



GATEWAY CITIES GOVERNANCE COUNCIL
September 13, 2007

SUBJECT: PROPOSED MODIFICATIONS TO GATEWAY CITIES BUS LINES

ACTION: APPROVE RECOMMENDATIONS FROM AUGUST 2007 PUBLIC HEARINGS FOR MAJOR SERVICE CHANGES TO BECOME EFFECTIVE DECEMBER 16, 2007 OR LATER

RECOMMENDATION

- A. Approve results of public hearing held on August 7th and August 9th for service changes proposed to become effective December 16, 2007 or later (Attachment B);
- B. Approve Part 1 of the Revised Service Plan, which affects bus lines directly managed by the Gateway Cities Governance Council (Attachment C);
- C. Support Part 2 of the Revised Service Plan, which highlights the current staff recommendation for bus lines directly managed by the San Gabriel Valley Sector that serve the Gateway Cities Sector (Attachment C); and
- D. Approve Estimated Passenger Impact Statement for the Revised Service Plan for the Gateway Cities Sector (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

Two alternative strategies were developed for the Governance Council to consider in lieu of approving staff's Revised Service Plan. They include:

- 1) Maintain the status quo and do nothing; or
- 2) Adopt a different subset of the service proposals.

Staff, however, does not recommend either alternative since the Revised Service Plan is designed to improve the efficiency and effectiveness of the bus system, and can be implemented within the operating budget for the affected bus lines. Should the Governance Council reject all or part of the staff recommendation, some planned improvements may need to be deferred or withdrawn altogether in order to ensure a balanced budget for the remainder of this fiscal year. Should that happen, staff will return to the Governance Council in October with a full report on the impacts to service required to achieve a balanced budget.

FINANCIAL IMPACT

The Revised Service Plan can be implemented without increasing Metro's operating budget. Any service hours cut are fully reinvested back into the Gateway Cities Sector.

BACKGROUND

Last month three of Metro's Service Sector Governance Councils conducted separate public hearings within each of their respective jurisdictions to receive input from the community on major service changes proposed to become effective December 2007 or later. The three service sectors included the Westside-Central Sector, San Gabriel Valley Sector and the Gateway Cities Sector. From a system perspective, 24 existing bus lines and their branches are potentially affected by having their routes, schedules and/or stops modified to make them more effective. In addition, eight existing lines are proposed to be canceled, and nine new services established. Collectively, the specific lines, and the proposed changes to them, are outlined in the attached Public Hearing Notice (Attachment A).

At these meetings, 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 the hearings would be forwarded to the respective sector Governance Council that manages the line, and that all comments would be taken into consideration by them as part of their final deliberations.

The Gateway Cities Governance Council conducted two public hearings last month. The first hearing was held on Thursday, August 7, at 7 pm at the Norwalk Sports and Arts Center in the City of Norwalk. The second hearing was held on August 9, at 5 pm at The Gas Company, in the City of Downey. Altogether, six bus lines currently managed by the Gateway Cities Sector are proposed to undergo major route and/or schedule changes in December of this year. These services include: Lines 26-51-52-352, 45-46, 128, 200, 270 and 460. Three new services are also proposed to be established thru the restructuring of existing service in accordance with improvements called for under the Metro Connections Program.

Although the San Gabriel Valley Sector and the Westside-Central Sector are also proposing major service changes next December, only some proposals by the San Gabriel Valley affect the Gateway Cities area. For example, Line 260 (Atlantic Bl) is proposed to be restructured by breaking the line near East Los Angeles College, and transferring responsibility of the southern portion of the line to the Gateway Cities Sector.

This sector also proposes to implement new Rapid Bus Line 762 along the entire route of current Line 260 effective in December 2007, providing that at least 50% of the signal priority system is in place. If this goal is not met, then the sector proposes to provide all-day limited-stop service on existing Line 361 (Atlantic Bl Limited) until the required signalization goal for the rapid bus is met.

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 130,000 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 service sector website.

The following sections of this report summarize the written and verbal testimony received by the public on these matters through midnight, August 13, 2007, the close of the public record. This includes direct and indirect comment, inclusive of e-mail and phone calls. Staff has responded to each comment, and has recommended modifications to several proposals based on public input and other considerations. Some proposals are also recommended to be withdrawn.

- Attachment B summarizes the public comment received on these matters along with staff's response;
- Attachment C outlines the recommended Revised Service Plan that resulted from the public review process;
- Attachment D discusses the potential impact riders may experience from the service modifications recommended under the Revised Service Plan; and
- Attachment E contains maps of the affected bus lines for the Gateway Cities Sector.

RESULTS OF AUGUST 2007 PUBLIC HEARINGS

Summary of Public Comment

Thirty-two persons attended the two public hearings held in the Gateway Cities Sector last month. The August 7 hearing had a higher turnout with 24 persons attending compared to the August 9 hearing where only eight persons attended. At these hearings, a total of 19 persons provided oral testimony directly to the Governance Council. In addition to the oral testimony, eight persons submitted written statements concerning the service proposals into the public record. Collectively, the total written and verbal testimony generated 58 comments from the community.

While most of the public comment was focused on specific changes under consideration, some general statements were also stated for the record. One in particular questioned the process whereby bus lines operating outside the physical boundaries of one service sector should be controlled by that sector. Line 45 was mentioned as an example of a line that is managed by the Gateway Sector, yet it is physically located in the Westside-Central Sector. They thought this was wrong since it forced people living in the South Bay and Westside to come to the Gateway Sector to address their concerns. They asked that examples like this be rectified by transferring these services to the service sector they actually operate in.

Line 45-46

Of the focused comment, 48 percent (28 responses) of the public comment focused on the proposed restructuring of existing Lines 45-46 and the subsequent creation of new Study Lines 1, 2 and 3. Most of the comment opposed the staff proposals with Study Line S-3 generating particular attention. They questioned the need to truncate Line 45 south of Harbor Station, because it would force a transfer for riders continuing beyond that point. They thought this location was unsafe, especially at night. Others were concerned that S-3 would be short-lived and end up being cancelled at a later date. Still others were concerned that night service may not run late enough. Owl service to Carson was requested to be kept and not discontinued. One person suggested Line 45 Owl be extended to Long Beach and Compton Bl to connect with the Line 60 Owl.

Line S-1 & S-2

Concerns were also raised about the establishment of new Study Lines 1 and 2. Most said they would need to transfer to continue travel where they now have a direct trip. Some support, however, was expressed for the extension of San Gabriel Valley Line 252 to cover the proposed route segment of Study Line S-2. This concept was proposed in the public hearing notice as an alternative to the creation of Study Line S-2.

