



**SUBJECT: APPROVE FINDINGS OF THE AUGUST 2005 PUBLIC HEARING AND THE REVISED STAFF SERVICE CHANGE PROPOSALS**

**ACTION: APPROVE**

### **BACKGROUND**

The San Gabriel Valley Sector and three other sectors conducted public hearings in early August to receive public comment on proposed service changes to be implemented in December 2005 or later. **Attachment A** is the system wide notice of public hearing. **Attachment B** provides maps for the revised service changes proposed by SGV.

In addition to the public hearing conducted at the SGV Sector office on Aug. 9, staff held two community meetings in Glendale and Boyle Heights on Aug. 2 and 3. The purpose of these meetings was to reach out to the public to explain the reasons for the proposals and to receive comments. As of Tuesday, Aug. 16 over 145 people have commented with 68 commenting at the hearing or community meetings. In addition, we have received 4 petitions with 2,200 signatures. This is summarized on **Attachment C**.

At the Glendale Community Meeting over 40 people attended with 17 people providing comments. These comments are summarized in **Attachment D**. The majority of comments were opposed to the changes proposed to Line 201.

At the Boyle Heights Community Meeting over 30 people attended and 16 provided comments. These comments are summarized in **Attachment E**. Half of the speakers opposed the cancellation of Line 255 and a petition with 2,066 signatures against the Line 255 changes was presented.

The Public Hearing in El Monte drew over 90 people and 46 people provided comments. Half of the speakers opposed the cancellation of Line 170. **Attachment F** summarizes these comments.

In addition to the oral testimony, we have received over 80 letters, e-mails, and phone calls commenting on the proposed changes.

It is recommended that the Governance Council approve the findings of the public hearing and the revised staff service plan.

### **SUMMARY OF POTENTIAL SERVICE CHANGES**

The proposed December 2005 service change program for the San Gabriel Valley Sector will focus on improving service on our heaviest bus lines and improving performance of our lines that are performing poorly. On SGV lines with high ridership, the plan would add

running time and service to reduce crowding and improve on-time performance. **Attachment G** lists the SGV bus lines in need of additional service to address overcrowding and/or scheduled running time. This list also provides an estimate of the number of buses and bus hours of service needed.

For poorer performing bus lines, routes are proposed to be modified to remove service from low demand segments, or time periods. Some lines are proposed for cancellation due to low ridership and in some cases, duplication with other transit services.

The following section briefly describes each line and the revised proposed service modifications. Those that are approved by the Governance Council will be implemented in December 2005 or later.

The resources saved by reducing or canceling service on poorer performing lines will be reinvested onto major regional bus routes operated by the SGV Sector. These service additions are necessary to maintain compliance with the Consent Decree Load Standards and to achieve 80% on-time performance for the sector by the end of the current fiscal year.

## **DISCUSSION**

**Line 170.** The Public Hearing Proposal is to cancel the entire line due to low ridership and service duplication. The revised staff recommendation is to retain a modified portion of this line that operates from El Monte Station to Montebello Town Center until Foothill Transit modifies the route of their Line 269 to operate along Rush St. between Santa Anita Av. and Rosemead Bl.

Line 170 has three buses assigned to it and provides a 60 to 68 minute frequency of service. Following the July 2004 public hearing to cancel Line 170, service levels were reduced from every 50 minutes rather than canceling the line. This is considered a poor performing line with 1,000 daily riders resulting in 25 boardings per bus hour and an average cost per passenger of \$4.10. In addition, while one daily bus trip is averaging a peak load of 20 passengers, the average peak load for all Line 170 trips is less than 9 passengers. This means that even at the peak passenger load point on this line, the buses are averaging less than 23% of a seated capacity.

The proposed staff modified plan would retain a significantly shortened and modified version of Line 170 that would operate only between El Monte Sta. and Montebello Town Center via Ramona Bl., Tyler Av., Rush St., Rosemead Bl., Garvey Av., Walnut Grove Av., to the Center. It is recommended that this be retained until Foothill Transit modifies the route of its Line 269 to operate along Rush and Rosemead, or until June 2006. One bus would operate about every 60 minutes. This would provide some transit service along Rush St. in S. El Monte, but would continue to duplicate the Foothill Transit Line 269 in that they would both be providing El Monte Sta. to Montebello Town Center service. When Foothill Transit modifies their route to operate on Rush St., the shortened route of Line 170 should be cancelled.

