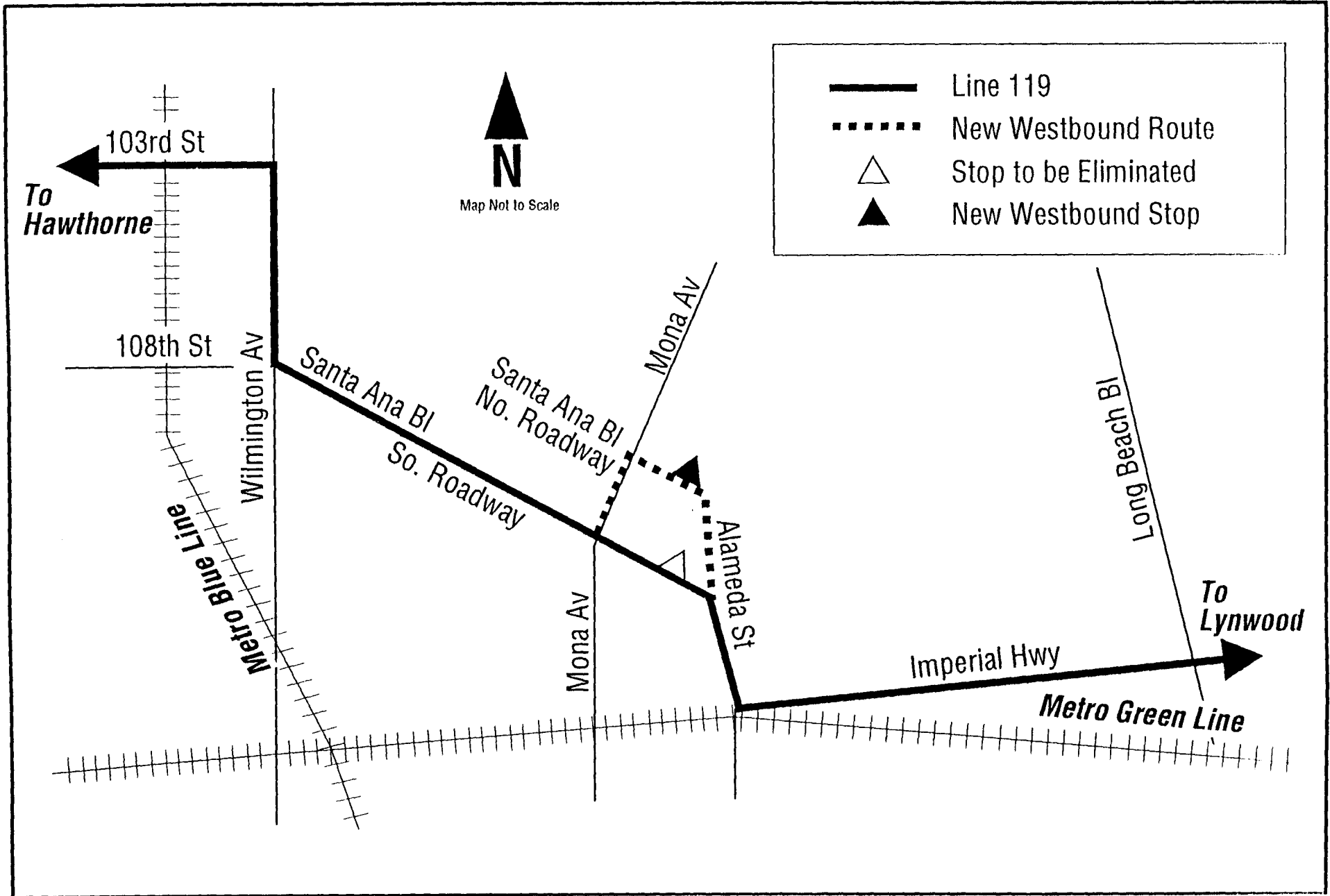


FIGURE 2

Line 161 - New Weekend Service & Turnaround Loop City of Westlake Village to the Woodland Hills Area in the City of Los Angeles

