

**METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL  
MARCH, 2010**

**SUBJECT: METRO SAN FERNANDO VALLEY PROPOSED SERVICE  
CHANGES**

**ACTION: APPROVE FINDINGS OF PUBLIC HEARING AND ADOPT  
REVISED SERVICE CHANGE PROGRAM**

**RECOMMENDATION**

- A. Approve findings of Public Hearing conducted in February 2010 for service changes proposed to be implemented on June 27, 2010 or later;
- B. Adopt staff's revised Service Change Program as outlined in this report.

**ISSUE**

Federal guidelines and MTA policy require that a public hearing be held when major service changes to the bus system are considered. Accordingly, the Metro San Fernando Valley Governance Council conducted a public hearing on February 3, 2010, 6:30 pm, at the Marvin Braude Constituent Service Center in Van Nuys.

The purpose of the hearing was to solicit public input, written comments and verbal testimony regarding proposed service changes to six local and two Metro Rapid bus lines that operate in the Metro San Fernando Valley service area. These changes are slated for implementation on June 27, 2010 or later.

A review of public input, an analysis of impacts and staff's service change recommendations are contained in this report. The Council is required to consider the possible impacts from these proposals before approving them.

**ALTERNATIVES CONSIDERED**

Alternatives to the staff recommendation are to 1) not adopt the revised service changes or 2) adopt a new subset of the proposals. Staff's recommendations optimize available resources but the Governance Council may select other alternatives that meet budgetary goals if necessary.

## **IMPACT ON BUDGET**

The impact on operating costs is negligible as resources will be reallocated to implement the recommended service changes (Attachment C).

## **BACKGROUND**

Over the past few months, Metro staff has received a number of requests to enhance service in the San Fernando Valley. In response, the following service changes were implemented on December 13, 2009 on a temporary basis: New Line 902 (Pacoima-North Hollywood Station via Van Nuys Boulevard, Burbank Boulevard, local/limited) and; Line 96 (Downtown Los Angeles – Sherman Oaks via Riverside Drive, Griffith Park Drive) minor reroute to serve the new Silver Lake Library.

Line 902 provides local service along Van Nuys Boulevard during the weekday peaks. Service then proceeds directly to the North Hollywood Station via Burbank Boulevard. Service was implemented as a demonstration project to relieve overcrowding along Van Nuys Boulevard and on the Orange Line. The project was a collaborative effort between Metro staff and public officials from the City of Los Angeles Sixth and Seventh Council Districts, the 39<sup>th</sup> Assembly District and 20<sup>th</sup> Senate District.

The minor reroute on Line 96 was implemented to enhance service to the new Silver Lake Library. This change was requested by the architects of the library and the City of Los Angeles 13<sup>th</sup> Council District.

The hearing notice includes proposals to grant permanent status to new Line 902 and to implement midday service. Also included is a proposal to grant permanent status to a minor detour on Line 96.

The remaining proposals would reroute five bus lines to serve a future transit center at the California State University at Northridge (CSUN); and a proposal to reallocate resources from Line 750 to support one of the changes. The university is receiving a grant to construct a transit center on their campus and CSUN staff informed the Governance Council of this new project at the December meeting. Staff was requested to evaluate bus lines that operate near the campus and include potential reroutes in the hearing notice.

In addition to Metro San Fernando Valley bus lines, the Notice of Public Hearing (Attachment A) included changes to six other bus lines or branch routes in the San Gabriel Valley and Westside-Central service areas. The notice was first published in the Los Angeles Times on Sunday, January 4, 2010 and subsequently in other local, regional, and foreign language newspapers system-wide. About 100,000 rider notices were distributed on buses, trains, and at customer service outlets to inform riders of the proposals under consideration.

Metro San Fernando Valley received and distributed about 15,000 brochures; 8,550 for the Sun Valley Division and 6,500 for the Chatsworth Division and Orange Line. The information was posted on Metro's main website and the website for each sector.

### Summary of Public Comment

Approximately 20 individuals attended the February 3, 2010 public hearing held in Van Nuys. Nine of those individuals provided verbal testimony and five written testimonies were received via letters, facsimiles and emails by February 12, the close of the public record.

Respondents included Councilmember Cardenas of the City of Los Angeles 6<sup>th</sup> Council District, Councilmember Garcetti from the 13<sup>th</sup> Council District and the Southern California Transit Advocates.

The 25 respondents provided a total of 44 comments on public hearing proposals. The majority of the comments or about 66% (29 comments) supported the proposals. Approximately 30% (13 comments) opposed and 4% (2 comments) suggested modifications to the service change proposals. One individual supported all service changes.

The proposals to extend Line 741 to Universal City Station via Ventura Boulevard and reallocate resources from Line 750 were removed from the program during the public hearing presentation. Comments pertaining to these proposals are still included in this summary as part of the public testimony. A more detailed summary of comments received for each of the proposals is included in Attachment B.

### **REVISED METRO SAN FERNANDO VALLEY SERVICE PROGRAM**

Metro staff received an overall positive support for six lines, including the proposals for Lines 96, 166-364, 167, 168, 240 and 741. The proposal to implement the detour route on Line 96 permanently received three comments in support of and one comment opposing the change. Lines 166-364, 167 and 168 each received three comments in support of and one comment opposing the proposed reroutes to CSUN. The proposals to reroute Lines 240 and 741 to CSUN received the most support, five and eight comments, respectively, and no opposition. Two comments suggested extending both lines to Porter Ranch.

The proposals for both Lines 750 and 902 received the most opposition. The proposal to reallocate resources from Line 750 to extend Line 741 to Universal City Station was supported by two comments and opposed by five comments. Staff agreed that the Line 750/741 proposal would not result in a service improvement and removed it from the program during the public hearing presentation. The proposal to implement new Line 902 permanently and add midday service was supported by two comments, including public officials representing the Northeast San Fernando Valley, and opposed by four comments.

In consideration of the comments received, Metro staff supports the establishment of a new transit center at CSUN. The state budget crisis, however, has severely reduced the amount of operating funds available to maintain existing bus and rail service. As a result, staff recommends implementing service changes that can be made without increasing the cost of service. Staff's recommendations are as follows:

- The minor reroute on Line 96 (Downtown LA-Sherman Oaks via Riverside Drive, Griffith Park Drive) was implemented on December 13, 2009 at no additional cost in service. Staff recommends making this reroute permanent since Line 96 is a low ridership line and the reroute could attract more riders if maintained.
- The reroute of five lines to the proposed CSUN transit center received overall support, but only three no cost options are recommended. Staff recommends changes to the following services:
  - Line 167 (Chatsworth Station-Studio City via Nordhoff Street, Osborne Street local/limited)
  - Line 168 (Chatsworth Station-Pacoima via Lassen Street, Paxton Street)
  - Line 741 (Northridge-Tarzana via Reseda Boulevard Metro Rapid)
- The route of Line 168 would be modified to operate on Plummer Street between Tampa Avenue and Reseda Boulevard, then proceeds to the transit center to avoid having two route deviations to Plummer Street. Line 741 would be rerouted and terminate at CSUN. (Line 741 service to Devonshire would be discontinued.) Although the majority of the comments supported maintaining the existing route on Reseda Boulevard to Devonshire Street and/or extending the route to Porter Ranch, both options are not feasible due to cost considerations.
- Staff does not recommend rerouting Line 166-364 (Chatsworth Station-Sun Valley via Nordhoff Street, Osborne Street, local/limited) and Line 240 (Northridge-Universal City Station via Reseda Boulevard, Ventura Boulevard, branch of Line 150) to the campus due to cost considerations. Line 166-364 already provides convenient service to the campus along Nordhoff Street. Rerouting service would increase operating cost and travel time for about 1,300 through riders in each direction on weekdays.

- Rerouting Line 240 to the campus is not recommended since it would result in an increase in operating cost unless the route was terminated at the transit center. As an alternative, staff recommends rerouting and terminating Line 741 which also serves Reseda Boulevard between Tarzana and Northridge. Shortening Line 240 and 741 would leave a gap in service along Reseda Boulevard to Devonshire Street and eliminate service for about 580 northbound and 550 southbound patrons currently using this route segment.

It should be noted that staff did not receive testimony from CSUN during the public hearing period but letters of support were submitted at the December Governance Council meeting. Construction on the project has not started since CSUN has not yet received the funds, but the grant has already been approved. Since the status of the transit center and opening date is uncertain, staff recommends implementing the route changes during the December shake-up if the transit center is completed later this year.

Staff recommends approving the permanent operation of new Line 902 (Pacoima-North Hollywood Station via Van Nuys Boulevard, Burbank Boulevard), but deferring the implementation of midday service. Staff agrees that the new service has not been operating long enough to make an accurate assessment of the benefits of the line. Ridership statistics gathered from the Southern California Transit Advocates provided additional support for delaying the implementation of midday service.

Recent data on Line 902 indicates that reallocating midday trips from Line 233 (Lake View Terrace-Sherman Oaks via Van Nuys Boulevard) to Line 902 on a one-to-one basis may be an issue. Service on Line 233 is provided by articulated buses with a maximum loading capacity of 67 passengers per vehicle, while Line 902 service is provided by 45' vehicles with a maximum load of 55 passengers per vehicle. Another concern is the impact of construction due to the San Diego -405- freeway widening project. Line 761 (Pacoima-Westwood via Van Nuys Boulevard Metro Rapid) provides rapid bus service along Van Nuys Boulevard but the route also operates through the Sepulveda Pass via the -405- freeway to Westwood.

