

ATTACHMENT B
SUMMARY OF PUBLIC COMMENTS - FEBRUARY 2011 PUBLIC HEARINGS
METRO SAN FERNANDO VALLEY BUS LINES
Los Angeles Metropolitan Transportation Authority 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
96/155	<p>Line 96 Downtown LA-Sherman Oaks via Riverside Dr, LA Zoo</p> <p>Line 155 Universal City-Burbank Station via Riverside Dr, Alameda Av</p>	<p>Shorten Line 96 northern terminal at Burbank Station.</p> <p>Modify Line 155 route to replace canceled Line 96 segment between Burbank Station and Sherman Oaks.</p> <p>Service proposed to operate on Olive Av instead of Alameda Av in Media District and extended via Riverside Dr to Sherman Oaks.</p>	6	16	1	<p>CONDITIONAL SUPPORT:</p> <ul style="list-style-type: none"> • City of Burbank requests 30" service between Downtown Burbank and Universal City during the am and pm peaks; weekday span of service to allow early am and late pm connections with Metrolink trains at Burbank Station and evening service to the Metro Red Line; maintaining weekend schedules of existing Line 96 service on new Line 155 service; consideration to altering new Line 155 terminal to west side of Burbank Station to reduce overcrowding at bus bay on the east side. • Transit Coalition supports if service levels are maintained • Supports if Line 155 operates every 5 minutes <p>SUPPORT:</p> <ul style="list-style-type: none"> • Ridership is sparse • Shortening line is good • Agrees <p>OPPOSE:</p> <ul style="list-style-type: none"> • Valley Village Neighborhood Council voted to unanimously oppose changes to Line 96. • Southern California Transit Advocates and one individual states change is unacceptable since it eliminates direct access from SE SFV to Zoo, Autry Museum, Griffith Park • Three individuals oppose change • Cutting Line 96 is no good • Use line to go to doctor • Two comments to leave as is • Will take longer to get to Downtown LA • Adds transfer to 50" trip to get to Riverside/Sonora (Disney) • Does not cover same area as Line 155 • Impacted on canceled segment of route • Relies on 5 am trip from Burbank to go downtown • Keep Line 96 and cancel Line 155 instead <p>MODIFY:</p> <ul style="list-style-type: none"> • Shorten Line 96 but extend Line 92 over Olive Av in Burbank 	<p><u>Staff Recommendation</u> Implement as proposed.</p> <p>Lines 96 and 155 provide infrequent and inefficient service between Downtown Burbank, Burbank Media District and Universal City Station. Both lines significantly duplicate each other in this service area.</p> <p>Line 96 is also 29 miles long and takes over two hours to travel end to end. Shortening Line 96 to 16.5 miles to allow service to be better managed.</p> <p>Consolidating the route of Line 96 between Burbank Station and Sherman Oaks with Line 155 will allow service to be provided as one line to improve service frequency, reduce duplication and provide better service between Downtown Burbank and the Universal City Station during the peaks.</p> <p>Currently, Line 155 operates hourly service on weekdays only. In response to public comment, service would be expanded to operate on weekends and to provide new 30" peak service between Downtown Burbank, Burbank Media District and Universal City Station along the same corridors.</p>

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183	Sherman Oaks-Glendale via Magnolia Bl	Proposal #1 Simplify route in Burbank and Glendale; discontinue Kenneth Rd route segment and extend route via Colorado Bl in Glendale to Eagle Rock Plaza; discontinue segment to Glendale Station.	4	8	2	<p>CONDITIONAL SUPPORT:</p> <ul style="list-style-type: none"> City of Burbank supports efforts to streamline service that would support the City's long-standing goal to increase east-west transit opportunities between the North Hollywood Station, Burbank and Glendale to reduce travel times and transfers, but this option would come at the expense of removing local service from the Burbank residential communities east of Glenoaks where there are no other transit alternatives available. <p>SUPPORT:</p> <ul style="list-style-type: none"> City of Glendale supports the elimination of unnecessary service duplication and streamlining the route to provide an effective east-west connection between Glendale and Burbank to reduce travel time and transfers. Ridership is sparse; not enough service to Eagle Rock One individual agrees with the change <p>OPPOSE:</p> <p>The following comments were opposed to changes to Line 183 and were not specific to Proposal #1 or #2 and are considered opposed to both options.</p> <ul style="list-style-type: none"> Valley Village Neighborhood Council voted to unanimously oppose changes to Line 183. Only way to get to doctor and mental health clinic from Glendale-Burbank border Uses to go to doctor in Burbank Leave as is; otherwise will have only one line in Toluca Lake Will result in grueling uphill walk from Glenoaks Bl Keep line the same. Kenneth Road segment must be maintained at all cost Kenneth Road segment is a lifeline and needed to keep independence <p>MODIFY:</p> <ul style="list-style-type: none"> Work with Burbank-Glendale to keep Kenneth Rd portion Replace Line 183 with 683 shuttle loop via Magnolia, Riverside between Sherman Oaks and Burbank 	<p>Removed from the program.</p> <p>Consider other opportunities to improve this line in the future.</p>