Line 460

Public input on the proposed change to Line 460 generated the next highest level of public comment at 19 percent (11 responses). About half of those commenting supported the staff proposal to remove the freeway segment of the route to avoid on-going construction associated with the widening of the freeway. Conversely, most respondents thought service to Fullerton Park-Ride ought to be maintained to ensure connections with OCTA services. Two persons suggested Line 460 operate along Artesia Bl in lieu of Alondra Bl and serve the Buena Park Metrolink Station on selected trips. Another suggested the route connect with Norwalk and Montebello Transit by operating north on La Mirada Bl, Rosecrans Av to Beach Bl, rejoining current route at La Palma Bl enroute to Disneyland

Line 26-51-52-352

The proposal to restructure Lines 26-51-52-352 accounted for about 16 percent of the comment (9 responses). The main issue here concerned the proposed elimination of Line 26 and whether the city Dash would replace it. At the hearing it was noted that discussions with the city are continuing, however, no agreement has been reached to date on funding issues associated with the possible transfer of this service. One person suggested Metro retain Line 26 and operate it from Vermont/Wilshire Station to Olympic and Soto via Seventh St. Owl service on Line 51 was suggested to be extended south from Manchester Bl to the City of Carson, and to discontinue Owl service on Line 53.

Line 270

Line 270 received 7 percent of the total comment (4 responses). Half of these supported the new routing for the line, and half opposed it because of the need to transfer. Those supporting the staff proposal included representatives of the Los Angeles Center for Alcohol and Drug Abuse, a community based organization with offices located on Bloomfield Av in Norwalk. They requested that a Line 270 bus stop be located on Bloomfield Av at Lakeland Av, which would serve their facility as well as several others in the area including the Metropolitan State Hospital.

Line 128

Lines 128 accounted for about five percent of the total public comment (3 responses). All of those opposed proposed rerouting this line. Respondents commenting on the Line 128 proposal did not want to transfer, and one person thought service should be extended east to serve the Buena Park Metrolink Station on selected trips.

Line 200

Line 200 also accounted for about five percent of the total public comment (3 responses). Persons commenting on the proposed truncation of the route did not want to walk any farther than they do today to access this service, especially at night.

REVISED SERVICE PLAN

As a direct result of public testimony received, staff proposes to modify elements of the original service change program based on concerns raised during the public review process The Revised Service Plan

(RSP) is divided into two parts. Part 1 lists the current staff recommendation for bus lines directly managed by the Gateway Cities Sector. The Gateway Cities Governance Council is requested to approve Part 1 of the Revised Service Plan, as proposed.

Part 2 of the Revised Service Plan lists proposed service changes under consideration by the San Gabriel Valley Sector Council. These lines serve portions of the Gateway Cities area, and the proposed changes were jointly developed by Gateway and San Gabriel Valley Sector staff to ensure future coordination. The Gateway Cities Governance Council is requested to support the staff recommendation.

The RSP is summarized below. Additional details are included 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

A. Proposals Recommended To Be Modified

- Line 45 Operate from Rosecrans & San Pedro to Lincoln Park and Broadway. Owl service south of Harbor Station to be retained. Continue to study southerly portion identified as new Study Line S-3.
- Line 460 Reroute via Alondra Bl to avoid freeway congestion, and maintain service to Fullerton Park & Ride.
- Line S-1 Withdraw shuttle proposal and replace branch 46 by extending San Gabriel Valley Line 252 (See Part 2 of RSP for details).
- Line S-2 Withdraw shuttle proposal and replace Line 45 segment by extending San Gabriel Valley Sector Line 252 (See Part 2 of RSP for details).

B. Proposals Recommended To Undergo Further Analysis/Review

- Line 26/51 Continued discussions are necessary with LADOT before a final proposal 52-352 can be developed. Return to governance council in Spring with update and recommendation.
- Line S-3 Additional analysis of recent ridership data is planned. Return to governance council in Spring with update and recommendation.

C. Proposals Recommended To Be Approved As Originally Proposed

- Line 128 Reroute to Cerritos Towne Center.
- Line 200 Discontinue late night service along Echo Park Av.
- Line 270 Reroute in Whittier, Santa Fe Springs and Norwalk areas.

PART 2: LINES MANAGED BY SAN GABRIEL VALLEY SECTOR

A. Proposals Recommended To Be Supported by Gateway Cities Council.

- Line 252 Extend line over route of Line 45 between Monterey Hills & Lincoln Pk/Broadway. This was originally identified as Option 2 in the public hearing notice and is an alternative to Study Line S-2. Extension to include current weekday route of Line 46 via Griffin Av to Av 43.
- Line 260 Break line into two parts with SGV operating the northern part (Line 260), and the Gateway Cities Sector operating the southern part, which will be renumbered Line 262 and managed by the Gateway Cities Sector. The southern terminal for Line 260 will be near Atlantic and Whittier Bls, and the northern terminal for Line 262 will be near East Los Angeles College.
- Line 361 Operate all day limited-stop service, augmenting current peak-only service now provided on this line.

IMPACT STATEMENT

The following impact statement is based on the Revised Service Plan (RSP), which was derived from public comment and other considerations. The lines proposed to be modified in Part 1 of the RSP are directly managed by the Gateway Cities Sector. Analysis of the operating data for these lines indicate that over 44,000 riders utilize these services on weekdays, over 33,000 on Saturdays, and over 23,000 on Sundays. The number of riders affected by the RSP is estimated at 1,600 weekday riders and about 600 weekend riders. This equates to about 4 percent of the total weekday ridership, and 2 percent of weekend ridership, respectively

It is estimated that about 800 of the weekday riders, 400 Saturday riders and 300 Sunday riders will need to transfer as a result of these bus line modifications. Virtually all of those impacted will continue to have direct access to alternative service. Transfer wait times would be minimal, estimated to range about 15 minutes on average. This could be reduced for some if they plan their trips more carefully.

Some of our current ridership may be impacted by these changes, and may need to walk further to access bus service than they do today. It is estimated that about 150 patrons on weekdays, 80 on Saturday and about 70 on Sunday fall into this category. The required walk ranges from about a tenth-mile up to one-mile. Most, however, fall within .25 mile walk. Alternative service is available for those needing to walk greater distances. The City Ride Program sponsored by the City of Los Angeles offers discounted taxi ride for qualified senior citizens and disabled persons.

In considering the possible impacts associated with the RSP, it is important to note the reroute of Line 460 along Alondra Bl will expand regional travel opportunities by providing new transfer connections with OCTA service at La Mirada and Beach Bls, provide bus riders and residents of that community with higher levels of bus service on Alondra Bl compared to the hourly service now operated there, and improve line performance by eliminating the freeway portion of the route that is routinely congested due to long-term construction. Collectively, these changes will benefit most existing patrons, and create incentives to attract new riders to use public transit.

Additional details of the Estimated Impacts of the Revised Service Plan are summarized in Attachment D.