Both the difference in vehicle size and service delays caused by construction could result in uneven service frequencies and passenger overloads, requiring adding resources to be added to Line 902. Staff recommends evaluating service in six months to determine if midday service can be implemented cost effectively.

## **SUMMARY OF REVISED METRO SAN FERNANDO VALLEY SERVICE PROGRAM**

The revised service plan is summarized in line number below.

**Line 96 - Downtown LA- Sherman Oaks via Riverside Drive**

**Original Proposal**

Make permanent minor reroute from Riverside Drive to Glendale Boulevard between Fletcher Drive and Glendale Boulevard in Silver Lake.

**Staff Recommendation**

Adopt original proposal. On December 13, 2009, a minor reroute was implemented on Line 96 to provide better access to the newly opened Silver Lake Library. Line 96 is a low ridership line and the change should improve ridership at no additional cost in service.

**Line 166-364 - Chatsworth Station-Sun Valley via Nordhoff Street, Osborne Street Local/Limited**

**Original Proposal**

Consider minor reroute from Nordhoff Street via Reseda Boulevard to proposed transit center at California State University, Northridge (CSUN), near Plummer Street and Darby Avenue.

**Staff Recommendation**

Do not implement original proposal and maintain existing route. This change is not recommended since it would result in an increase in operating cost and increase in travel time for through riders. Line 166 patrons currently have access to CSUN via stops along Nordhoff Street between Reseda Boulevard and Zelzah Avenue.

**Line 167 - Chatsworth Station-Studio City via Plummer Street, Coldwater Canyon Boulevard**

**Original Proposal**

Consider minor reroute from Plummer Street to proposed transit center at CSUN, near Darby Avenue.

**Staff Recommendation**

Implement minor reroute as proposed at December, 2010 shake-up on weekdays only, if the transit center is completed later this year. This change can be implemented at no additional cost in weekday service.

**Line 168 - Chatsworth Station-Pacoima via Lassen Street, Paxton Street**

**Original Proposal**

Consider minor reroute from Lassen Street via Reseda Boulevard to proposed transit center at CSUN, near Plummer Street and Darby Avenue.

**Staff Recommendation**

Modify proposal to implement minor reroute to Plummer Street and CSUN transit center at December, 2010 shake-up, if the transit center is completed later this year. Line 168 is the lowest productivity line in the San Fernando Valley. The minor reroute to CSUN could improve ridership on this line and the route change can be implemented at no additional cost in service.

**Line 240 - Northridge-Universal City Station via Reseda Boulevard, Ventura Boulevard (Branch route of Line 150)**

**Original Proposal**

Consider minor reroute from Reseda Boulevard to proposed transit center at CSUN, near Plummer Street and Darby Avenue.

**Staff Recommendation**

Do not implement original proposal and maintain existing route. This change is not recommended since it would result in an increase in operating cost unless the line was shortened at the transit center. As an alternative, staff recommends rerouting and terminating only Line 741 at the transit center. Shortening both Lines 240 and 741 would leave a gap in service along Reseda Boulevard and eliminate service for about 580 northbound and 550 southbound patrons.

**Line 741 - Northridge-Tarzana via Reseda Boulevard Rapid**

**Original Proposal**

Consider extending route from Tarzana to Universal City Station via Ventura Boulevard; also consider implementing minor reroute from Reseda Boulevard to proposed transit center at CSUN, near Plummer Street and Darby Avenue. Route to terminate at CSUN or continue to existing terminal at Reseda Boulevard and Devonshire Boulevard.

**Staff Recommendation**

Reject proposal to extend route 741 from Tarzana to Universal City. This item was removed from the program at the public hearing. Approve proposal to modify existing route of line 741. Modify proposal to terminate line at CSUN transit center and implement during December, 2010 shake-up if the transit center is completed later this year. Service will not be rerouted to the campus if line does not terminate at the campus due to cost considerations. Alternate service to Devonshire Street will continue to be available on Line 240.

## **Line 750 - Warner Center-Universal City Station via Ventura Boulevard Metro Rapid**

### **Original Proposal**

Reduce weekday peak service and reallocate resources to Line 741.

### **Staff Recommendation**

Do not implement original proposal and maintain existing service. Proposal to reroute Line 741 to Universal City Station was removed from the program at the public hearing.

## **Line 902- Pacoima-North Hollywood Station via Van Nuys Boulevard, Burbank Boulevard Local/Limited**

### **Original Proposal**

Make permanent new demonstration line and implement new midday service.

### **Staff Recommendation**

Staff recommends making service permanent but deferring the implementation of midday service due to capacity issues and cost considerations. Staff recommends evaluating service in six months to determine the feasibility of adding new midday service.

## **SUMMARY**

The revised service plan meets Metro San Fernando Valley's budgetary goal to use resources wisely, improve service efficiency and provide an overall net benefit in travel opportunities for patrons (Attachment C). Maps for the revised service plan are shown on Attachment D.

## **NEXT STEPS**

Staff will implement approved service modifications described in the report on June 27, 2010 or later.

## **ATTACHMENTS**

- A. Notice of Public Hearing
- B. Summary of Public Comments Received for February 2010 Public Hearings
- C. Ridership and Performance Data
- D. Revised Maps

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**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 2010 to receive community input on proposed modifications to Metro’s bus services. Approved changes will become effective June 27, 2010 or later. Details of the public hearing dates, times and locations are listed in 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 public hearings, and the service sectors that will be conducting them. In general, the proposed modifications will improve the efficiency of the public transportation system through a better use of limited resources. The public can attend any of these hearings and comment on proposals of interest to them.

**METRO SAN GABRIEL VALLEY SERVICE SECTOR**

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>180-181</b>	Hollywood-Glendale-Pasadena via Colorado Blvd & Los Feliz Blvd	Consider modifying route between the communities of Glendale and Los Feliz to serve Silver Lake area.
<b>287</b>	El Monte-Montebello Mall-East Los Angeles College-Indiana Station	Restructure route to serve 1st St from Atlantic Blvd/Cesar Chavez Ave to 1st St/Indiana St. due to proposed discontinuation of Line 31 service east of Indiana St.

**METRO WESTSIDE-CENTRAL SERVICE SECTOR**

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>30-31</b>	Pico/Rimpau – Monterey Park via Pico Blvd & East 1 <sup>st</sup> St	Cancel route 31. Line 287 will assume the portion of service currently operated by Route 31 from Collegian Ave/Cesar E Chavez Ave to 1 <sup>st</sup> /Indiana Sts
<b>33-333</b>	Downtown LA – Santa Monica via Venice Blvd	Replace service on Limited-stop Line 333 with new Rapid Line 733
<b>217</b>	Vermont/Sunset Station – Fairfax/Washington – via Fairfax Ave & Hollywood Blvd	Consider implementation of short line trips at Hollywood/Vine Station.
<b>733</b>	Downtown LA – Santa Monica via Venice Blvd Rapid	Implement Metro Rapid service on Venice Blvd from Patsaouras Transit Plaza to Santa Monica.

**METRO SAN FERNANDO VALLEY SERVICE SECTOR**

LINE	LINE NAME	PROPOSED SERVICE CHANGE
<b>96</b>	Downtown LA-Sherman Oaks via Riverside Dr, LA Zoo	Make permanent minor reroute from Riverside Dr to Glendale Blvd between Fletcher Dr and Glendale Blvd in Silver Lake.
<b>166-364</b>	Chatsworth Station-Sun Valley via Nordhoff St, Osborne St Local/Limited	Minor reroute from Nordhoff St via Reseda Blvd to proposed transit center at California State University, Northridge (CSUN), near Plummer St and Darby Ave.
<b>167</b>	Chatsworth Station-Studio City via Plummer St, Coldwater Canyon Blvd	Minor reroute from Plummer St to proposed transit center at CSUN, near Darby Ave.
<b>168</b>	Chatsworth Station-Pacoima via Lassen St, Paxton St	Minor reroute from Lassen St via Reseda Blvd to proposed transit center at CSUN, near Plummer St and Darby Ave.
<b>240</b>	Northridge-Universal City Station via Reseda Blvd, Ventura Blvd (Branch route of Line 150)	Minor reroute from Reseda Blvd to proposed transit center at CSUN, near Plummer St and Darby Ave.
<b>741</b>	Northridge-Tarzana via Reseda Blvd Rapid	Extend route to Universal City Station via Ventura Blvd; Minor reroute from Reseda Blvd to proposed transit center at CSUN, near Plummer St and Darby Ave. Route to terminate at CSUN or continue to existing terminal at Reseda Bl and Devonshire Bl.
<b>750</b>	Warner Center-Universal City Station via Ventura Blvd Metro Rapid	Reduce weekday peak service and reallocate resources to Line 741.
<b>902</b>	Pacoima-North Hollywood Station via Van Nuys Blvd, Burbank Blvd Local/Limited	Make permanent new demonstration line; Implement new midday service.

