



**Metro**

METRO SERVICE COUNCILS  
December 2012

**SUBJECT: JUNE 2012 SERVICE CHANGE PROGRAM PUBLIC HEARING**

**ACTIONS: APPROVE A PUBLIC HEARING FOR PROPOSED JUNE 2012  
SERVICE CHANGES AND AUTHORIZE PUBLICATION OF THE  
NOTICE OF PUBLIC HEARING**

### **RECOMMENDATIONS**

- A. Approve a Public Hearing to be held during the month of February 2012 at each scheduled Service Council meeting to receive public comment on the proposed service changes to be implemented in June 2012.
- B. Authorize publication of the Notice of Public Hearing, **Attachment A**, to be advertised beginning Sunday, January 1, 2012.

### **BACKGROUND**

In compliance with federal guidelines and adopted MTA policy, the Service Council is required to conduct a public hearing and consider public testimony before approving significant modifications to the bus system. As part of this process, the Service Council is also required to consider potential impacts these changes may have on the community.

Each year Metro service planning staff reviews the performance of all routes to identify opportunities to improve productivity, cost effectiveness, capacity utilization, and service quality. In an effort to move forward with projects that will improve service quality and increase operating efficiencies, staff proposes to implement the service changes contained in the public hearing program in late June 2012.

The draft Notice of Public Hearing (Attachment A) gives the proposed time, date, and location of each public hearing to be held during the month of February at each regularly scheduled Service Council meeting. A brief summary of the changes under consideration is also included. The official notice of public hearing will be finalized after the December meetings and will be published in local newspapers beginning Sunday, January 1, 2012.

## **SUMMARY OF STAFF PROPOSALS**

The proposed June 2012 service plan focuses on the following three service categories:

- Opening of the Metro Orange Line extension to Chatsworth Station;
- Reallocate articulated and standard size buses on Lines 40, 710 and 740 to better meet passenger demand with capacity utilization;
- Modify Metro Local Routes 177, 202, 607 and 620; and
- Service enhancements on the Metro Silver Line, including additional weekday trips, and headway improvements on weekends.

The following describes the individual proposals contained in each service category:

### **Proposed Service Structure of Metro Orange Line Extension to Chatsworth Station**

The Metro Orange Line extension to Chatsworth Station will open during summer, 2012. In order to have a service plan in place for the opening, the following four service alternatives will be including in the public hearing. Maps are provided for each option in **Attachment A**.

#### **Option 1**

Operate two direct branch routes. Branch 1 would operate between North Hollywood Station and Warner Center along the existing route. Branch 2 would operate from North Hollywood Station and travel directly to Chatsworth Station, bypassing Warner Center. Branches would alternate leaving North Hollywood.

Patrons traveling to and from Warner Center and the Chatsworth Station would be required to transfer at the Canoga Station.

Service would be provided between North Hollywood and Canoga Station every 4 minutes, as operated today, with 8 minute service on each branch. Base service would operate every 11-12 minutes to Canoga Station, and every 22-24 minutes on each branch.

This option is the least costly, utilizing 28 peak hour buses. However, it does not provide direct service from Chatsworth Station to Warner Center. Wait times at the Canoga Station would average 4 minutes in the peak period and 11-12 minutes in the base period.

#### **Option 2**

Provide direct service to Warner Center and extend trips to Chatsworth Station via Warner Center. As operating today, all trips would continue to operate between North

Hollywood Station and Warner Center, but every other trip would be extended from Warner Center to Chatsworth Station. From Warner Center, trips would return to the Canoga Station and then proceed to Chatsworth Station.

This option provides a one-seat ride between Warner Center and Chatsworth Station. However, it adds approximately 10 minutes of additional travel time for all patrons destined to Chatsworth Station from points east of Canoga Station.

Service would be provided every 4 minutes in the peak period and every 11-12 minutes in the base period between North Hollywood Station and Warner Center. Through trips continuing from Warner Center to Chatsworth Station would operate every 8 minutes in the peak period and every 22-24 minutes in the base period.

This option requires 30 peak buses. It does provide through service between North Hollywood and Chatsworth, via Warner Center. While no transfers would be required to reach any destination, 10 minutes of additional travel time would be incurred by patrons travelling between Chatsworth and points east of Canoga Station due to the deviation into Warner Center.

### **Option 3**

Same as Option 1 (two separate branch routes) with an additional separate shuttle service between Chatsworth Station and Warner Center to eliminate the transfer at Canoga Station.

This is the most costly option, requiring 33 peak buses (including the shuttle route). Each branch, as in Option 1, would operate every 8 minutes in the peak period, and every 22-24 minutes in the base period. The proposed shuttle would operate every 8 minutes in the peak period and every 22-24 minutes in the base period.