NEXT STEPS

Upon approval of the recommendations outlined in this report, staff will begin preparations to implement the Revised Service Plan on Sunday, December 16, 2007. Tier 1 changes must also be approved by the Metro Board of Directors. Tier 1 lines proposed to be modified in the Revised Service Plan include Line 45-46 and Line 200.

ATTACHMENTS

Attachment A: Public Hearing Notice

Attachment B: Summary Public Comment & Staff Response

Attachment C: Revised Service Plan

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



ATTACHMENT A

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 Garvey-Chavez Rapid 770. Proposed new line 35-335 operating from Downtown LA (Broadway/Washington) to WLA Transit Terminal. Discontinue service from Broadway/Washington 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: 213-922-6988

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

SUMMARY PUBLIC COMMENT AUGUST 2007 PUBLIC HEARINGS

		GATEWAY CITIES SERVICE SECTOR	
LINE	ORIGINAL PROPOSAL	SUMMARY PUBLIC COMMENT	STAFF RESPONSE
26-51-52-352	Line 52-352 to maintain existing routing with added local service. Line 26 route north of Wilshire Bl to be discontinued; Alternative service may be provided by Dash. Line 51 service to Compton Station replaced by new Line S-3.	Nine persons presented testimony on this proposal. Four persons opposed the cancelation of Line 26 and/or its possible takeover by Dash. One person supported the staff recommendation to restructure these lines. Two others expressed conditional support, subject to a guarantee that LADOT will operate the line. Two persons had other suggestions, one being to keep Line 26 and operate it from Vermont/Wilshire Station to Olympic and Soto via Seventh St. The other suggestion was to extend the Line 51 Owl south from Manchester Bl to the City of Carson and discontinue Owl service on Line 53.	Postpone decision on this proposal until Spring 2008 to allow for continued discussions with LADOT over funding issues associated with the possible transfer of Line 26. Additional analysis of public comment will also be addressed on the feasibility of extending the line to Olympic and Soto and the suggested Owl changes.
45	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	Seventeen comments were received on this proposal. One person supported the original staff proposal and four others expressed conditional support providing the Owl service was kept, and the north terminal for Line 45 was located on Mission Rd and not Lincoln Park. Ten persons opposed the staff proposal to restructure the line. Most of the opposition from the latter group focused on the truncation of Line 45 at Harbor Station and its replacement south of the station, new Study Line S-3. They were concerned that service would not run often or late enough. Some felt the service might be temporary and end up being cancelled. Others said that Harbor Station was unsafe at night if they were forced to transfer at that location. Owl service was requested to be maintained south of Harbor Station to the City of Carson. Overall, most people commenting on this proposal opposed the changes because they would need to transfer in order to complete their trip.	Modify proposal to reflect public input. Staff recommends the council take two actions on this proposal. First, concerning Line 45, approve the route of Line 45 to operate from Rosecrans and San Pedro to Broadway and Lincoln Park Ave. Also, support the extension of San Gabriel Valley Line 252 westward to replace Line 45-46 service between Monterey Hills and Lincoln Park Av and Griffin Av. Owl service on Line 45 south of Harbor Station will be retained. Second, concerning S-3, postpone a decision on this matter until Spring 2008 in order to conduct additional analysis of ridership and other related issues.

ATTACHMENT B

SUMMARY PUBLIC COMMENT AUGUST 2007 PUBLIC HEARINGS.....Continued

		GATEWAY CITIES SERVICE SECTOR	
LINE	ORIGINAL PROPOSAL	SUMMARY PUBLIC COMMENT	STAFF RESPONSE
46	Line 46 replaced by new Line S-1	Two people commented on the replacement of Line 46 by new Study Line S-1. Both opposed it because they would need to transfer.	Withdraw shuttle proposal S-1. The San Gabriel Valley Sector has recommended extending SGV Line 252 over current branch of Line 46 along Griffin Av. Transfer waits will be minimal since both lines operate similar span and frequency on weekdays. A decision is pending by San Gabriel Valley Council.
128	Reroute to Cerritos Towne Center. Service between Carmenita Rd and La Mirada Bl replaced by Line 460	Three people commented on this proposal. All were opposed to the change because they would need to transfer in order to continue travel along Alondra Bl.. One suggested the line be extended to serve the Buena Park Metrolink Station.	Service between Carmenita Rd and La Mirada Bl replaced by Line 460, which operates more service than Line 128 does today. The average wait time is about 10-15 minutes for most affected riders. The suggestion to serve the Buena Park Metrolink Station may be given future consideration with another line, but not Line 128, which is recommended to terminate in the City of Cerritos.
200	Discontinue Echo Park Av route segment due to low ridership.	Three people commented on this proposal. All were opposed to the change because they would need to walk several blocks to access this service. They expressed concern for their safety at night.	Only a few riders use these late night trips which operate every half hour between 10 pm and 1 am. The average walk is estimated to take about 12 minutes to access this line. For the mobility impaired , other options are available through the City of Los Angeles City Ride Program, which offers discounted cab fares for qualified residents.

SUMMARY PUBLIC COMMENT AUGUST 2007 PUBLIC HEARINGS.....Continued

		GATEWAY CITIES SERVICE SECTOR	
LINE	ORIGINAL PROPOSAL	SUMMARY PUBLIC COMMENT	STAFF RESPONSE
270	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.	Four respondents commented on this proposal. Two persons supported the staff proposal and two others opposed it. Those supporting the staff proposal included representatives of the Los Angeles Center for Alcohol and Drug Abuse (LACADA), a community based organization with offices located on Bloomfield Av in Norwalk. They requested that a bus stop for this line be located on Bloomfield Av at Lakeland Av, which would serve their facility as well as several others in the area, including the Metropolitan State Hospital. Those opposed to the change did so because they did not want to transfer. One thought that transit demand along Bloomfield Av was too low.	Virtually all riders will have access to bus service without having to walk any farther than they do today to access the bus. Line 121 will continue to provide riders with a direct trip from the Norwalk Green Line Station to Orr & Day and Telegraph Rd. Persons needing to travel north of Telegraph Rd via Pioneer Bl and Slauson Av can ride Norwalk Transit Line 1, which provides more service than Line 270 on weekdays and slightly less on weekends. Line 121 also connects with Line 270 at Bloomfield Av and Telegraph Rd for patrons traveling north to Whittier and beyond. Transfer wait times are estimated to average about 15-30 minutes depending upon the time of day and carrier. Bloomfield Av is developing and businesses are moving into the area, evidenced by the growth in recent years in the Cities of Santa Fe Springs and Norwalk. In response to this growth, both Norwalk Transit and Metro have implemented a number of changes to bus services in these areas. The proposed modification to Line 270 is the latest effort to meet this demand. Staff will work with Stops & Zones to provide a stop at Bloomfield & Lakewood, provided a safe bus zone can be identified and implemented.