**METRO PUBLIC HEARING SCHEDULE**

**SAN FERNANDO VALLEY SECTOR**

February 3, 2010, 6:30 PM  
 Marvin Braude Constituent Service Ctr  
 6262 Van Nuys Blvd  
 Van Nuys

**WESTSIDE-CENTRAL SECTOR**

February 10, 2010, 5:00 PM  
 La Cienega Tennis Center  
 325 South La Cienega Blvd  
 Beverly Hills

**SAN GABRIEL VALLEY SECTOR**

February 8, 2010, 6:00 PM  
 San Gabriel Valley Sector Office  
 3449 Santa Anita Ave  
 El Monte

Metro Public Hearing Notice (Continued)

Additional details about these proposals will be available for public review after January 20, 2010. To obtain this information contact the address listed below, or visit a Metro Customer Relations Center. Information will also be available at: 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 the service proposals under consideration. All public comment received will be forwarded to the responsible Sector Governance Council for consideration prior to taking action on these proposals. Persons unable to attend the hearings may submit written testimony postmarked through midnight, February 12, 2010, the close of the public record.

**Written testimony sent via U.S. Mail should be addressed to:**

Metro Customer Relations  
One Gateway Plaza, 99PL4  
Los Angeles, CA 90012-2932  
Attn: June 2010 Service Changes

**Comments sent via e-mail should be addressed to:**

[customerrelations@metro.net](mailto:customerrelations@metro.net)  
Attn: June 2010 Service Changes

**Comments sent via FAX should be addressed as above and sent to:**

FAX Number 213-922-6988

Although the governance council's for Metro's Gateway Cities Sector and South Bay Sector are not making major service changes next June that require public hearings, the public may attend their regular monthly meetings in February and comment on service changes under consideration by the other sectors. Comments received at these meetings will be forwarded to the appropriate service sector proposing the change. Shown below is the regular meeting schedule in February 2010 for the Gateway Cities and South Bay governance councils, respectively:

Metro Gateway Cities Sector  
February 11, 2:00 pm  
The Gas Company  
9240 Firestone Blvd  
Downey

Metro South Bay Sector  
February 12, 9:30 am  
Carson Community Center  
801 Carson St  
Carson

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 2010 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
96	Downtown LA-Sherman Oaks via Riverside Dr	Make permanent minor reroute from Riverside Dr to Glendale Bl between Fletcher Dr and Glendale Bl in Silver Lake.	3	1	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>Letter of support from City of Los Angeles 13<sup>th</sup> District Councilmember Eric Garcetti stating that the reroute would improve bus access to the community of Silver Lake, including the new Silver Lake Library and Silver Lake Recreation Center.</li> <li>Silver Lake resident and library architect states that Line 96 not only serves Silver Lake but the Elysian Valley community as well; Only service available for the community and students to get to the new library; Conveyed comment from educator that line is used by 10% of students to get to library.</li> <li>One comment supports all proposals.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>Statement from Southern California Transit Advocates (SOCATA) that route deviation should be operated for an additional six months before deciding on a permanent reroute.</li> </ul>	<p><b>Staff Recommendation</b>  Implement as proposed; Reroute will be made permanent.</p> <p>Line 96 is a low ridership line and the change should improve ridership at no additional cost in service.</p>
166-364	Chatsworth Station-Sun Valley via Nordhoff St, Osborne St Local/Limited	Minor reroute from Nordhoff St via Reseda Bl to proposed transit center at California State University, Northridge (CSUN), near Plummer St and Darby Av.	3	1	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>SOCATA supports proposal.</li> <li>Two comments support the proposal.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>Line is already very slow due to traffic around CSUN.</li> </ul>	<p><b>Staff Recommendation</b>  Do not implement; Maintain existing route.</p> <p>The proposal would result in an increase in operating cost and an increase in travel time for about 1,300 through riders in each direction.</p> <p>Patrons already have access to CSUN via stops along Nordhoff Street.</p>
167	Chatsworth Station-Studio City via Plummer St, Coldwater Canyon Bl	Minor reroute from Plummer St to proposed transit center at CSUN, near Darby Av.	3	1	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>SOCATA supports proposal.</li> <li>Two comments support the proposal.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>Route already lengthened and further lengthening will hurt bus riders.</li> </ul>	<p><b>Staff Recommendation</b>  Implement as proposed at December, 2010 shake-up on weekdays only, if the transit center is completed later this year.</p>

**Attachment B**  
**Summary of Public Comments Received for February 2010 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
168	Chatsworth Station-Pacoima via Lassen St, Paxton St	Minor reroute from Lassen St via Reseda Bl to proposed transit center at CSUN, near Plummer St and Darby Av.	3	1	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>SOCATA supports proposal.</li> <li>Two comments support the proposal.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>Route already lengthened and further lengthening will hurt bus riders.</li> </ul>	<p><b>Staff Recommendation</b>            Modify proposal to implement minor reroute to Plummer St and CSUN transit center at December, 2010 shake-up if the transit center is completed later this year.</p> <p>The minor reroute simplifies the reroute to CSUN and reduces travel time.</p>
240	Northridge-Universal City Station via Reseda Blvd, Ventura Blvd (Branch route of Line 150)	Minor reroute from Reseda Boulevard to proposed transit center at CSUN, near Plummer St and Darby Av.	5	0	1	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>SOCATA supports proposal but suggests operating Line 240 only on Reseda Bl segment if Line 741 is extended via Ventura Bl to Universal City Station.</li> <li>Four comments support the proposal.</li> </ul> <p><b>MODIFY:</b></p> <ul style="list-style-type: none"> <li>Extend route north to Porter Ranch.</li> </ul>	<p><b>Staff Recommendation</b>            Do not implement: Maintain existing route.</p> <p>The proposal and the suggestion to extend the route to Porter Ranch would result in an increase in operating cost. As an alternate, staff recommends shortening Line 741 at the transit center. Shortening both Lines 240 and 741, however, would eliminate service for about 580 northbound and 550 southbound patrons.</p>

**Attachment B**  
**Summary of Public Comments Received for February 2010 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
741	Northridge-Tarzana via Reseda BI Rapid	<p>Minor reroute from Reseda BI to proposed transit center at CSUN, near Plummer St and Darby Av;</p> <p>Route to terminate at CSUN or continue to existing terminal at Reseda BI and Devonshire St;</p> <p>Extend route to Universal City Station via Ventura BI.</p>	8	0	1	<p><b>SUPPORT</b></p> <ul style="list-style-type: none"> <li>• Terminal should be maintained at Devonshire St and hopefully extended to Porter Ranch.</li> <li>• Continue service to Devonshire St; students use in both directions: Makes sense to have Line 741 service on Ventura BI. but service on Lines 150, 240 and 750 should not be reduced.</li> <li>• Two comments support the proposal.</li> <li>• Likes the idea of extending the rapid; Should operate weekend service as well.</li> </ul> <p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Statement from SOCATA that route extension would result in four lines operating along Ventura BI and unnecessary service duplication; Suggests shortening Line 240 to operate only on Reseda BI if route is extended.</li> <li>• Terminus should be at Devonshire St due to commercial center; extend route north to Porter Ranch but not east to Universal City Station due to service duplication.</li> <li>• Reseda Rapid should not go to Universal City since change will not benefit Line 750 riders on Ventura BI enough to make up for disruption.</li> </ul> <p><b>MODIFY:</b></p> <ul style="list-style-type: none"> <li>• Extend route north to Porter Ranch.</li> </ul>	<p><b>Staff Recommendation</b>            Modify proposal to terminate line at CSUN transit center; Implement as proposed at December, 2010 shake-up if the transit center is completed later this year.</p> <p>Maintaining the existing terminal at Devonshire Street or extending the route to Porter Ranch is not feasible due to cost considerations.</p> <p>Proposal to extend route to Universal City Station via Ventura Boulevard is not recommended and was removed from the program at the public hearing.</p>
750	Warner Center-Universal City Station via Ventura BI Metro Rapid	Reduce weekday peak service and reallocate resources to Line 741.	2	5	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• One comment supports all proposals.</li> </ul> <p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Statement from SOCATA that service should be modified only during the weekday peaks.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Service is high demand enough so that resources should not be taken away.</li> <li>• In 2005, Line 750 operated 97 eastbound trips but operates only 66 trips today, while Lines 150/240 provided 140 westbound trips but only 104 trips today; Cautions against further reductions given the massive cuts that have taken place incrementally over time; Coordinate 8-12 midnight trips with Red Line trips.</li> <li>• Line should continue with present headways due to very high demand all the way to Topanga.</li> <li>• Two comments oppose proposal.</li> </ul>	<p><b>Staff Recommendation</b>            Maintain existing service; Proposal was removed from the program at the public hearing.</p>