### **Option 4**

Similar to Option 3 (two separate branch routes, same headways), alternating trips would directly serve Warner Center and Chatsworth Station. However, the proposed shuttle between Chatsworth Station and Warner Center would be combined with the Chatsworth Branch of the service to gain scheduling efficiencies. This option requires 32 peak buses.

**Proposed Service Structure Costs of Metro Orange Line Extension  
To Chatsworth Station**

	<b>From</b>	<b>To</b>	<b>Peak Headway</b>	<b>Proposed Buses</b>
<b>Option 1</b>	NoHo	Chat	8	15
	NoHo	W/Ctr	8	13
	Total Buses Required			28

	<b>From</b>	<b>To</b>	<b>Peak Headway</b>	<b>Proposed Buses</b>
<b>Option 2</b>	NoHo	W/Ctr	8	13
	NoHo	Chat via W/Ctr	8	17
	Total Buses Required			30

	<b>From</b>	<b>To</b>	<b>Peak Headway</b>	<b>Proposed Buses</b>
<b>Option 3</b>	NoHo	Chat	8	15
	NoHo	W/Ctr	8	13
	W/Ctr	Chat Shtl	8	5
	Total Buses Required			33

	<b>From</b>	<b>To</b>	<b>Peak Headway</b>	<b>Proposed Buses</b>
<b>Option 4</b>	NoHo	W/Ctr via Chat	8	19
	NoHo	W/Ctr	8	13
	Total Buses Required			32

### **Reallocate articulated and standard size buses**

As a function of improving productivity, cost effectiveness, and utilizing existing available capacity, Metro service planning staff regularly reviews the route network to identify proper vehicle allocation based on ridership. The following vehicle assignment modifications will be included in the Public Hearing:

- Line 40 (Downtown LA-South Bay Galleria via MLKing-Hawthorne)  
Replace standard size buses with articulated buses.
- Line 710 (Wilshire Center – South Bay Galleria via Crenshaw Bl)  
Replace articulated buses with standard size buses.
- Line 740 (Crenshaw Station – South Bay Galleria via Hawthorne Bl)  
Replace articulated buses with standard size buses.

Details of the proposed vehicle changes are shown in **Attachment B**.

### **Modify Metro Local Routes**

A recent Board motion instructed staff to study the lowest performing lines. A major component of the motion included a community outreach effort via establishment of a working group of riders using six ridership routes; Lines 126, 177, 202, 442, 607 and 620. A “Public Workshop on Improving Service” was conducted on November 15 at the Metro Gateway building. For those who could not attend the workshop, they were able to email their suggestions to [servicechanges@metro.net](mailto:servicechanges@metro.net)

The workshop was held between 5 and 7pm in the Union Station Room, and was attended by approximately 50 patrons. Attendees came in greatest numbers to discuss Line 620. A smaller number had interest in Lines 177 and 442. Also, Customer Relations received 21 emails.

Based on the meeting results, listed below are four route changes proposed by riders during the workshop and will be included in the Public Hearing. Maps showing the proposals are provided in **Attachment C**.

- Line 177 (Sierra Madre Gold Line Station - JPL): Discontinue service between Sierra Madre Gold Line Station and Pasadena City College. Travel time savings will allow the addition of one new peak trip.
- Line 202 (Metro Local - Willowbrook - Compton - Wilmington via Alameda St): Modify route to serve new shopping center on Alameda St across from Artesia Blue Line Station.

- Line 607 (Metro Local - Windsor Hills - Inglewood Shuttle): Modify route to serve Ladera Center at La Tijera Bl and Centinela Av.
- Line 620 (Boyle Heights Shuttle): Modify route to 1<sup>st</sup> St. and Mott Av to serve the Food for Less Market.

### **Metro Silver Line Service Enhancements**

As planned with the future opening of the ExpressLanes project, funding is available to enhance the Metro Silver Line Metro. Selected peak hour weekday trips will be added, along with new 20 minute (currently 40 minute) Saturday and 30 minute (currently 60 minute) Sunday service

### **NEXT STEPS**

Five Public Hearings are proposed to be held in February. Following the public hearings, staff will return to each Service Council with a report summarizing all public comments received along with specific staff recommendations.

Attachment A: Draft Notice of Public Hearing

Attachment B: Reallocate Articulated and Standard Size Buses

Attachment C: Modify Metro Routes



**NOTICE OF PUBLIC HEARING**

Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in February 2012 to receive community input on proposed modifications to Metro’s bus service. Approved changes will become effective June 17, 2012 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 Councils 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**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
<b>40</b>	Downtown LA-South Bay Galleria via MLKing- Hawthorne	Reduce frequency and assign larger articulated vehicles to maintain seat capacity.
<b>620</b>	Boyle Heights Shuttle	Modify route to serve 1 <sup>st</sup> St and Mott Av. Discontinue service to Indiana Gold Line Station.
<b>710</b>	Wilshire Center – South Bay Galleria via Crenshaw Bl	Assign smaller 40 foot vehicles and increase frequency to maintain seat capacity.
<b>740</b>	Crenshaw Station – South Bay Galleria via Hawthorne Bl	Assign smaller 40 foot vehicles and increase frequency to maintain seat capacity.