ATTACHMENT B

SUMMARY PUBLIC COMMENT AUGUST 2007 PUBLIC HEARINGS.....Continued

		GATEWAY CITIES SERVICE SECTOR	
LINE	ORIGINAL PROPOSAL	SUMMARY PUBLIC COMMENT	STAFF RESPONSE
460	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.	Eleven persons commented on this proposal. Two persons opposed the staff proposal to restructure the route. One person supported the proposed modification outright without provisions. Eight others expressed conditional support if modifications were approved. For example, four of the conditional supporters liked the idea of removing the route from the freeway, but not the Fullerton Park Ride. Two others thought service should be routed along Artesia Bl in lieu of Alondra Bl. Another person suggested the line be routed along Rosecrans and Beach and then resume regular route to Disneyland. One person thought the 460 line should operate as a true express with a separate underlying local service. One commenter suggested the line serve the Buena Park Metrolink Station	Modify proposal to reflect public input. Service will be routed along Alondra Bl and Beach Bl as called for in the original staff proposal, however, service to the Fullerton Park-Ride is recommended to be retained and not discontinued. The suggestion to operate via Artesia Bl is not possible because it would result in no replacement service for affected Line 128 riders. In addition, it would duplicate OCTA service along that corridor. Similarly, the suggestion to serve Rosecrans would duplicate portions of NT Line 5 and Montebello Line 50. Staff will give future consideration to the suggestions to operate Line 460 separately from its local component, and possibly serve the Buena Park Metrolink Station.
S-1	New line to operate between North Broadway & Heritage Square Station via Griffin Av, Ave 43, Figueroa St, Pasadena Av & Ave 37.	Two persons commented on this proposal. Both objected to the need to implement the service because they would have to transfer to continue their trip. They requested service be maintained.	Modify proposal to replace existing Line 46 with new Study Line S-1. The Griffin Av segment is now recommended to become part of SGV Line 252. See Revised Service Plan for more details (Attachment C).

ATTACHMENT B
SUMMARY PUBLIC COMMENT AUGUST 2007 PUBLIC HEARINGS.....Continued

		GATEWAY CITIES SERVICE SECTOR	
LINE	ORIGINAL PROPOSAL	SUMMARY PUBLIC COMMENT	STAFF RESPONSE
S-2	<p>Option 1: Operate as community shuttle between North Broadway and Monterey Hills terminal.</p> <p>Option 2: Extend existing Line 252 from Monterey Hills terminal to North Broadway (see SGV Line 252 Public hearing proposal).</p>	<p>Concerns were also raised about the establishment of new Study Line S-2. A few patrons said they would be forced to transfer to continue travel where they now have a direct trip. Some support, however, was expressed for the extension of San Gabriel Valley Line 252 to cover the proposed route segment of S-2 (Option 2).</p>	<p>Modify proposal to replace existing Line 45 with new Study Line S-2. San Gabriel Valley Line 252 is now recommended to be extended westward from Monterey Hills over the route of Line 45 to Lincoln Park Av and also along Griffin Av to replace current Line 46 along Griffin Av. See Revised Service Plan for more details (Attachment C)</p>
S-3	<p>Operate new line between Harbor Green Line Station and Compton Blue Line Station via Figueroa St, 117th St, Broadway, El Segundo Bl, Main St, Rosecrans Av, Avalon Bl, and Compton Bl</p>	<p>Seven persons commented on this proposal. Of this total, five opposed the staff plan to implement this new line. One person supported the staff position. Another person expressed conditional support providing this line be tied to existing Line 127 and operate nights and weekends similar to existing Line 51. Most respondents said they were concerned that service would not run often or late enough. Some felt the service might be temporary and end up being cancelled. Others said that Harbor Station was unsafe at night if they were forced to transfer at that location. Owl service was requested to be maintained south of Harbor Station to the City of Carson. Overall, most people commenting on this proposal opposed the changes because they would need to transfer in order to complete their trip.</p>	<p>Postpone decision on this proposal until Spring 2008, and continue to evaluate the proposal, taking into consideration the input received in the public process.</p>

ATTACHMENT B
SUMMARY PUBLIC COMMENT AUGUST 2007 PUBLIC HEARINGS.....Continued

GATEWAY CITIES SERVICE SECTOR		
OTHER ISSUES RAISED	PUBLIC COMMENT	STAFF RESPONSE
Civil Rights Violation	The Bus Riders Union stated its strong opposition to the proposed changes overall because they would force people to transfer and pay more for their travel costs. They claimed this would violate the civil rights of affected riders, because many are poor and cannot afford the added costs that would result if these changes were approved.	Staff does not concur with the comments presented by the BRU.
Service Sector Boundaries	One person questioned the process whereby bus lines operating outside the physical boundaries of one service sector should be controlled by that sector. Line 45 was mentioned as an example of a line that is managed by the Gateway Sector, yet it is physically located in the Westside-Central Sector. They thought this was wrong since it forced people living in the South Bay and Westside to come to the Gateway Sector to address their concerns. They asked that examples like this be rectified by transferring these services to the service sector they actually operate in.	It was explained at the hearing and reiterated here that persons potentially affected by a change in bus service can comment at any of Metro's governance council's meetings on any service matter of concern to them. They are not required to attend governance council meetings outside their respective service sectors. It was noted that comments made at one sector will be forwarded to the respective council proposing the service change, and will be considered by that council prior to making a decision on the matter. Also, comments can be communicated via letter, e-mail and phone calls, and if communicated by the published deadline will be included in the public record. Since many Metro bus lines run through multiple sectors, it is difficult to support moving a line to another sector unless it makes sound operational sense.

ATTACHMENT C

RECOMMENDED REVISED SERVICE PLAN

PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

Line 26-51-52-352 **Original Proposal**

Line 52-352 to maintain existing routing with added local service. Line 26 route north of Wilshire Bl to be discontinued; Alternative service may be provided by Dash. Line 51 service to Compton Station replaced by new Line S-3.

Revised Staff Proposal

Postpone decision until Spring 2008. Service will continue to operate as it does today on all branches. Discussions with LADOT concerning Line 26 are proposed to continue in the interim and, if funding issues can be resolved, the original staff proposal may be reintroduced next Spring for possible implementation in June 2008 or later. Similarly, the Compton proposal (i.e. Line 51) will continue to be studied, and may be returned for further consideration in the Spring 2008 for further consideration.

Line 45-46 **Original Proposal**

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

Revised Staff Proposal

Modify proposal to reflect public input. Line 45 is recommended to operate from its current terminal at Rosecrans Av in South Los Angeles to North Broadway in Los Angeles, where a new north terminal will be established at Broadway and Lincoln Park Av. Service now provided along Griffin Ave (Line 46), and east of Lincoln Park Av to Monterey Hills (Line 45) will be discontinued and replaced by Line 252, which will be extended over the current route segments. Owl service on Line 45 south of Harbor Station will continue.