**Attachment B**  
**Summary of Public Comments Received for February 2010 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
902	Pacoima-North Hollywood Station via Van Nuys Bl, Burbank Bl Local/Limited	Make permanent new demonstration line and implement new midday service.	2	4	0	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>Statement from City of Los Angeles 6<sup>th</sup> District Councilmember Cardenas, that vision shared with 39<sup>th</sup> District Assemblymember Fuentes, 20<sup>th</sup> District Senator Padilla and 7<sup>th</sup> District Councilmember Alarcon, was to provide limited stop, not local service, along Van Nuys Bl and operate line along Orange Line busway to North Hollywood Station; This would improve service by shortening travel time and by alleviating overcrowding along Van Nuys Bl and on the Orange Line.</li> <li>One comment supports all proposals.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>Comment from SOCATA that new service has not proven itself in the six weeks that it has been operating; Findings from their own ridership count determined that an average of 9 passengers per trips arrived at the North Hollywood Station and an average of 10 passengers per trip departed for the Van Nuys corridor, short of the minimum 25% use of available seats; Service should be monitored and evaluated after six months before a decision is made.</li> <li>Resources for Line 902 could be better used to provide 24-7 service between downtown Los Angeles and Olive View Medical Center.</li> <li>Makes more sense to make transfer from Line 761 to Orange Line than to take Line 902; Hope for more ridership before considering service expansion.</li> <li>Do not operate line full-time until ridership picks up; Add stop at Laurel Canyon and Burbank Bls.</li> </ul>	<p><b>Staff Recommendation</b>  Implement line permanently; Defer implementation of midday service and evaluate service in six months to determine if midday service can be implemented cost effectively.</p> <p>Staff has additional concerns regarding the reallocation of resources from Line 233 to Line 902 since articulated buses are operated on Line 233 and 45' vehicles on Line 902; In addition, the San Diego -405- Freeway widening project may have a negative impact on Line 761 rapid bus service along Van Nuys Boulevard. The route of Line 761 operates on the -405- freeway northbound and through the Sepulveda Pass southbound where the construction will occur.</p> <p>Staff will meet with public officials to address any concerns regarding the operating characteristics of this line.</p>
		<b>TOTAL COMMENTS</b>	<b>29</b>	<b>13</b>	<b>2</b>	<p><b>COMMENTS ON PROPOSALS: 44</b>  <b>OTHER COMMENTS: 0</b>  <hr/> <b>TOTAL COMMENTS: 44</b></p>	

**Attachment C - Metro San Fernando Valley Ridership and Performance Data from First Quarter Fiscal Year 2010**

Line	Line Name	Service Type	Proposal	Existing Line Ridership					Estimated Ridership Impact				Line Performance Data						
				WEEK-DAY	SAT	SUN	Annual Ridership	Note	Weekday	SAT	SUN	Nature of Impact	Per-Formance Index*	Boardings / Revenue Service Hour (RSH)	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Change in Annual RSH	Net Change in Cost
96	Downtown LA-Sherman Oaks via Riverside Dr, LA Zoo	Local	Make permanent minor reroute from Riverside Dr to Glendale Bl between Fletcher Dr and Glendale Bl in Silver Lake. <u>Staff Recommendation:</u> Implement as proposed.	2,927	2,071	1,239	925,939	2008 data	Implemented 12-13-09			Improved access to Silver Lake area.	0.51	23	\$2.94	39,810	39,810	0	0
166-364	Chatsworth Station-Sun Valley via Nordhoff St, Osborne St Local/Limited	Local/Limited	Minor reroute from Nordhoff St via Reseda Bl to proposed transit center at California State University, Northridge (CSUN), near Plummer St and Darby Av. <u>Staff Recommendation:</u> Do not implement: Maintain existing route.	6,968	3,450	2,309	2,090,162		0	0	0	none	0.79	43	\$2.33	48,284	48,284	0	0
167	Chatsworth Station-Studio City via Plummer St, Coldwater Canyon Bl	Local	Minor reroute from Plummer St to proposed transit center at CSUN, near Darby Av. <u>Staff Recommendation:</u> Implement as proposed at December, 2010 shake-up on weekdays only if transit center is completed later this year.	2,475	1,027	866	734,757	2008 data	196 eastbound 247 westbound through riders	0	0	7" increase in travel time for through riders; Access to CSUN improved.	0.53	26	\$2.59	28,474	28,474	0	0
168	Chatsworth Station-Pacoima via Lassen St, Paxton St	Local	Minor reroute from Lassen St via Reseda Bl to proposed transit center at CSUN, near Plummer St and Darby Av. <u>Staff Recommendation:</u> Modify proposal to implement minor reroute to Plummer St and CSUN transit center, if completed, at December, 2010 shake-up.	243	---	---	61,965		50 eastbound 49 westbound through riders	---	---	7" increase in travel time for through riders; Some patrons would have to walk .5 mi. to access service but stops will be added on Plummer St. and CSUN.	0.26	15	\$8.16	4,208	4,208	0	0
240	Northridge-Universal City Station via Reseda Bl, Ventura Bl (Branch route of Line 150)	Local	Minor reroute from Reseda Bl to proposed transit center at CSUN, near Plummer St and Darby Av. <u>Staff Recommendation:</u> Do not implement; Maintain existing route.	11,345	8,498	6,553	3,714,945		0	0	0	none	0.73	42	\$2.42	88,281	88,281	0	0
741	Northridge-Tarzana via Reseda Bl	Rapid	Extend to route to Universal City Station via Ventura Bl <u>Staff Recommendation:</u> Proposal removed from the public hearing program.	see below	---	---	see below		0	---	---	none	see below	see below	see below	see below	see below	see below	see below
741	continued		Minor reroute from Reseda Bl to proposed transit center at CSUN; Terminate route at CSUN or continue to Devonshire St. <u>Staff Recommendation:</u> Modify proposal to terminate at CSUN transit center and implement at December 2010 shake-up.	2,677	---	---	682,635		183 northbound 216 southbound through riders on Reseda Bl.	---	---	Patron required to access alternate service on Line 240. Access to CSUN improved.	0.76	44	\$2.27	15,453	15,453	0	0
750	Warner Center-Universal City Station via Ventura Bl	Rapid	Reduce weekday peak service and reallocate resources to Line 741. <u>Staff Recommendation:</u> Maintain existing route; Proposal removed from the program at the public hearing.	6,416	3,669	2,212	1,955,164		0	---	---	none	0.68	36	\$2.98	54,874	54,874	0	0
902	Pacoima-North Hollywood Station via Van Nuys Bl, Burbank Bl	Local/Limited	Make permanent new demonstration line; Implement new midday service. <u>Staff Recommendation:</u> Implement permanent operation but defer implementation of midday service.	3,589	---	---	915,195	Service began 12-14-09 1-2010 data	0	0	0	none	not available	57	not available	16,090	16,090	0	0



# **Attachment D**

## **Revised Maps**

### **Metro San Fernando Valley Recommended Service Change Proposals Effective June 27, 2010 or Later**

# LINE 96 - DOWNTOWN L.A. - SHERMAN OAKS VIA RIVERSIDE DR, L.A. ZOO

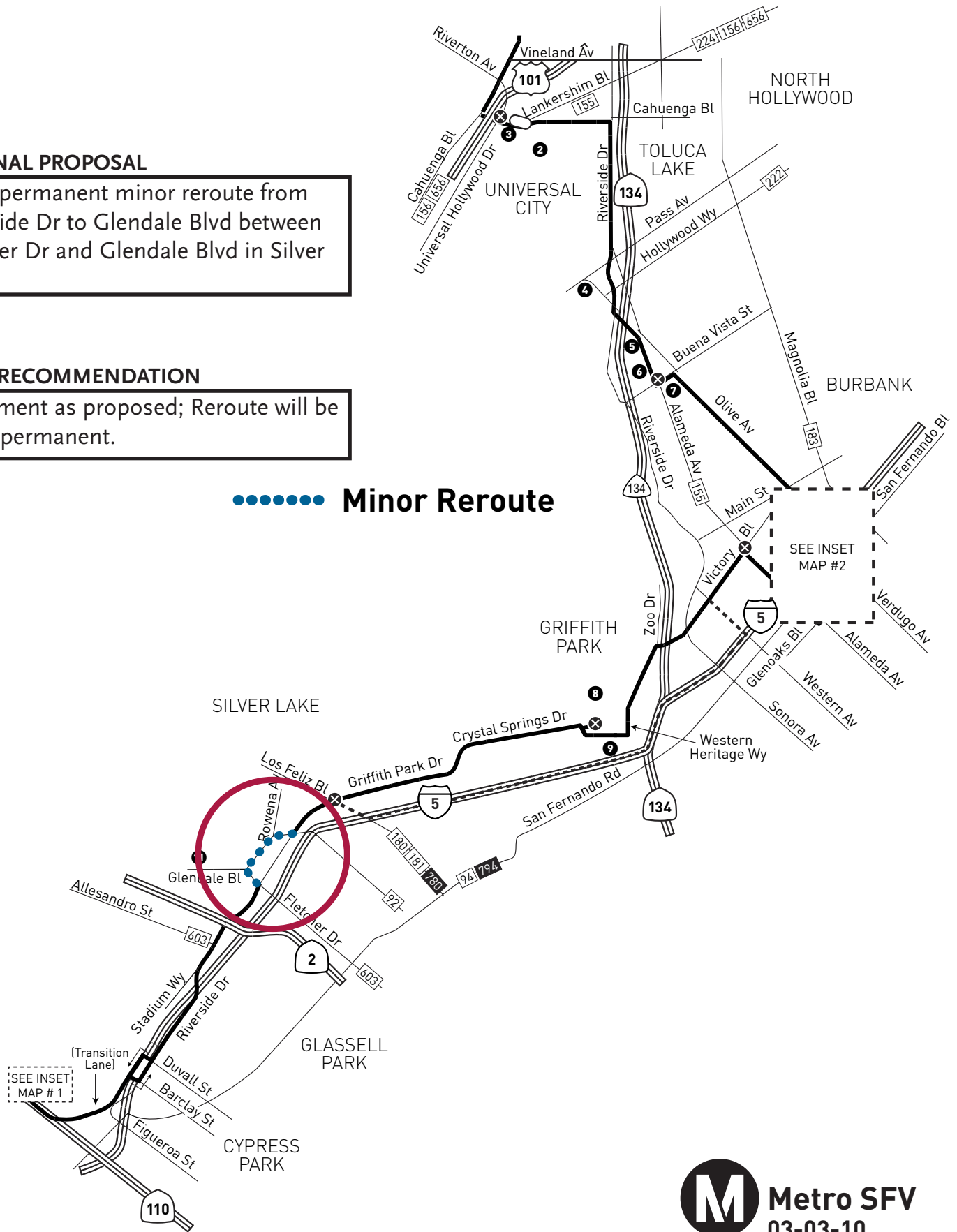
## ORIGINAL PROPOSAL

Make permanent minor reroute from Riverside Dr to Glendale Blvd between Fletcher Dr and Glendale Blvd in Silver Lake.

