

MOTION REGARDING LINE 166 CONNECTIVITY WITH METROLINK, AND BEST USE OF AVAILABLE SERVICE OPERATION RESOURCES

WHEREAS, the Metro Board of Directors passed a motion on July 26, 2012 (“Motion 79”) which adopted as a policy goal “the coordination and synchronization among transit agencies serving Los Angeles County of service change schedules and transfer points to provide maximum efficiency and effectiveness of transfers between transit services to improve our regional transportation system”; and

WHEREAS, in September, 2013 staff cited Motion 79 as a reason to continue Line 166 service to Chatsworth Station, even though it largely duplicates Line 245 west of Nordhoff Orange Line Station; and

WHEREAS, of the 118 weekday Line 166 trips operated either to or from Chatsworth Station, only 43 make connections with Metrolink’s Ventura County Line, and many of those trips connect in a manner that does not synchronize well with the Metrolink schedule, resulting in long passenger wait times between bus and train service; and

WHEREAS, none of the best-connecting trips are scheduled as the faster Line 364, which operates limited-stop across Nordhoff St.; and

WHEREAS, outside of Metrolink connectivity, relatively few Line 166 passengers travel west of Nordhoff Station, resulting in system resources being used to operate low-ridership duplicative service, especially as those passengers can now use the Orange Line as an option to connect with Line 245 service; and

WHEREAS, the public hearing for the June, 2014 service change program evoked comments that connectivity between Sylmar Metrolink Station and the CSUN campus remains skeletal, at best, limiting the ability for CSUN students and faculty to use the Metrolink Antelope Valley Line for their commute to and from the campus; and

WHEREAS, it will likely be necessary to make changes in other Metro San Fernando Valley lines to recover resources for the operation of Line 588 beginning in December, 2014, and those changes will require a public hearing;

THEREFORE, I move that staff be directed to research the feasibility of the following changes to Line 166-364 for inclusion in the December, 2014 service change program, and report back to the Council within 60 days:

1. Operating to/from Chatsworth Station only those peak-hour trips that make connections with Metrolink service, and shortlining the remaining trips (including all weekend service) at Nordhoff Station;
2. Scheduling trips at Chatsworth Station to arrive no less than four minutes before, nor more than ten minutes prior to, a scheduled Metrolink train departure, and to leave no earlier than two minutes following a scheduled Metrolink train arrival, to minimize wait time for transferring passengers;
3. Operating trips to/from Chatsworth Station as Line 364; and
4. Extending Line 364 via San Fernando Rd. to Sylmar Station.

(Concept map follows.)