There are about 500 boarding passengers along the route segment proposed for retention. The other major segments of this line include the Elliott Av.-Parkway Dr. segment with about 125 passenger boardings. Most of these riders have access to one of three El Monte

Trolley routes. The Del Mar Av.-New Av. segment of route has about 215 daily riders, and the Hellman Av. segment with 100 riders. Most of these riders are at or within ½ mile of another existing transit service.

**Line 175.** The Public Hearing Proposal is to cancel mid-day service. This would be from 10 AM to 2 PM. This short community circulation line in West LA is only 5.2 miles long. It attracts an average of about 1,250 riders per weekday with no weekend service provided. About 75% of the riders are students attending Marshal High School. One bus operates only every 70 minutes during the mid-day period. Ridership is light with an estimated 60 riders on the seven one-way trips provided between 10 AM and 2 PM.

The staff proposal is to cancel mid-day service.

**Line 177.** The Public Hearing Proposal is to shorten this route at Rosemead Bl. and operate via the existing route to JPL. All three buses would remain in service, improving service levels from every 50 minutes, to every 30 minutes.

This is a very poor performing line with about 500 riders per day and only 12 passengers boarding per bus hour. While this is a contract operated bus line, and is provided for about half of the operating cost of regular MTA bus service, the estimated cost per passenger is still very high at \$4.50. This service, as it exists, is not attracting enough riders to justify its retention. By operating every 30 minutes over the highest ridership segment of this route, it is anticipated that it will attract more riders and justify its continued operation. Of the line's 500 average daily riders, about 130 passengers board on this 7.5-mile segment proposed to be cancelled.

The staff is recommends implementing the changes as proposed.

**Line 201.** The Public Hearing proposal is to shorten this route by establishing the northern terminal near the Glendale Galleria. This would eliminate service to the Glendale Adventist Hospital and Glenoaks Cyn. In addition, the proposal was to modify the route in the Atwater Village and Silver Lake districts by straightening the route to allow for an improvement in frequency from ever 50 minutes to every 30 minutes.

There are an average of about 1,200 weekday riders on this line, which is about 28 passengers per bus hour at a cost of \$3.90 per rider. This line has a good potential as a regional connector between the Glendale and Vermont/Wilshire core areas.

Based on public testimony, staff is proposing a revised service plan. The revised staff recommendation is as follows:

1. Retain the route on West Silver Lake Bl. rather than Silver Lake Bl.
2. Use Chevy Chase Dr. to transition between San Fernando Road and Brunswick Av. This would retain more service on Brunswick Av.
3. Service to Glendale Adventist Hospital is recommended to be retained until the City of Glendale provides Beeline service to this hospital or until June 2006. During this period, staff will work closely with the City of Glendale to assist them in developing a Glendale Beeline service to the Hospital. The altered route to the hospital would be as follows: - from Broadway & Brand Bl. via Broadway, Glendale Bl., California Av., and Chevy Chase to the Adventist Hospital. This additional route mileage would require the proposed frequency of service be reduced to 35 minutes versus the original goal of every 30 minutes.

**Line 255.** This is another short, 8-mile community circulation type route that is performing poorly. Two buses operate service every 50 minutes, and attract about 800 passenger boardings per weekday for an average of 25 per bus hour and a cost per rider of about \$4.10. Either a DASH bus line or a heavy MTA bus line duplicates all but 1-¼ miles of this line. These alternative services operate much more frequently than Line 255 and the DASH routes offer a 25¢ regular or 10¢ for seniors or disabled fares. At the Boyle Heights Community Meeting, staff was presented with a petition with 2,066 signatures.

Ridership on this line has been falling with the initiation of the DASH routes. This is the type of route that the Metro Connections Program is designed to eliminate or replace with service from other transit operators.

The revised staff proposal is to retain only the portion of this line between Whittier Bl. and County USC Medical Center until LADOT is able to extend the Boyle Heights DASH route or until June 2006. The Central/East Restructuring Study of 1998 recommended that this DASH line be extended to Whittier Bl. and that Line 255 be cancelled. One bus would be able to operate every 60 minutes over this route segment. This is the only segment of this line that is not fully duplicated by some other bus line.

