



**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 vial-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**  
**Summary of Public Comments Received for February 2009 Public Hearings**  
**Metro San Fernando Valley Operated Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
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.	3	1	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• City of Burbank supports all changes; particularly extending Line 794 to Sylmar since it restores former Line 394 service along the San Fernando Road corridor; Frequent bus service needed to serve transit dependent population of northeast San Fernando Valley, employment centers in Burbank and Downtown Los Angeles, Bob Hope Airport with 1,400 workers and 5 million annual passengers and future bus transfer facility in Golden State area.</li> <li>• Southern California Transit Advocates (SOCATA) supports all proposals since it agrees with position at February 2008 public hearing; Urges that Line 794 provide weekend service to match former Line 394 service. Notes that "blind adherence to the 2001 Metro Rapid implementation plan, demanded by Metro's lawyers, resulted in the misconfiguration of service in a highly transit-dependent" (area).</li> <li>• Lines 94 too long and duplicates coverage of Line 224 from Sun Valley to Sylmar.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Line from downtown needs to operate to Olive View Medical Center and provide service 24-7; Too many people have to transfer to get to Olive View.</li> </ul>	<p><b>Staff Recommendation</b> Implement as proposed.</p> <p>Reinstate terminal at Lankershim and Strathern.</p> <p>Line 94 and 224 trips will interline during periods when Line 794 trips are not available.</p> <p>Agree.</p> <p>The route of Line 94 to Olive View Medical Center was shortened to improve on-time performance in accordance with Metro Connections guidelines.</p>
224	Olive View Medical Center-Universal City Station via San Fernando Rd, Lankershim Bl	Maintain existing route and improve service levels.	3	0	1	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• See comments for City of Burbank and SOCATA.</li> <li>• One comment agreed with proposal.</li> </ul> <p><b>MODIFY:</b></p> <ul style="list-style-type: none"> <li>• Cancel service north of Sylmar Metrolink and replace with new Line 694, operating via Olive View Medical Center, Roxford Street, San Fernando Road, Maclay Avenue, 7<sup>th</sup> Street/Borden Avenue, Polk Street, Foothill Boulevard and Sayre Street to Mission College. Line 694 also replaces part of Line 234.</li> </ul>	<p><b>Staff Recommendation</b> Implement as proposed.</p> <p>The proposed route is too complex and would increase transfers significantly.</p>

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724	Sylmar Station-North Hollywood Station via San Fernando Rd, Lankershim Bl Rapid	Discontinue entire line and reallocate resources to Lines 224 and 794.	2	6	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• See comments for City of Burbank and SOCATA.</li> </ul> <p><b>OPPOSED:</b></p> <ul style="list-style-type: none"> <li>• Line 724 has shown greater improvement over Line 794; Extend route to Olive View and Universal City Station and add stop in Sun Valley for transfer between Lines 94 and 794.</li> <li>• Extend route via San Fernando Road and Roxford Street to Olive View.</li> <li>• Opposes cancellation of up to 21 bus lines; Canceling a bus line without alternative is unacceptable.</li> <li>• Line 724 is a new rapid and should be kept for at least another year or two.</li> <li>• Line 724 heavily used; Could use weekend service; Both local/rapid standing-room only; need more buses; has more wheelchair patrons than usual; crowded buses has led to tension; Line 224 buses no shows; more buses on Line 224; Expand Line 724 service.</li> <li>• Sylmar Station is an easy transfer location; Many locations do not have benches and shade so 50-60" transfer in hot sun.</li> </ul>	<p><b>Staff Recommendation</b>  Implement as proposed.</p> <p>The Olive View and Universal segments of Line 224 have lower ridership levels than the existing route and do not warrant rapid bus service. The northbound transfer stop in Sun Valley could not be implemented since it did not meet Americans with Disabilities Act requirements for establishing a new bus stop.</p> <p>Alternate service is available on Line 224.</p> <p>Reallocating resources from canceled Line 724 to Line 224 will allow service levels to be improved along the corridor.</p> <p>Bus shelters are responsibility of the local jurisdiction. Due to limited resources and other considerations, it is not possible to provide shelters and benches at all bus stop locations.</p>

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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.	3	4	1	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>See comments for City of Burbank and SOCATA.</li> </ul> <p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>Route extension is wise but service levels should be increased.</li> </ul> <p><b>OPPOSED:</b></p> <ul style="list-style-type: none"> <li>No stop in Glendale so Line 94 packed until you get into Burbank; Add 1 or 2 stops in Glendale; Stops at 1st/Olive, San Fernando/Olive then it goes to Alameda; Eliminate 1st/Olive stop and add one in Glendale to decrease overflow on Line 94.</li> <li>Opposes reroute to San Fernando Road; Commends service on Brand saved a lot of time; Only line that goes fast to Glendale (Americana, Galleria); Add more service.</li> <li>Oppose reroute to San Fernando Road; Limits access for those who work and live in Glendale; could risk losing ridership to slower lines.</li> <li>Opposes rerouting to San Fernando Rd; Doesn't make sense for commuters who work and shop in Glendale; Brand is major arterial for business.</li> </ul> <p><b>MODIFY:</b></p> <ul style="list-style-type: none"> <li>The proposed extension is too long. Shorten route in Sun Valley to operate the same route as Line 94.</li> </ul>	<p><b>Staff Recommendation</b> Implement as proposed.</p> <p>There are three stops in Glendale on Line 794.</p> <p>There are not enough patrons using the stops along Brand Boulevard to warrant maintaining rapid bus service along this route segment.</p> <p>In addition, the City of Glendale stated at the February 2008 public hearing that they will be able to implement signal priority along San Fernando Road, which is not available on Brand Boulevard.</p>



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<b>OTHER</b>						<ul style="list-style-type: none"> <li>• Meetings need to be posted on website; introduce self as new chairperson of City of LA Bicycle Advisory Committee; bicycle/transit coordinated use; adequate parking etc.</li> <li>• Didn't see brochures on affected lines.</li> <li>• Relocate Lines 240 and 741 terminus west on Rinaldi, left Mason, left eastbound Germaine; right Fulbright to serve Chatsworth Park as new terminus.</li> <li>• Issues with operators on Lines 2 and 534; Bus bunching on Line 761.</li> <li>• Proposals to restructure Lines 90, 91, 156/656, 169, 183, 218, 233, 234, 290, 603 and create new Lines 666 and 694.</li> </ul>	<p>All public hearing information was posted on the website.</p> <p>The Notice of Public Hearing was published in various newspapers and was posted on the Metro website. Approximately 15,000 marketing brochures were distributed in the San Fernando Valley, targeting impacted bus lines.</p> <p>The suggested reroute would terminate at Mason Park, not Chatsworth Park. The former layover zone at that location was eliminated to address residential complaints.</p> <p>Additional information was received and responded to regarding the patron's primary complaint on Lines 2 and 534. Line 761 is being monitored to address bus bunching issue.</p> <p>These suggestions are not part of the public hearing but will be responded to in a separate letter.</p>
		<b>TOTAL COMMENTS</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>COMMENTS ON PROPOSALS: 24</b> <b>OTHER COMMENTS: 5</b> <hr/> <b>TOTAL COMMENTS: 29</b>	