### METRO SAN FERNANDO VALLEY

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
901	Metro Orange Line	Extend service to Chatsworth Metrolink Station in Summer, 2012. Four different operating concepts will be considered for service between North Hollywood and Warner Center, North Hollywood and Chatsworth, and Chatsworth and Warner Center.

### METRO GATEWAY CITIES

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
202	Metro Local - Willowbrook - Compton - Wilmington via Alameda St	Modify route to serve new shopping center on Alameda St across from Artesia Blue Line Station.

### METRO SAN GABRIEL VALLEY

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
177	La Canada – Sierra Madre Villa via I-210, California Bl and Walnut St	Discontinue service east of Pasadena City College.

### METRO SOUTH BAY

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
40	Downtown LA-South Bay Galleria via MLKing-Hawthorne	Reduce frequency and assign larger articulated vehicles to maintain seat capacity.
607	Windsor Hills – Inglewood Shuttle	Modify route to serve Ladera Center at La Tijera Bl and Centinela Av.
710	Wilshire Center – South Bay Galleria via Crenshaw Bl	Assign smaller 40 foot vehicles and increase frequency to maintain seat capacity.
740	Crenshaw Station – South Bay Galleria via Hawthorne Bl	Assign smaller 40 foot vehicles and increase frequency to maintain seat capacity.



## PUBLIC HEARING SCHEDULE

### **SAN FERNANDO VALLEY**

**February 1, 2012, 6:30 pm**

Marvin Braude Constituent Center  
6262 Van Nuys Bl.  
Van Nuys, CA. 91401

### **WESTSIDE/CENTRAL**

**February 8, 2012 5:00 pm**

Young Oak Kim Academy  
615 South Shatto Pl.  
Los Angeles, CA. 90005

### **SAN GABRIEL VALLEY**

**February 13, 2012, 6 pm**

El Monte City Hall East  
11333 Valley Bl.  
El Monte, CA. 91731

### **GATEWAY CITIES**

**February 9, 2012, 2:00 pm**

Salt Lake Park Community Center, Lounge Rm.  
3401 E. Florence Ave.  
Huntington Park, CA. 90255

### **SOUTH BAY**

**February 10, 2012, 9:30 am**

Inglewood City Hall  
One Manchester Bl.  
Inglewood, CA. 90301

**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 Service 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 13, 2012, the close of the public record.

Comments sent via U.S Mail should be addressed to:

#### **Metro Customer Relations**

Attn: June 2012 Service Changes  
One Gateway Plaza, 99-PL-4  
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to and submitted by mid-night February 13, 2012:

[servicechanges@metro.net](mailto:servicechanges@metro.net)

Attn: "June 2012 Service Changes"

Facsimiles should be addressed as above and sent to: 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**

**Modify Vehicle Size Assignments**

JUNE 2012 SERVICE CHANGE PROGRAM  
ATTACHMENT B

**LINE 40 -- EXISTING W/40'**

Headway (in min.)

		AM Peak	Midday	PM Peak
DX	NB	5-8	7-8	8-11
	SB	6-9	7-8	6-10
SA	NB		9-11	
	SB		10-13	
SU	NB		11-13	
	SB		11-13	

**LINE 710 -- EXISTING  
W/ARTICS**

Headway (in min.)

		AM Peak	Midday	PM Peak
DX	NB	12-15	30	12-15
	SB	11-17	30	12-15
SA	NB		30	
	SB		30	

**LINE 40 -- PROPOSED W/ARTICS**

Headway (in min.)

		AM Peak	Midday	PM Peak
DX	NB	6-10	10-11	10-14
	SB	8-12	10-11	8-12
SA	NB		13-16	
	SB		14-19	
SU	NB		16-19	
	SB		16-19	

**LINE 710 -- PROPOSED W/40'**

Headway (in min.)

		AM Peak	Midday	PM Peak
DX	NB	8-11	20	8-11
	SB	8-12	20	8-11
SA	NB		20	
	SB		20	

**ATTACHMENT B, CON'T**

**LINE 740 -- EXISTING W/ARTICS**

Headway (in min.)

		AM Peak	Midday	PM Peak
DX	NB	11	27-33	15-16
	SB	15-16	32	14-15
SA	NB		22-25	
	SB		22-25	

**LINE 740 -- PROPOSED W/40'**

Headway (in min.)

		AM Peak	Midday	PM Peak
DX	NB	9	19-23	12
	SB	12	22	12-13
SA	NB		15-18	
	SB		15-18	

**ATTACHMENT C**  
**MODIFY ROUTES**