**Line 258/259.** The Public Hearing proposal is to cancel the 3-mile route segment of Line 259 between Fremont Av. in Alhambra and Monterey Rd. in El Sereno. The service removed from this segment would be placed on Line 258. On average about 160 weekday riders board a Line 259 bus on this route segment. Of these only 20 would not have direct access to another bus, as LADOT operates the El Sereno DASH over most of this route segment.

The staff is recommends implementing the changes as proposed.

### **Improve Service Levels and Scheduled Times on Heavy SGV Lines**

Service levels on the San Gabriel Valley Sector heavy lines that are overcrowded will need to have service added to meet Consent Decree loading standards. In addition, where our bus lines are operated behind schedule due to insufficient scheduled time, more scheduled time will need to be added. It is estimated at this time that up to seven buses and 15,500 hours of additional service or more may be required to adequately address bus over crowding and growing traffic congestion. To the extent that we can reduce service on poorer performing lines or route segments, we will be more easily be able to address the need for more service. These adjustments to the schedule will be needed to meet our Consent Decree passenger loading standards as well as our 80% on-time goals by the end of this fiscal year. Refer to Attachment G for more details.

### **IMPLEMENTAION**

Those service changes that are approved by the Governance Council will be implemented effective December 2005 or later.

Prepared By:

Jon Hillmer, Service Development Manager



**NOTICE OF PUBLIC HEARING  
Los Angeles County Metropolitan Transportation Authority**

The Los Angeles County Metropolitan Transportation Authority will hold four public hearings in August 2005 to receive community input on proposed modifications to bus services. Approved changes will become effective Dec. 18, 05 or later. Details of the hearing dates, times, & locations are listed at the end of this notice.

The upcoming public hearings will be 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 the MTA’s Board of Directors in 1993, as amended.

The Metro Service Sectors operating bus service in each region will host the public hearings. Listed below by geographical region are service change proposals to be considered at the public hearings. In general, service modifications if implemented will improve the efficiency and effectiveness of the public transportation system through better use of resources.

**METRO GATEWAY CITIES**

LINE	LINE NAME	PROPOSED SERVICE CHANGE
26	7 <sup>TH</sup> St. – Virgil Av. – Franklin Av.	Relocate west terminal to Sunset Metro Red Line Station. Truncate route segment on Argyle-Franklin-Hillhurst due to duplication with DASH.
60	Long Beach Bl. – Santa Fe Av.	Reroute line to the Artesia Metro Blue Line Station. Service on Long Beach Bl. south of Artesia Bl. replaced by Long Beach Transit except for Owl Service when Line 60 will continue to operate to downtown Long Beach
65	Washington Bl. - Indiana St. - Gage Av.	Shorten Washington Bl. segment of route due to duplication with Montebello Line 50. Establish new western terminal at or near Soto and Olympic.
102	E. Jefferson Bl.-Coliseum St.	Extend line westward to West Los Angeles Transit Center. Relocate eastern terminal in Huntington Park to Palm and Seville. Shorten existing route east of Hooper St. due to duplication and low ridership. Operate 30-minute peak hour service and hourly at other times.
110	Gage Av.-Centinela Av.-Fox Hills Mall	Extend line to Pico Rivera Towne Center via Gage Av., Slauson Bl., Paramount Bl. Service on Foster Bridge, Scout Av. and Florence Pl. discontinued (also see western extension in South Bay)
125	Rosecrans Av.	Operate new route to the I-605 Norwalk Green Line Station via Woodruff Av. and Imperial Hwy. Discontinue the current freeway route to the rail station.
127	Compton Bl. – Bellflower Bl.	Reroute to Cerritos Mall. New generators include Mall, Cerritos College and Bellflower High School. Discontinue service along Bellflower Bl. to City of Downey.
254	Willowbrook-Huntington Park-Lorena St-City Terrace	Restructure line to improve low productivity and reduce service duplication. Portions of Line 254 between Boyle Heights and Huntington Park to be retained or may be combined with Line 605.
258	Arizona Ave-Alhambra Branch	Extend line along Garfield Av. from Firestone Bl. to Alondra Bl. Fills existing service void and connects with Long Beach Transit and Montebello Bus Lines.
265	Paramount Blvd-Pico Rivera	Extend line to Montebello Town Center.
266	Lakewood Blvd-Rosemead Blvd	Consider additional service during weekday peak hours.
275	Pico Rivera-Whittier-Cerritos	Establish northern terminal at Whittier Depot. Service north of Depot replaced by Line 270 and/or Montebello Line 40. Consider 30-minute peak hour headways on weekdays.

