

June 12, 1998



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TO: BOARD OF DIRECTORS

FROM: ALLAN LIPSKY   
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SUBJECT: JUNE 1998 SERVICE CHANGES

## ISSUE

During the next fiscal year the MTA will add a total of 193,000 revenue service hours and decrease a total of 110,000 revenue service hours, for a total net increase of 83,000 transit service hours. Approximately 173,000 hours will be added as a result of a full years operation of the Pilot Project lines and additional Pilot Project lines. Approximately 20,000 hours of service will be added this summer on seven lines pursuant to recommendations of the Central, Eastside and Northeast areas bus restructuring studies and further load factor reduction efforts.

The 110,000 hours of service reductions primarily entail minor off-peak headway adjustments on 29 bus lines. Seven lines will see significant service improvements. Portions of the routes on nine Metro Bus lines will be eliminated or stops consolidated due to the fact that other transit operators including Santa Monica, Torrance, Montebello and Long Beach and the Northeast San Fernando Valley Smart Shuttle duplicate service on these MTA route segments. Each change has been carefully planned so that no MTA rider will be without alternative service. Some transfers will be necessary to another carrier on these route segments and some riders may have to walk up to six blocks to alternate MTA service.

## BACKGROUND

MTA staff proposed to the Board last November that 160,000 hours of service changes be made in June in the annual service change program. Staff reduced this list by 50,000 hours and rejected all proposed weekend service cancellations to minimize the impact on the transit dependent riders. A major criteria in evaluating the proposed changes was to make sure, in all cases of a major service reduction<sup>1</sup>, that another carrier operated on the same route so no rider would be stranded.

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<sup>1</sup> The terms "major" and "minor" service reductions as used here are intended to distinguish between changes that result in significant inconvenience to transit dependent riders (characterized as "major"), and changes which maintain service availability without significant inconvenience (characterized as "minor"). For adjustments to service frequency, changes are deemed "minor" so long as the resulting load factor is less than 1.20, and the increase in average wait time is no more than five minutes during a substantial portion of the off-peak periods when service is provided.

As part of the annual service change program minor headway adjustments and service improvements will go into effect June 28, 1998. The major service changes on nine lines will go into effect on July 26, 1998 in order to provide an adequate period for comment and discussion of these changes with the Bus Riders Union (BRU).

### **Service Improvements**

Some 19,000 hours of service improvements are planned on seven lines this summer. In addition, beginning in January, MTA will spend \$2 million augmenting the Pilot Project. These lines are targeted at giving the transit dependent rider better access to jobs, schools and medical facilities.

### **Service Reductions**

Altogether, 110,000 hours of service reductions on 31 Metro Bus lines are planned this summer. That equates to less than 2% of MTA bus service. Of this total, 84,000 hours are for minor headway adjustments, mostly one or two minutes but, in some cases, up to three or four minutes, during off-peak service on 22 Metro Bus lines.

The remaining service reductions are planned on nine Metro Bus lines. Of these, MTA plans to run limited stop service on four of the lines, meaning the buses would stop every five or six blocks instead of every other block. This would benefit approximately 80 percent of the riders because they will reach their destination faster. Adversely affected MTA customers will have alternate service from other MTA carriers along these same routes if they prefer local stop service. Portions of the routes on the other five Metro Bus lines will be trimmed where service on the same street is duplicated by another transit carrier.

The BRU has raised the issue of the cost and inconvenience of requiring MTA transit pass holders to pay a cash fare in addition to their pass because there are no reciprocal agreements in place with the other carriers to honor MTA transit passes. Staff is developing a plan for regional fare coordination. Instituting any short-term pass arrangements may make it more difficult to achieve this overarching goal.

### **BUDGET IMPACT**

The service reductions planned this summer will generate \$6 million in annual savings necessary to continue to invest in service additions, new buses, and other bus system improvements. Part of the service modifications will provide a means to avoid a dime fare hike in cash and token fares. Foregoing the service modifications would make that task much more difficult.

The following major service changes are planned this summer for these nine Metro Bus lines:

**Route segment Cancellations to Reduce Service Duplication/Adjust to Demand**

LINE NO.	TO	FROM
16/316	Main St./5 <sup>th</sup> St.	6 <sup>th</sup> St./Central Ave.
3 <sup>rd</sup> /4 <sup>th</sup> St. segments served by Montebello Line 40; Main/Spring Sts. Segments served by multiple MTA lines.		
200	Montana St./Echo Park Ave.	Echo Park Ave./Donaldson St.
Effective 2-22-98, segment served by Pico-Union/Echo Park DASH (Line 601)		
Route 215 (branch of 211)	Catalina Ave./Torrance Blvd.	Del Amo Fashion Center (weekdays only)
Service between Redondo Beach Pier and Del Amo Fashion Center also provided by Torrance Transit Line 3 on parallel streets		
270	I-605/I-105 Green Line Station	Cerritos Town Center
Effective 6-14-98, segment will be served by Long Beach Transit Line 172/173 which is begin extended from Cerritos Town Center to Metro Green Line.		

**Time of Day Cancellations/Reduce Duplication/Adjust to Demand; No Service after 10 pm**

Line 484	Cal Poly Pomona	Keystone Ave./Mills Ave.
Segment served by Foothill Transit Route 482		

**Restructured Services; Establish New Limited Line Segment/Adjust to Demand**

4-304	Limited service only from Santa Monica Blvd./Cotner Ave. to 2 <sup>nd</sup> St./Santa Monica Blvd. (81.2% of riders positively impacted). Segment served by Santa Monica Line 1	
20-21-22-320-322	Limited service only from Wilshire Blvd./Veteran Ave. to Ocean Ave./Pico Blvd. (85% of riders positively impacted) Segment served by Santa Monica Line 2 (& SMMBL Line 3 west of Barrington.)	
60	Limited service only from Long Beach Blvd./Artesia Blvd. To 1 <sup>st</sup> St./Long Beach Blvd. (78% of riders positively impacted.) Segment served by Long Beach Transit Line 5.	
94/394	Reduced frequency of service only between Sylmar Metrolink Station & Olive View Hospital. Area served by NE San Fernando Valley Smart Shuttle.	

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