Operations Planning & Scheduling
July, 1996

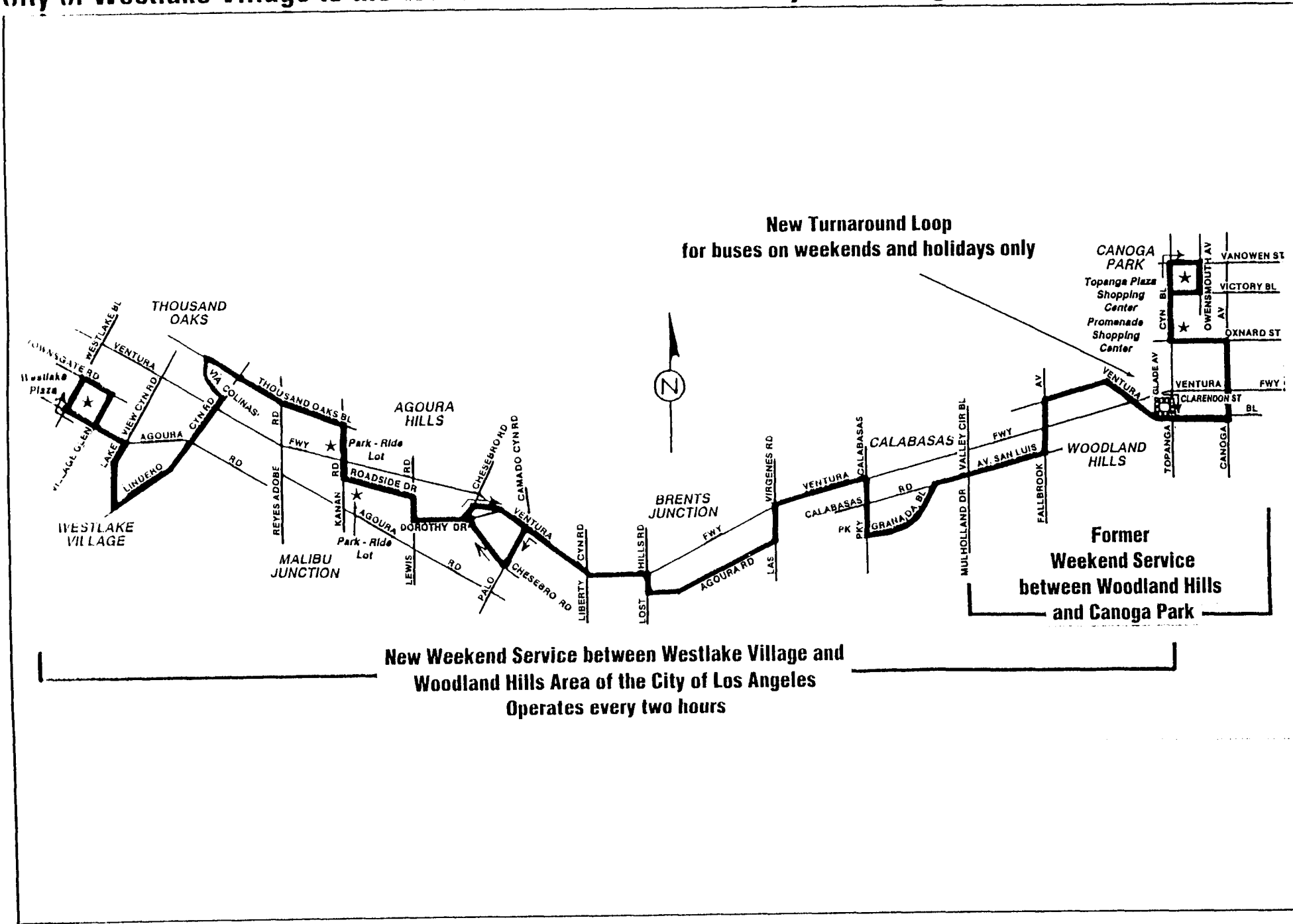


FIGURE 3

Line 167

New Shortline Turnaround Loop in Panorama City

Operations Planning and Scheduling Dept.