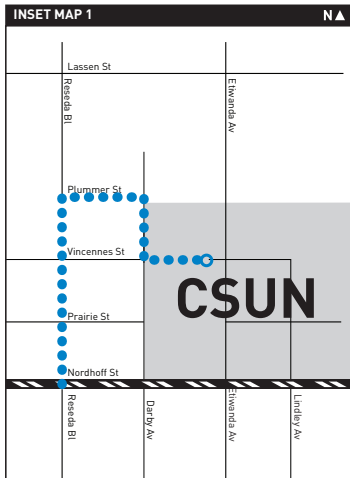
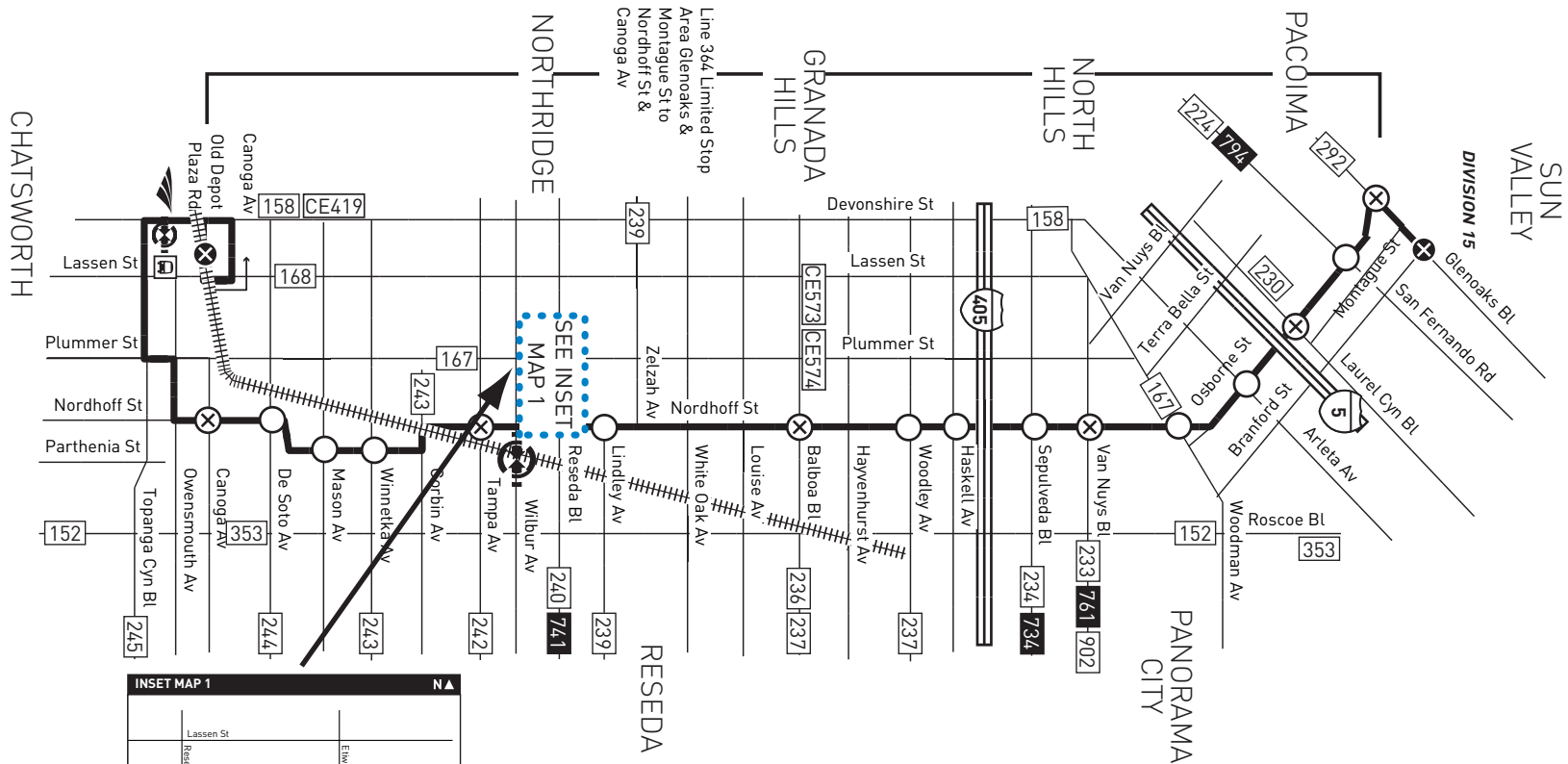
## STAFF RECOMMENDATION

Implement as proposed; Reroute will be made permanent.

..... Minor Reroute



# LINE 166-364 - CHATSWORTH STATION - SUN VALLEY VIA NORDHOFF ST, OSBORNE ST (LOCAL/LIMITED)



**INSET MAP LEGEND**

- Route of Lines 166-364
- Proposed Reroute

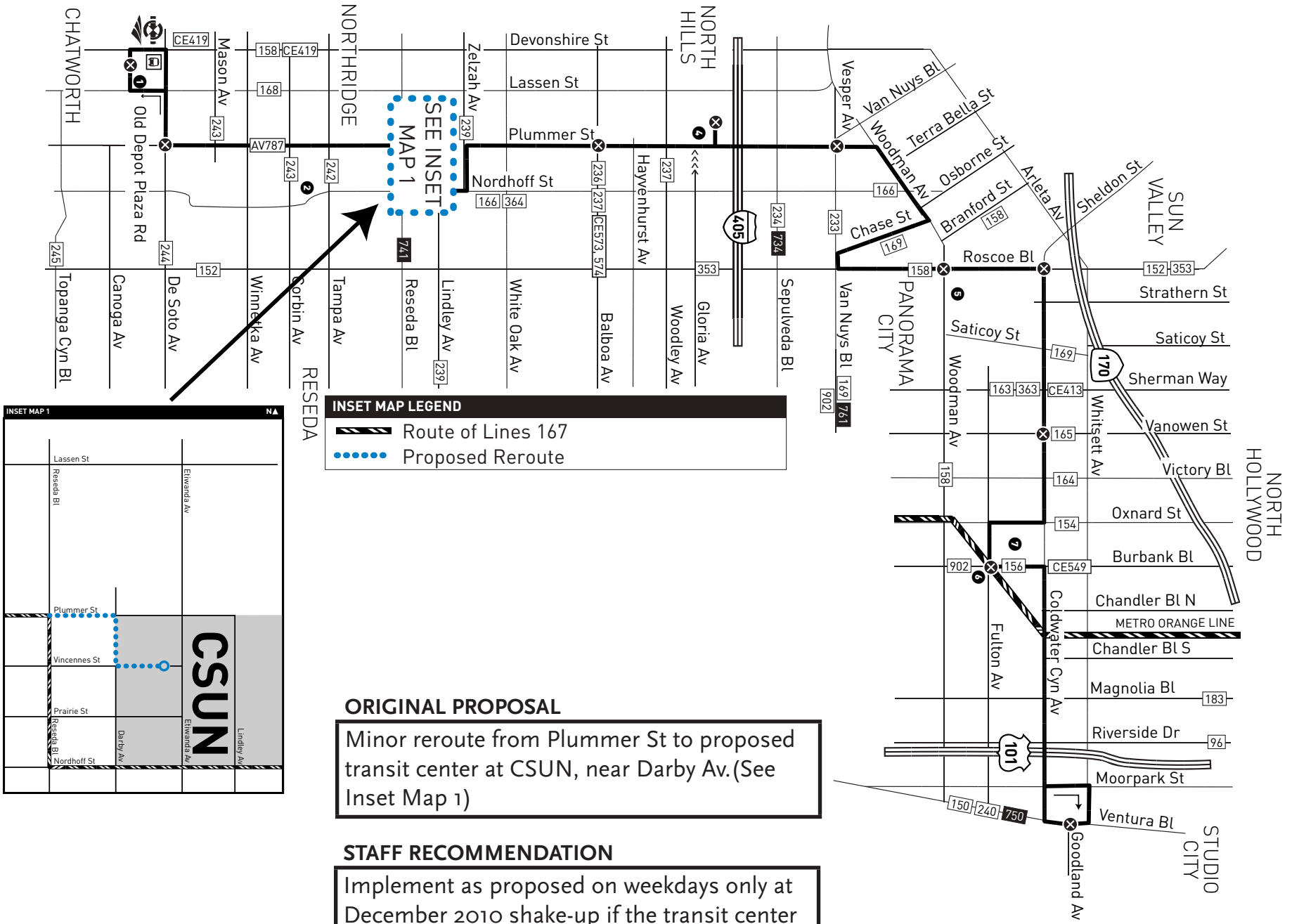
## ORIGINAL PROPOSAL

Minor reroute from Nordhoff St via Reseda Bl to proposed center at California State University, Northridge (CSUN), near Plummer st and Darby Av. (See Inset Map 1)