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92/183/234	<p>Line 92 Downtown LA-Burbank Station via Glendale Av, Glenoaks Bl</p> <p>Line 183 Sherman Oaks-Glendale via Magnolia Bl</p> <p>Line 234 Sylmar – Sherman Oaks via Sepulveda Bl, Brand Bl</p>	<p>Proposal #2 Discontinue Line 183 service. Extend Line 92 from Burbank Station over route of Line 183 to North Hollywood Station and terminate. Extend Line 234 east over Magnolia Bl from Sepulveda Bl. to North Hollywood Station and terminate. Through patrons on Magnolia east and west of North Hollywood Station will transfer between proposed Lines 92 and 234 extensions. Discontinue Kenneth Rd to Glendale Station route segment.</p>	4	13	2	<p>CONDITIONAL SUPPORT:</p> <ul style="list-style-type: none"> Best idea as long as all Line 92 and 234 trips are extended to NoHo <p>SUPPORT:</p> <ul style="list-style-type: none"> Two individuals supported extension of Line 234 to NoHo, but did not comment on the Line 92 route extension Prefers this proposal <p>OPPOSE:</p> <p>The following comments were opposed to changes to Line 183 and were not specific to Proposal #1 or #2 and are considered opposed to both options.</p> <ul style="list-style-type: none"> Valley Village Neighborhood Council voted to unanimously oppose changes to Line 183. Only way to get to doctor and mental health clinic from Glendale-Burbank border Uses to go to doctor in Burbank Leave as is; otherwise will have only one line in Toluca Lake Will result in grueling uphill walk from Glenoaks Bl Keep line the same Kenneth Road segment must be maintained at all cost Kenneth Road segment is a lifeline and needed to keep independence <p>These comments were specific to Proposal #2.</p> <ul style="list-style-type: none"> City of Burbank does not support this option since it would lengthen Line 92 and could result in more difficult transfers between Line 92 and Line 292, as well as eliminate hillside transit access One individual opposes change Would make the routes too long Disagree; Fine the way it is No way to get to Red Line <p>MODIFY:</p> <ul style="list-style-type: none"> Good to extend Line 234 to Burbank-Glendale Line 183 stop at NoHo to Burbank-Glendale 	<p>Removed from the program.</p> <p>Consider other opportunities to improve this line in the future.</p>

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230/634	<u>Line 230</u> Sylmar Station – Studio City via Laurel Canyon Bl <u>Line 634</u> Mission College - Sylmar Station via Hubbard Av/St	Combine Line 634 route with Line 230 to Mission College, eliminating a transfer. Line 634 will be cancelled.	3	0	0	SUPPORT: <ul style="list-style-type: none"> • Supported by Transit Coalition and two individuals OPPOSE: <ul style="list-style-type: none"> • None 	<u>Staff Recommendation</u> Implement as proposed. Line 234 would provide replacement service for all Line 634 patrons. Line 230 patrons traveling to Mission College and destinations along Hubbard St would no longer be required to transfer to Line 634 at Sylmar Station.

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94/794	<p><u>Line 94</u> Downtown LA-Sun Valley via San Fernando Rd</p> <p><u>Line 794</u> Downtown LA – Sylmar Station via San Fernando Rd Rapid</p>	<p>Discontinue weekend Line 794 service and improve Line 94 service from Line 794 resources.</p> <p>Extend Line 94 route to Sylmar Station on weekends.</p>	3	7	2	<p>CONDITIONAL SUPPORT:</p> <ul style="list-style-type: none"> City of Burbank supports as long as underlying Metro local service is maintained at an equivalent level; Requests Line 94 service be operated every 30" during the same period as currently provided by weekend service on Line 794. Transit Coalition supports if service levels are maintained <p>SUPPORT:</p> <ul style="list-style-type: none"> Agree, proposes renumbering Line 794 to 394. <p>OPPOSE:</p> <ul style="list-style-type: none"> Rapids are a good thing Takes too long; Service inefficient Operate more service Counterproductive and makes no sense Need Rapids Monday thru Saturday Don't touch Line 94, improve service Keep line the same <p>MODIFY:</p> <ul style="list-style-type: none"> If Line 794 canceled, leave Line 94 as is Shorten Lines 94/794 at Burbank Station; change Line 94 downtown terminal to Broadway Venice and Line 794 to Union Station. 	<p><u>Staff Recommendation</u> Implement as proposed.</p> <p>Resources will be reallocated to extend Line 94 to Sylmar Station on weekends to provide through service north of San Fernando Rd and Lankershim Bl to Sylmar Station as currently provided on Line 794. Service levels will be based on loading standards.</p> <p>The recommendation is based on an evaluation of Line 794 Metro Rapid service. Line 794 does not meet the criteria for boardings per revenue service hour of at least 80% of system average or 39 boardings per revenue service hour on Saturday and 34 boardings per hour on Sunday. The boardings per revenue service hours were 34.9 on Saturday and 31.1 on Sunday.</p> <p>The round-trip running time savings was only 13.2% of local Line 94 on Saturday and 12.8% on Sunday, instead of a minimum of 20% faster than local.</p> <p>Finally, weekend service operates every 30 minutes on weekends, less frequent than the standard of 20 minutes. Line 794 was not productive enough to justify operating 20 minute service on the weekends.</p>
		TOTAL COMMENTS ON SPECIFIC PUBLIC HEARING LINES	20	44	7	TOTAL NUMBER OF COMMENTS = 71	