A decision to replace Line 45 service south of Harbor Station with proposed new Line S-3 is recommended to be postponed in order that additional analysis of ridership data and public comment be further evaluated. Staff proposes to update the council on this matter next Spring.

ATTACHMENT C

RECOMMENDED REVISED SERVICE PLAN.....Continued

PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

Line 128

Original Proposal

Reroute to Cerritos Towne Center. Service between Carmenita Rd and La Mirada Bl replaced by Line 460

Revised Staff Proposal

Approve original staff proposal. Virtually all impacted riders have direct access to Line 460, which is proposed to be rerouted along Alondra Bl. Line 460 provides higher levels of service seven days a week compared to the current Line 128 service, which operates limited trips on weekdays only.

Line 200

Original Proposal

Discontinue Echo Park Av route segment due to low ridership.

Revised Staff Proposal

Approve original staff proposal

Line 270

Original Proposal

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.

Revised Staff Proposal

Approve original staff proposal.

Line 460

Original Proposal

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.

Revised Staff Proposal

Modify proposal to reflect public input. Service is recommended to be routed along Alondra Bl and Beach Bl as called for in the original staff proposal, however, service to the Fullerton Park-Ride will be retained and not discontinued.

ATTACHMENT C

RECOMMENDED REVISED SERVICE PLAN.....Continued

PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

Line S-1

Original Proposal

New line to operate between North Broadway & Heritage Square Station via Griffin Av, Ave 43, Figueroa St, Pasadena Av & Ave 37.

Revised Staff Proposal

Modify proposal to operate new Study Line S-1. San Gabriel Valley Line 252 is now recommended to provide service along Griffin Av on weekdays, and replace Line 46 in this area.

Line S-2

Original Proposal

Option 1: Operate as community shuttle between North Broadway and Monterey Hills terminal.

Option 2: Extend existing Line 252 from Monterey Hills terminal to North Broadway (see SGV Line 252 Public hearing proposal).

Revised Staff Proposal

Modify proposal to operate new Study Line S-2. SGV Line 252 is now recommended to provide service east of Lincoln Park Av to Monterey Hills, replacing entirely the current Line 45 operation in that area (Option 2 above). This line is also now recommended to serve the portion of Line 46 on Griffin Av north of Broadway.

Line S-3

Original Proposal

Operate new line between Harbor Green Line Station and Compton Blue Line Station via Figueroa St, 117th St, Broadway, El Segundo Bl, Main St, Rosecrans Av, Avalon Bl, and Compton Bl

Revised Staff Proposal

Postpone decision until Spring 2008. A decision to implement new Study Line S-3 to replace portions of Line 45 and 51 south of Harbor Station is recommended to be postponed until the Spring 2008 or later so that additional analysis of ridership data and public comment can be further evaluated.

In the meantime, Line 45 service will continue to operate to Rosecrans and San Pedro St as well as to continue to provide Owl service to the City of Carson. Additionally, Line 51 will continue to operate to Compton Station as it does today.

ATTACHMENT C

RECOMMENDED REVISED SERVICE PLAN.....Continued

PART 2: LINES MANAGED BY SAN GABRIEL VALLEY SECTOR

Line 252

Original Proposal

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

Revised Staff Proposal

Modify proposal to include the route of Line 46 along Griffin Av, north of Broadway as well as the segment of Line 45 between Monterey Hills and Lincoln Park Av.

Line 260

Original Proposal

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

Revised Staff Proposal

Modify the original staff recommendation by establishing the south terminal near Atlantic and Whittier Bls.

Line 262

Original Proposal

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

Revised Staff Proposal

Approve original staff proposal to break this line in half, and transfer operating authority to Gateway Cities Governance Council to manage this line.

Line 361

Original Proposal

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

Revised Staff Proposal

Implement expanded service on Limited-Line 361 as called for in the original staff proposal, pending the start-up of new Rapid Bus Line 762.

Line 762

Original Proposal

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

Revised Staff Proposal

Postpone a decision on this line until the Spring of 2008. This delay is necessary because completion of the required signal priority system for this line will be less than 50% complete by December 2007.

ATTACHMENT D

ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR DECEMBER 2007

GATEWAY CITIES SERVICE SECTOR										
LINE	TIER	CURRENT STAFF RECOMMENDATION	Total Line Boardings	ESTIMATED PASSENGER IMPACTS						
				Total Segment Riders	Percent Riders Impacted	Required To Transfer	Required To Walk (block)	Estimated Walk Distance	Suggested Transfer Location	Connecting Line
26-51-52-352	1	Postpone decision until Spring 2008 to allow additional analysis to be completed. See Revised Service Plan for more details (Attachment C)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
45	1	Modify proposal to reflect public input. Line 45 will continue to operate from its current south terminal to downtown Los Angeles. A new north terminal will be established at Broadway and Lincoln Park Av. Line 46 service now provided along Griffin Ave and Line 45 service east of Lincoln Park Av to Monterey Hills to be replaced entirely by SGV Line 252, which will also be extended over the route segments of these lines. Owl service on Line 45 south of Harbor Station to continue.	Da 21,291 Sa 16,692 Su 11,289	Da 587 Sa 430 Su 400	Da 2.7 Sa 2.5 Su 3.5	Da 370 Sa 330 Su 310	No	0	Lincoln Pk & Broadway	MTA 252
46	3	Withdraw proposal to operate new Study Line S-1. Service along Griffin Ave is now recommended to be replaced entirely by SGV Line 252, which will be extended over the route segment of Line 46.	Included in daily boardings above	Da 422 No weekends	DA 1.9	Da 151	No	0	Griffin & Broadway	MTA 252
128	3	Reroute to Cerritos Towne Center as originally proposed. Service between Carmenita Rd and La Mirada Bl replaced by Line 460	Da 1,712	Da 150 No weekends	Da 8.7	Da 122	No	0	Alondra & Carmenita	MTA 460

ATTACHMENT D
ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR DECEMBER 2007.....Continued

GATEWAY CITIES SERVICE SECTOR										
LINE	TIER	CURRENT STAFF RECOMMENDATION	Total Line Boardings	ESTIMATED PASSENGER IMPACT						
				Riders Affected	Percent Impacted	Required Transfer	Required Walk	Walk Distance (blocks)	Transfer Location	Connecting Line
S-2		Withdraw proposal to replace existing Line 45 with new Study Line S-1. See Revised Service Plan for more details (Attachment C).	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
S-3		Postpone decision on the proposed implementation of new Study Line S-3 until Spring 2008. Additional analysis of current ridership and public comment is underway. See Revised Service Plan for more details (Attachment C).	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
		SUB TOTAL	Da 44,368 Sa 33,573 Su 23,361	Da 1,636 Sa 602 Su 466	Da 3.6 Sa 1.7 Su 1.9	Da 843 Sa 430 Su 310	Da 152 Sa 82 Sun 66			
		GRAND TOTAL	101, 302	2,704						