## STAFF RECOMMENDATION

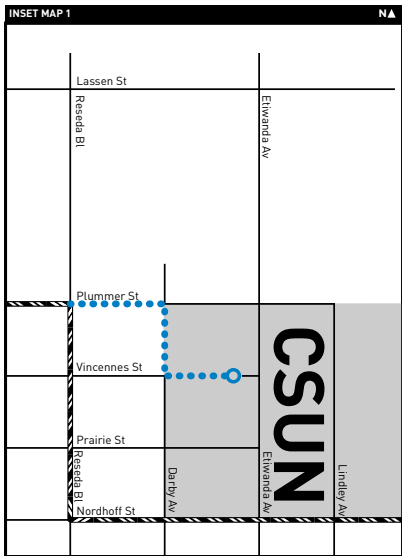
Do not implement; Maintain existing route.

# LINE 167 - CHATSWORTH STATION - STUDIO CITY VIA PLUMMER ST, COLDWATER CANYON BL



**INSET MAP LEGEND**

- Route of Lines 167
- Proposed Reroute



**ORIGINAL PROPOSAL**  
 Minor reroute from Plummer St to proposed transit center at CSUN, near Darby Av. (See Inset Map 1)

**STAFF RECOMMENDATION**  
 Implement as proposed on weekdays only at December 2010 shake-up if the transit center is completed later this year.

# LINE 168 - CHATSWORTH STATION - PACOIMA VIA LASSEN ST, PAXTON ST

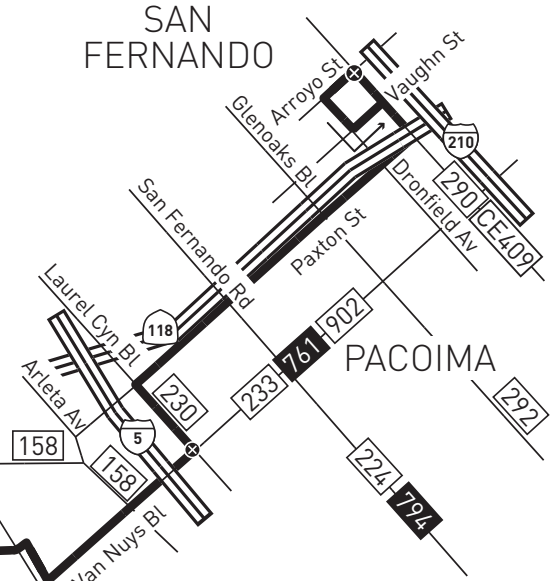
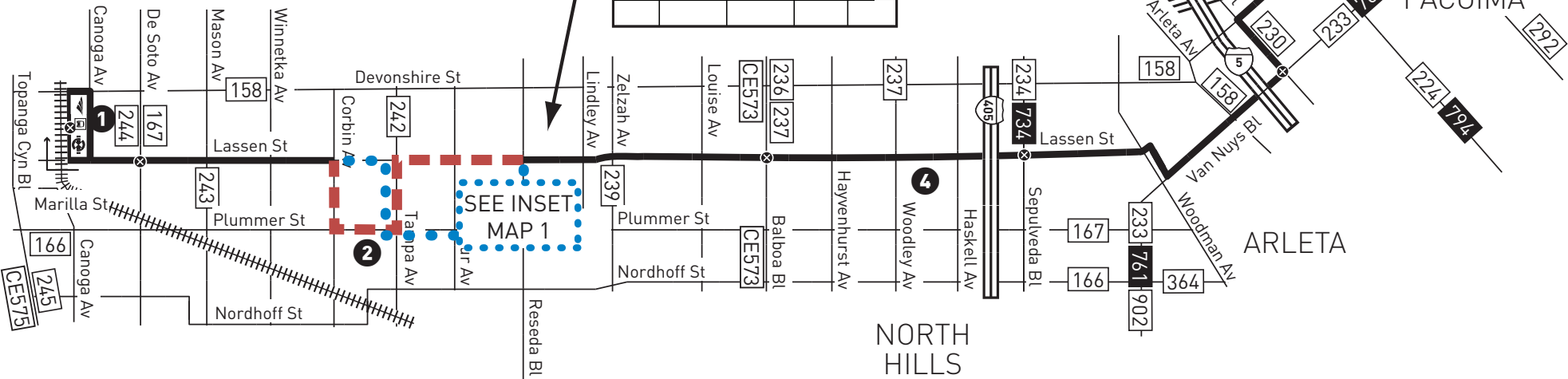
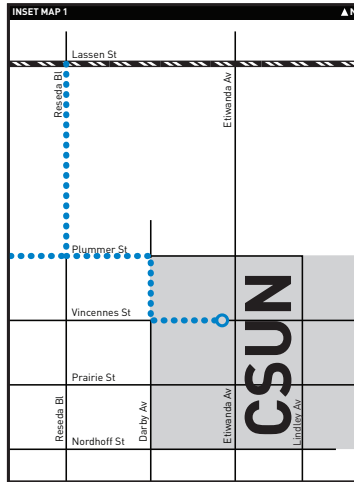
## ORIGINAL PROPOSAL

Minor reroute from Lassen St via Reseda Bl to proposed transit center at CSUN, near Plummer St and Darby Av. (See Inset Map 1)

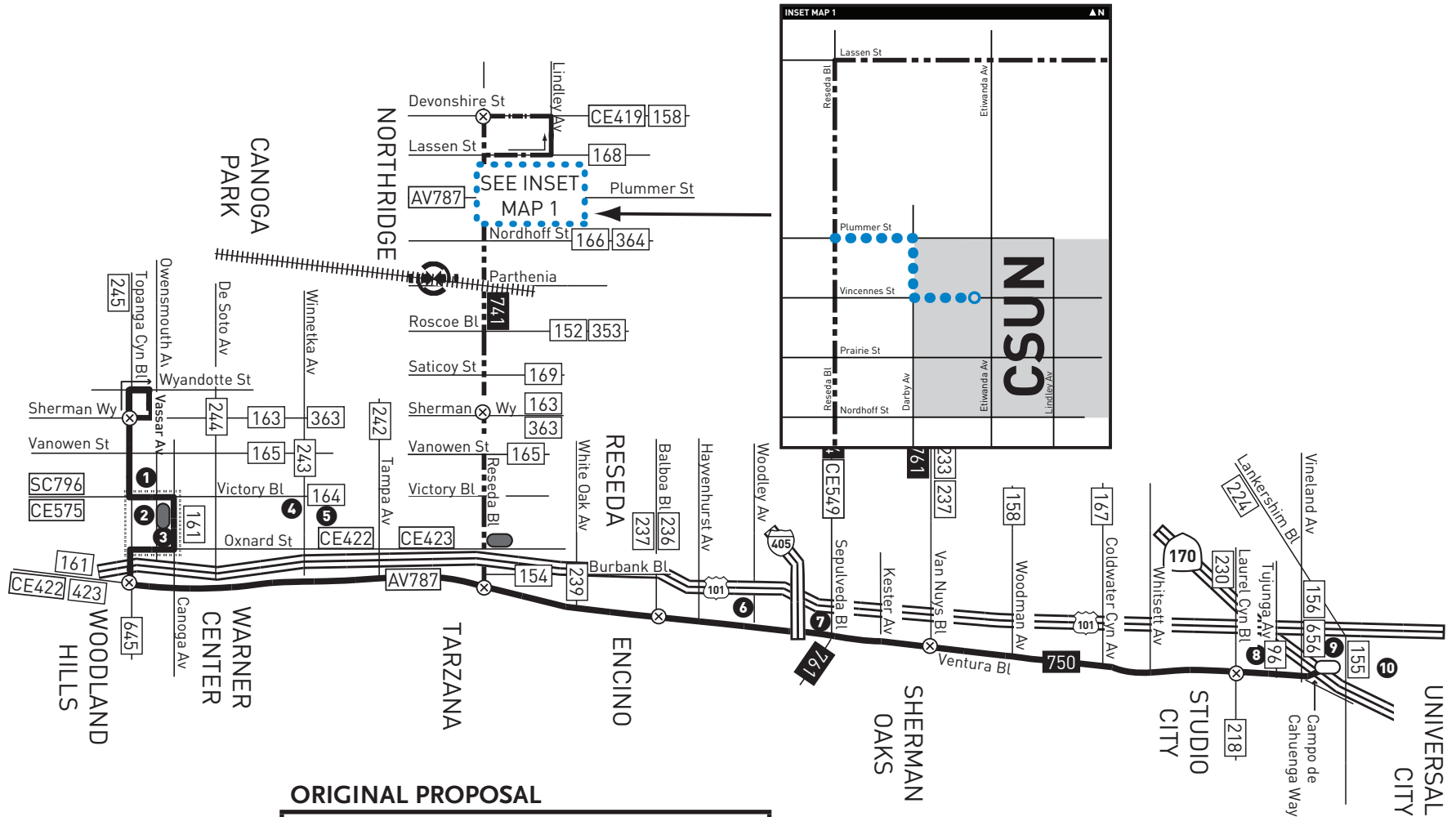
## STAFF RECOMMENDATION

Modify proposal & implement minor reroute to Plummer St. & CSUN transit center at December 2010 shake-up if the transit center is completed later this year.