July 1996

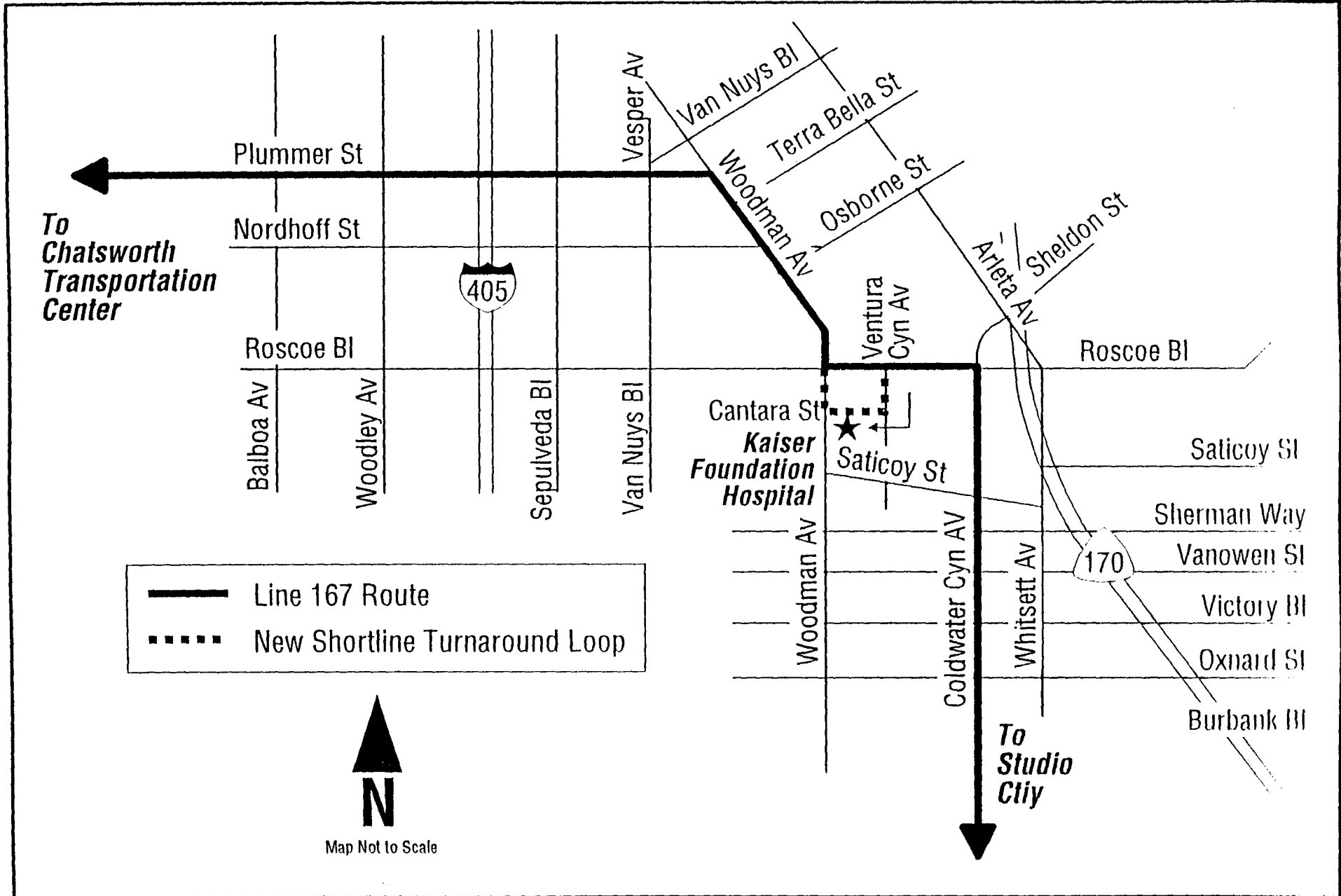


FIGURE 4

Line 180 - New Shortline Turnaround Loop In Eagle Rock Area of the City of Los Angeles