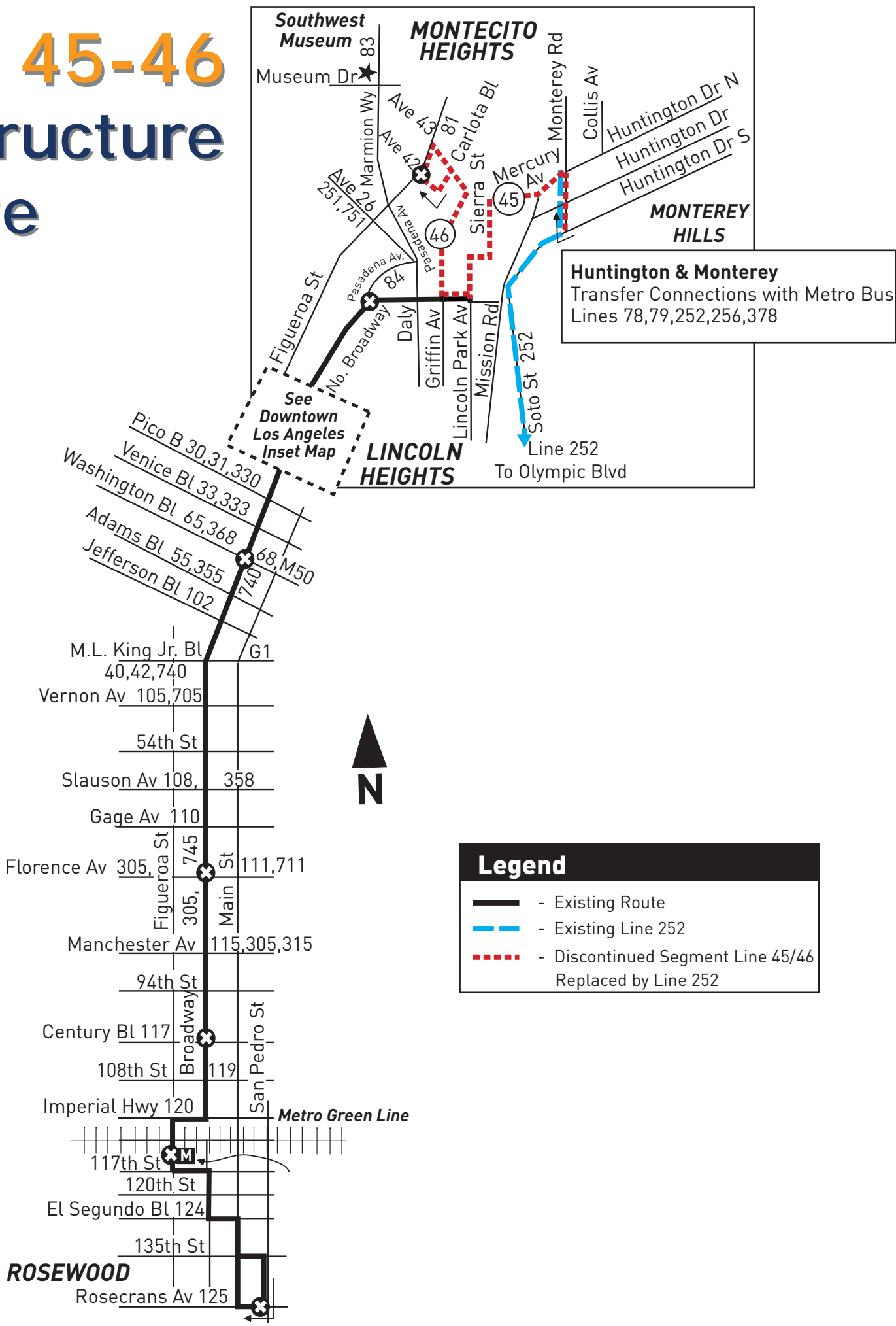
ATTACHMENT E

REVISED SERVICE PLAN: PART 1

LINE MAPS

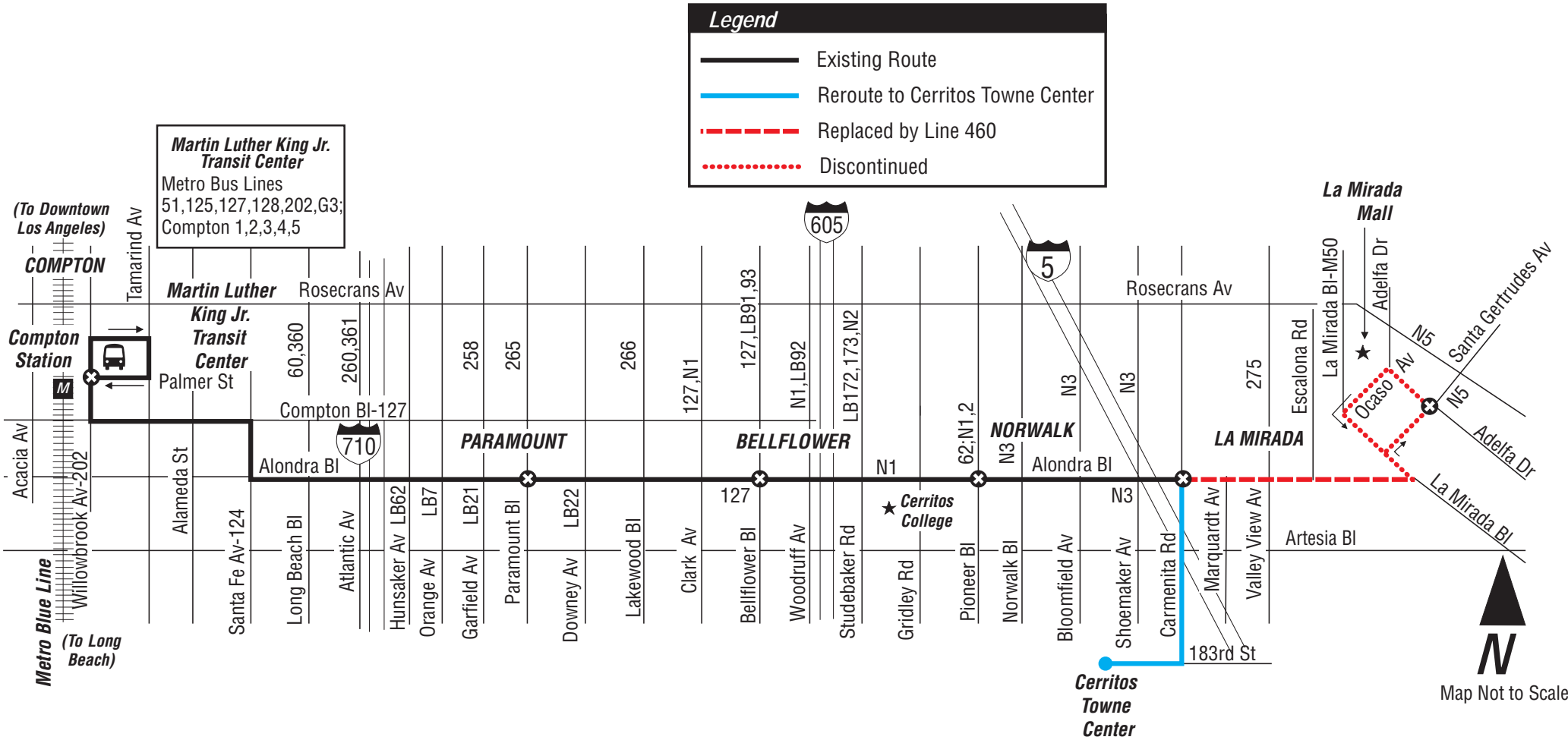
GATEWAY CITIES SERVICE SECTOR

Line 45-46 Restructure Route



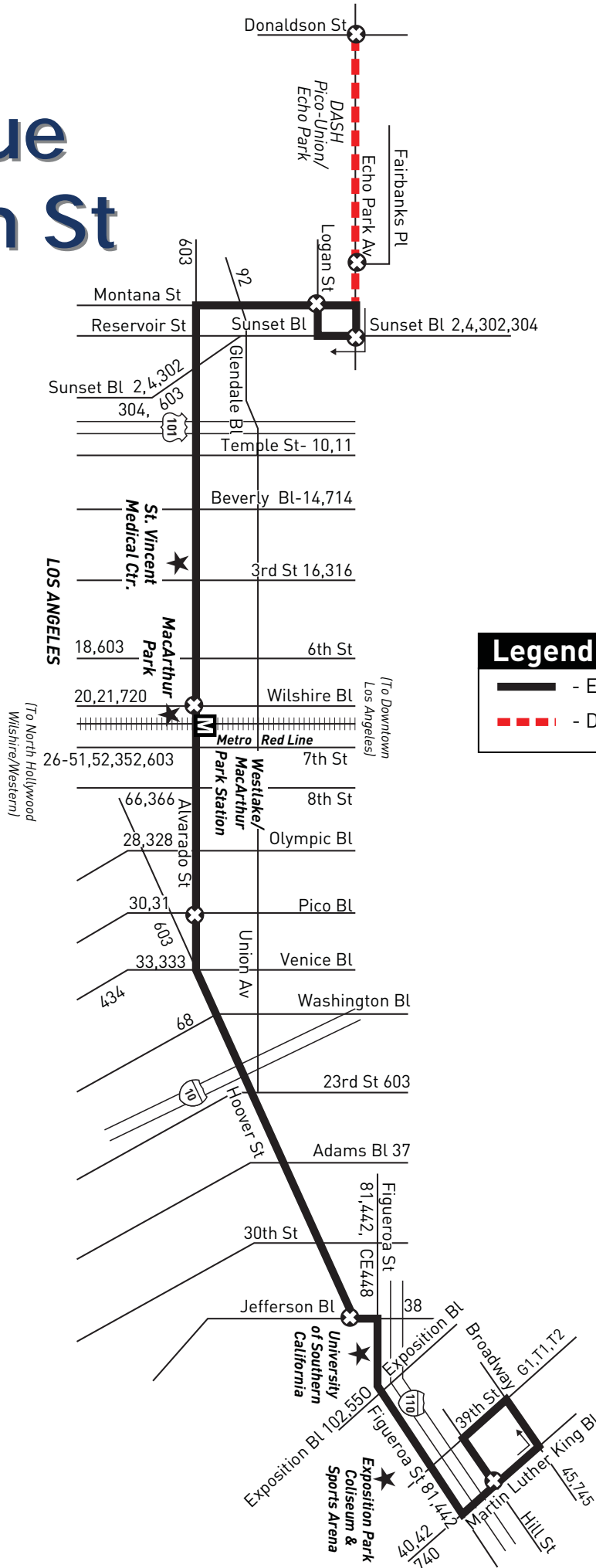
Line 128

Reroute to Cerritos Towne Center