CHATSWORTH      NORTHRIDGE



# LINE 240 - NORTHRIDGE - UNIVERSAL CITY STATION VIA RESEDA BL, VENTURA BL (BRANCH ROUTE OF LINE 150)







## ORIGINAL PROPOSAL

Minor reroute from Reseda Bl to proposed transit center at CSUN, near Plummer St and Darby Av. (See Inset Map 1)

## STAFF RECOMMENDATION

Do not implement; Maintain existing route.

## INSET MAP LEGEND

-  Route of Line 150
-  Route of Line 240 (same as 150 between Ventura Bl / Reseda Bl and Universal City Station)
-  Owl Route of Line 150
-  Proposed Reroute

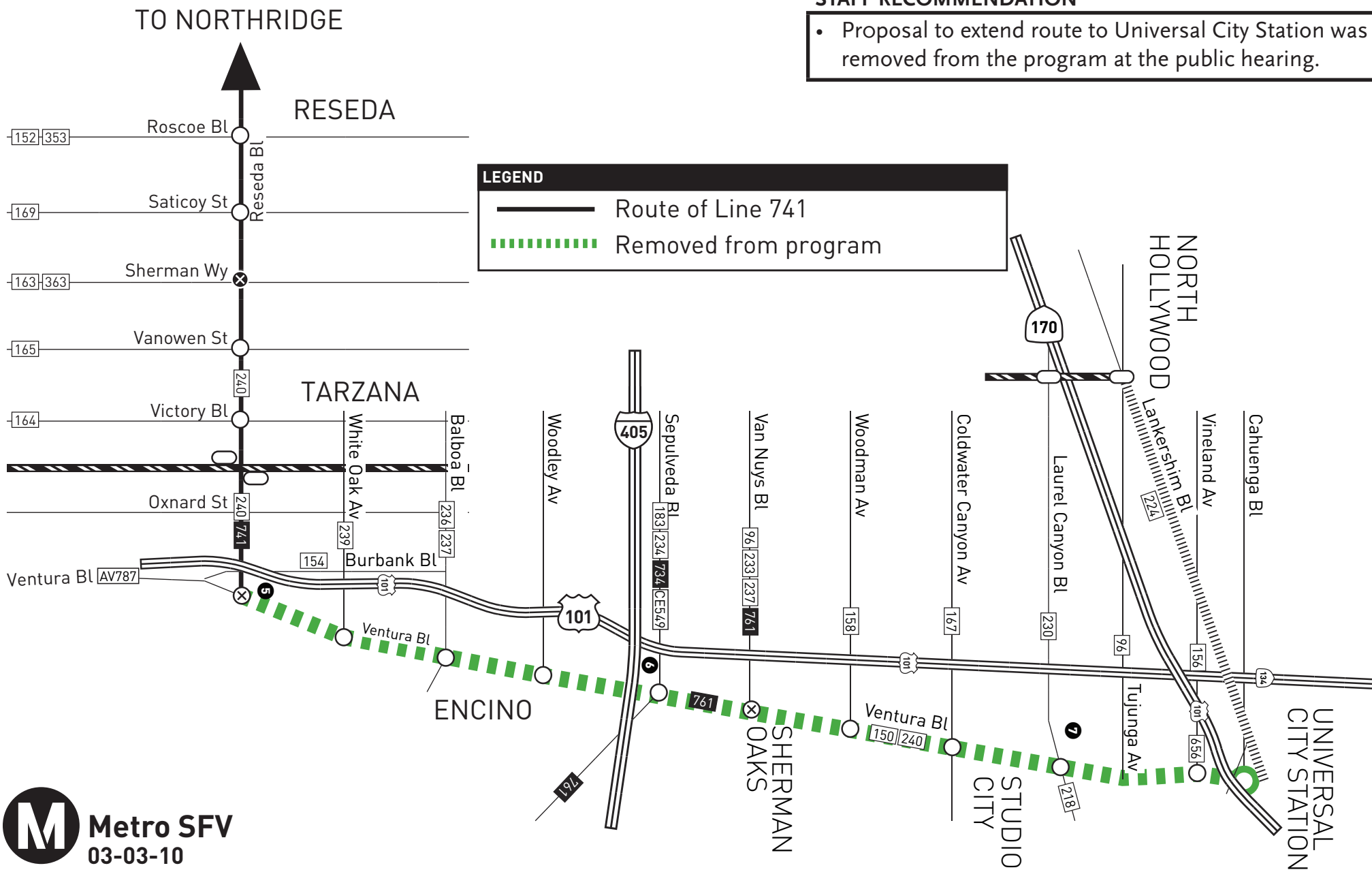
# LINE 741 - NORTHRIDGE - TARZANA VIA RESEDA BL RAPID

## ORIGINAL PROPOSAL

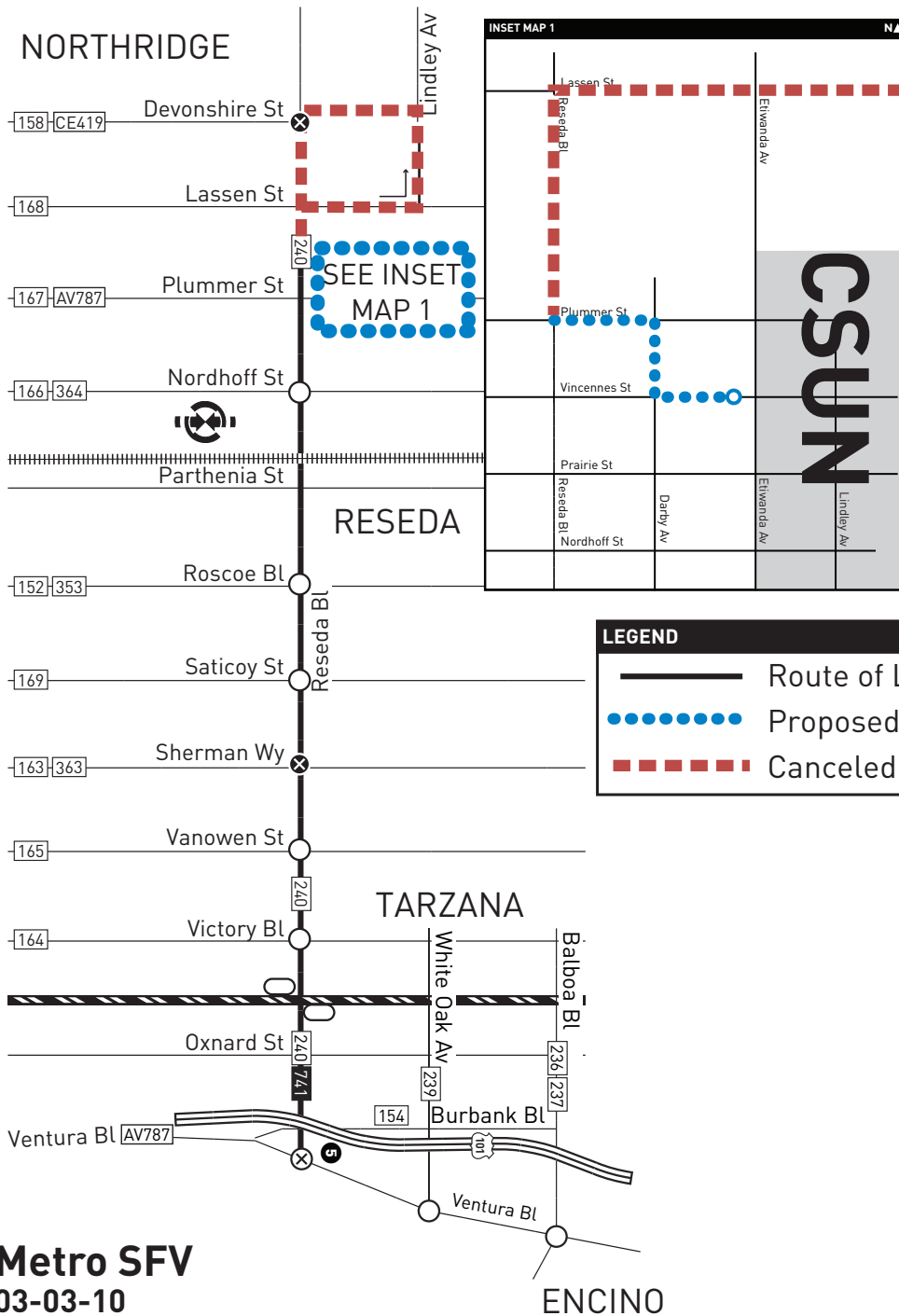
- Extend route to Universal City Station via Ventura Bl;

## STAFF RECOMMENDATION

- Proposal to extend route to Universal City Station was removed from the program at the public hearing.