Operations Planning and Scheduling Dept.
July 1996

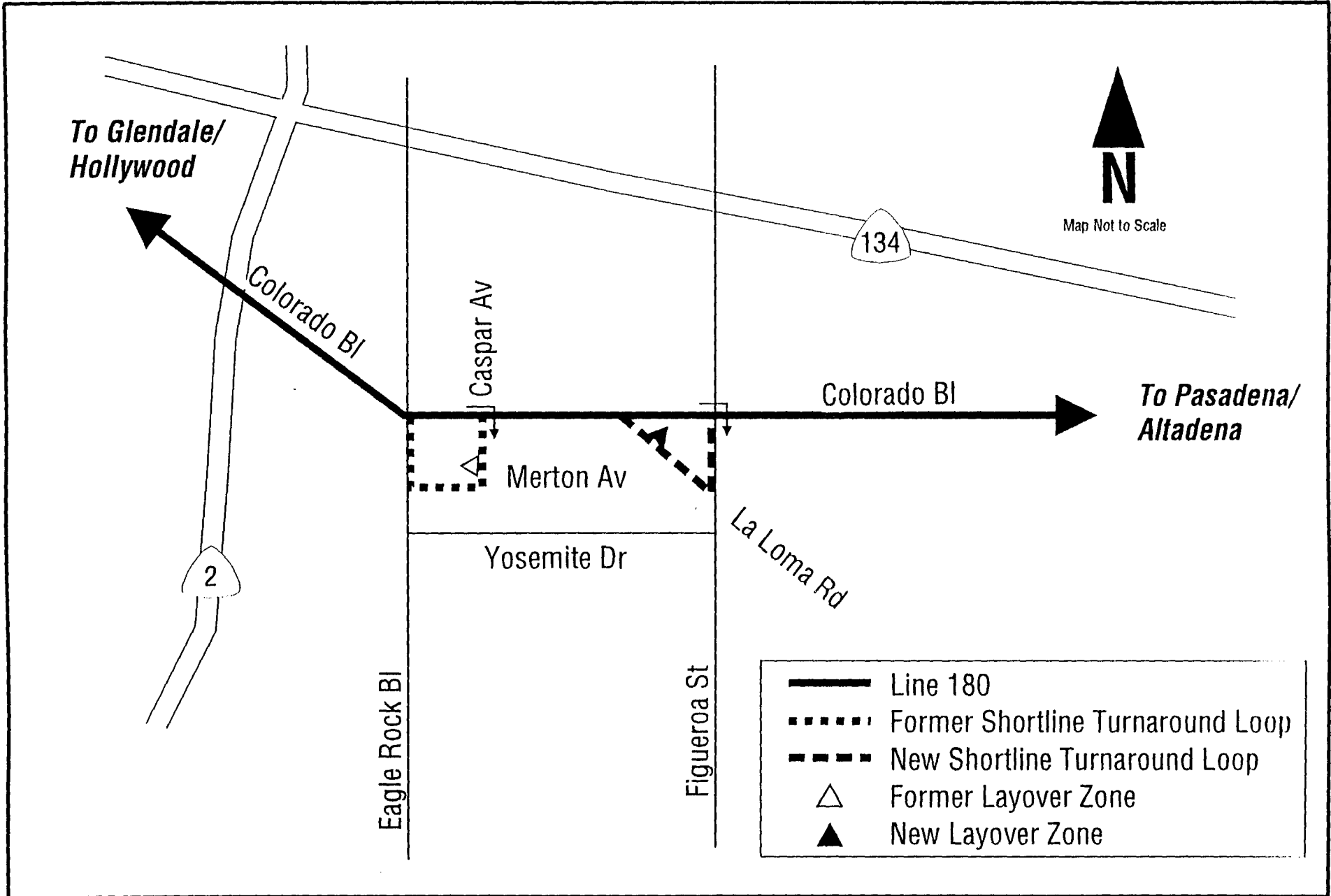


FIGURE 5

Relocation of Line 200 Layover Zone and Turnaround Loop in the City of Los Angeles

Operations Planning and Scheduling
July, 1996



LEGEND

- New Turnaround Route
- - - - Route Segment to be Eliminated
- △ Layover Zone to be Eliminated
- ▲ New Layover Zone