Line 200

Discontinue Donaldson St Segment

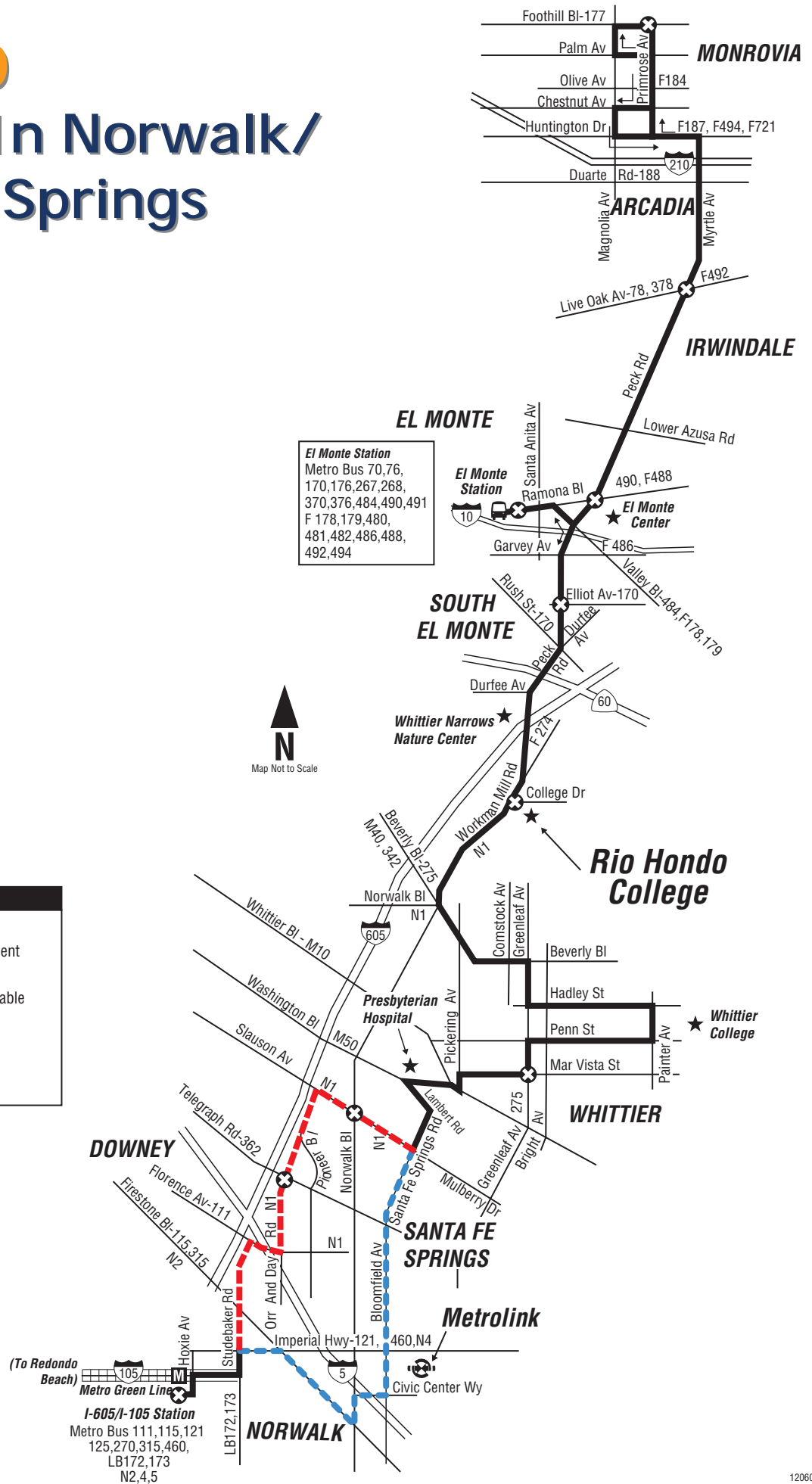


Legend

- Existing Route
- Discontinued Segment

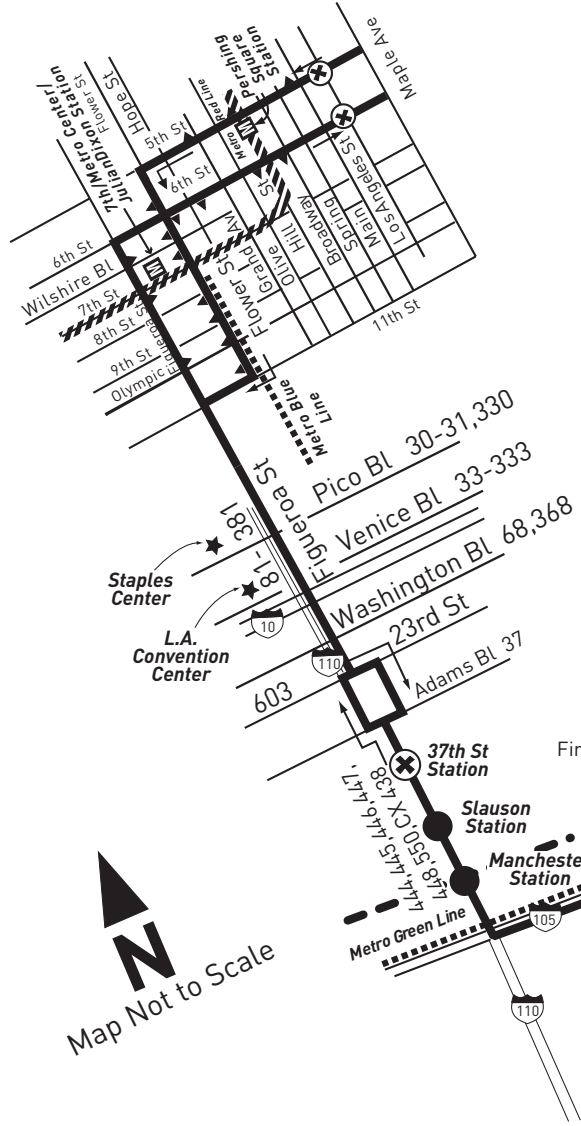
Line 270

Reroute In Norwalk/ Santa Fe Springs



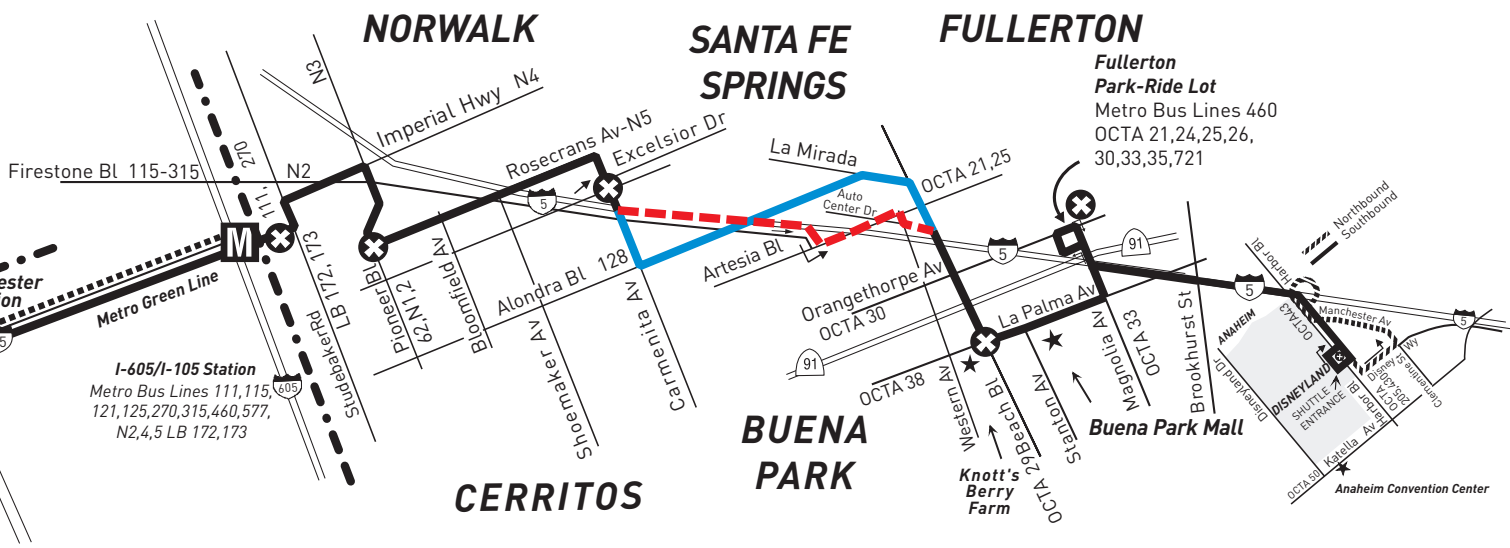
Line 460

Reroute In Norwalk, Cerritos, La Mirada & Buena Park



Legend

- Line 460 Route
- Discontinued Route
- New Route
- Transitway Stops
- Timepoints used on timetables
- Fare Zone
- Metro Station Entrance
- Stop and Time Point Used on Timetable



N
Map Not to Scale