# LINE 741 - NORTHRIDGE - TARZANA VIA RESEDA BL RAPID



## ORIGINAL PROPOSAL

- Minor reroute from Reseda Bl, to proposed transit center at CSUN, near Plummer St and Darby Av. Route to terminate at Reseda Bl and Devonshire Bl. (See Inset Map 1)

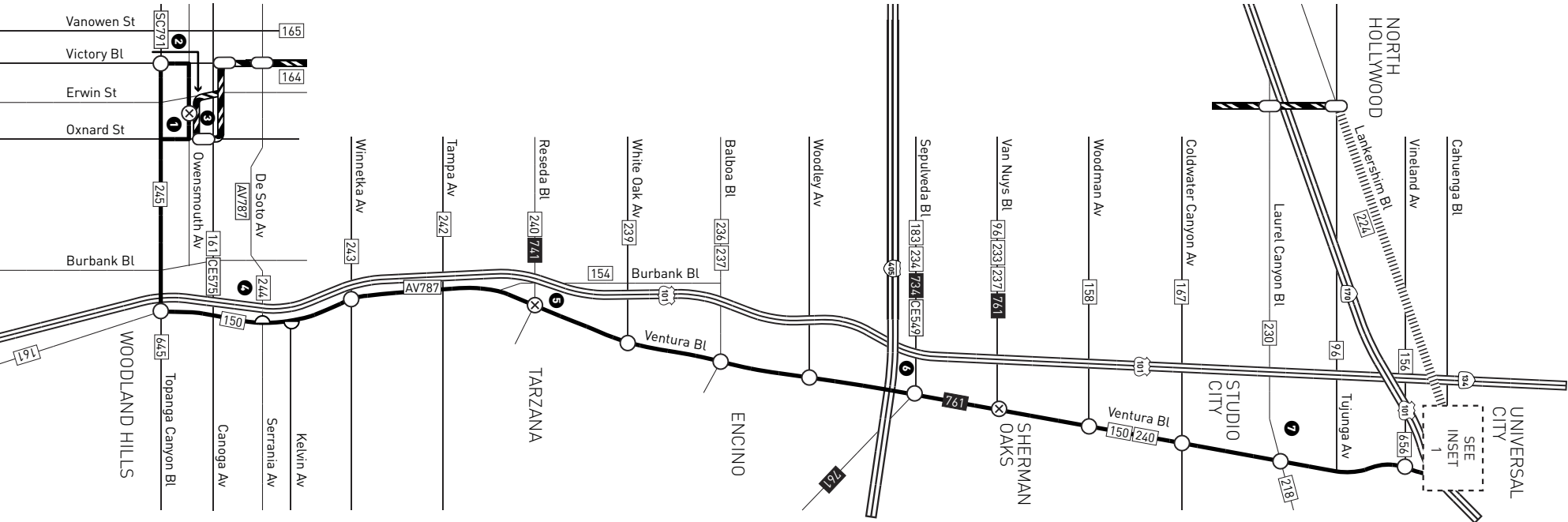
## STAFF RECOMMENDATION

- Modify proposal to terminate at CSUN transit center; Implement at December 2010 shake-up if the transit center is completed later this year.

LEGEND	
	Route of Line 741
	Proposed Reroute
	Canceled route segment



# LINE 750 - WARNER CENTER - UNIVERSAL CITY STATION VIA VENTURA BL



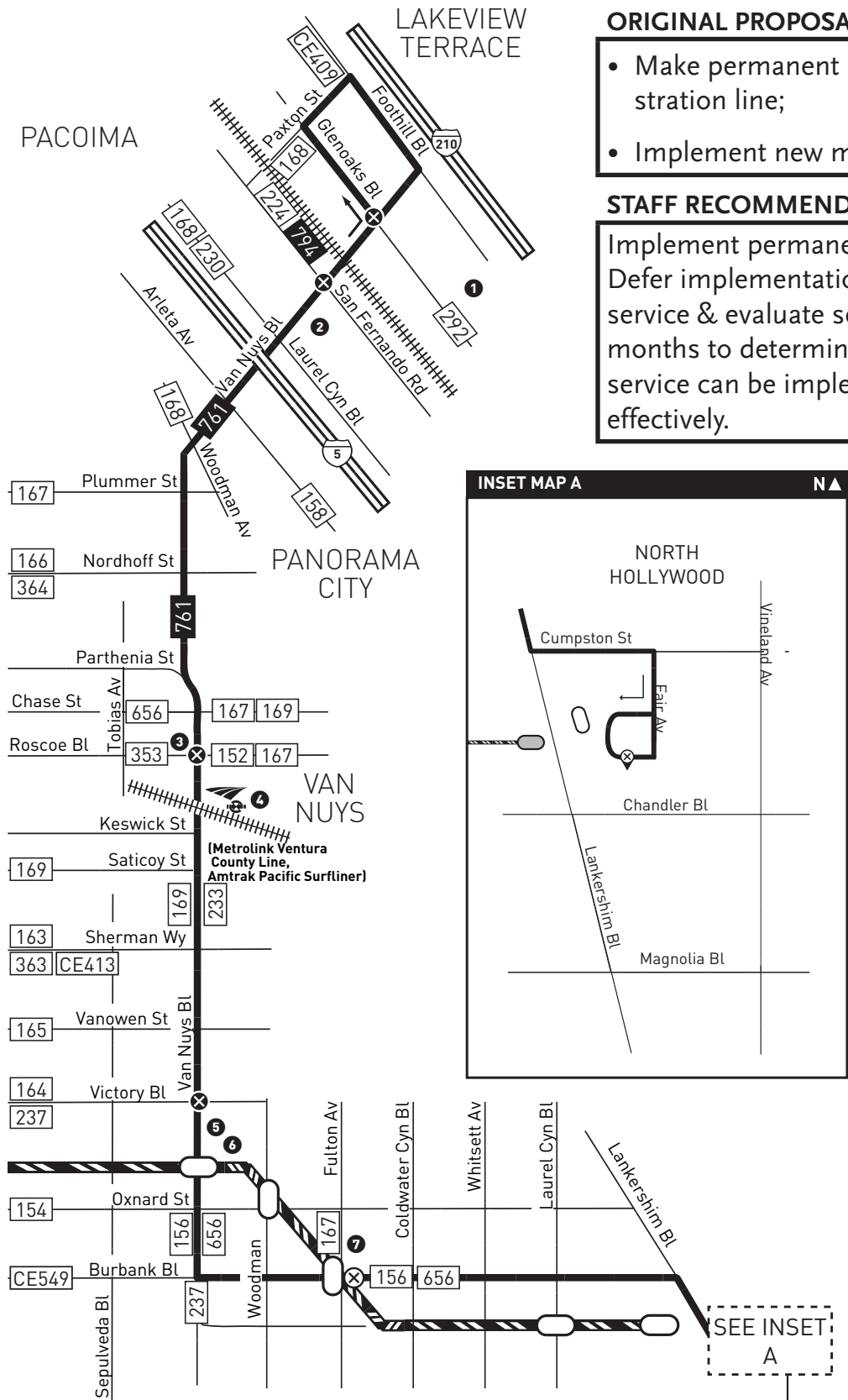
**ORIGINAL PROPOSAL**

Reduce weekday peak service and reallocate resources to Line 741.

**STAFF RECOMMENDATION**

Removed from program at public hearing.

# LINE 902 - PACOIMA - NORTH HOLLYWOOD STATION VIA VAN NUYS BL, BURBANK BL (LOCAL/LIMITED)

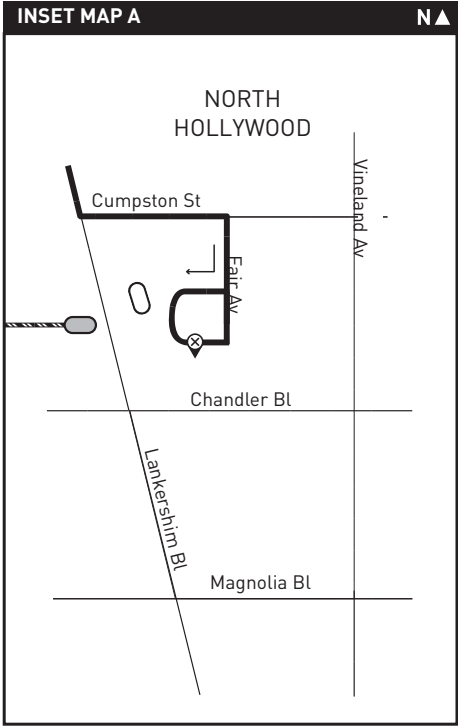


## ORIGINAL PROPOSAL

- Make permanent new demonstration line;
- Implement new midday service.

## STAFF RECOMMENDATION

Implement permanent operation; Defer implementation of midday service & evaluate service in six months to determine if midday service can be implemented cost effectively.



**Limited Stop Area on Burbank Bl.**  
 between Van Nuys Bl and North Hollywood Station.  
 Refer to boarding restrictions for additional information.