362	Telegraph Rd-Pioneer Blvd-Limited	Consider operating 15" frequency during weekday peak hours. Renumber as new Line 62.
460	Los Angeles-Norwalk-Disneyland Express	Consider schedule reductions to midday service seven days a week between I-605 Station and downtown Los Angeles
577	I-605 Station-El Monte Station Express	Establish new weekday express line between the I-605 Station and the El Monte Station. Service proposed to operate during peak hours via HOV lanes on the I-605 and I-10 Freeways.
605	Grande Vista Ave-USC Hospital Shuttle	Extend route to Walnut Park-Huntington Park areas via Grande Vista Av., Vernon Av., State St-Boyle Av., Florence Av., Santa Ana St, Nadeau St to Firestone Station.
612	Huntington Park-South Gate-Lynwood-Watts Loop	Restructure line in conjunction with Line 681 change. Service to Florence Station replaced by Line 611.
622	I-105 Nightline Shuttle	Consider making permanent I-105 Nightline Shuttle implemented June 26, 2005 on an experimental basis.
681	Huntington Park-Watts via Seville Ave	Cancel line due to excessive duplication. Replacement service provided by restructured Line 612 and other MTA services in area.
711	Florence Rapid	Extend line from Bell Gardens to Norwalk I-605 Station via Florence Av., Studebaker Rd. (also see western extension to LAX in South Bay)
760	Long Beach Rapid	Operate new Rapid Bus line between downtown Los Angeles and the Artesia Metro Blue Line Station. Service would operate along the route served by Line 60.

### METRO SAN GABRIEL VALLEY

LINE	LINE NAME	PROPOSED SERVICE CHANGE
70-370	Garvey Av.	Improve service levels and add time into schedule
76-376	Valley Bl.	Improve service levels and add time into schedule
81-381	Figueroa St.	Improve service levels and add time into schedule
170	El Monte-Montebello Town Ctr.-CSLA	Cancel line due to low ridership and service duplication
175	Fountain Av.-Hyperion Av.	Cancel mid-day service due to low ridership
177	JPL-Pasadena-City of Hope	Eliminate route segment east of Rosemead Bl. due to low ridership and improve service levels on remaining route segment between Pasadena and JPL
180	Pasadena-Glendale-Hollywood	Improve service levels and add time into schedule
201	Glendale-Silver Lake-Mid-Wilshire	Eliminate route segment north of Glendale Galleria due to low ridership, restructure route in the Atwater Village area of Los Angeles to straighten route, and improve service levels between Glendale and Wilshire Bl.
255	Griffin Av.-Rowan Av.	Cancel line due to low ridership and service duplication
258-259	Fremont-Alhambra-El Sereno	Cancel Line 259 segment between Alhambra and El Sereno due to low ridership and service duplication, and increase service levels on Line 258. Also consider extending the route of Line 258 south from its present terminal at Garfield & Firestone to Garfield & Alondra.
260	Atlantic Bl.-Fair Oaks Bl.	Improve service levels and add time into schedule
484	Pomona-El Monte Sta.-LA	Improve service levels and add time into schedule
490	Pomona-Baldwin Park-LA	Improve service levels and add time into schedule

## ATTACHMENT A

### METRO SOUTH BAY

LINE	LINE NAME	PROPOSED SERVICE CHANGE
110	Gage Av. – Centinela Av. – Fox Hills Mall	Evaluate weekday extension to Playa Vista, consider extending weekend service (also see eastern extension in Gateway Cities).
439	LA – LAX – Redondo Beach Express	Cancel service south of Los Angeles International Airport (LAX) Transit Center due to low ridership.
442	LA – Manchester Ave. – Hawthorne Blvd. Express	Discontinue route due to low ridership.
444	LA – W. Torrance – Rolling Hills – Rancho Palos Verdes Express	Consider more short-line operations between Palos Verdes and the Artesia Transit Center; implement limited stop service on Hawthorne Bl. between Pacific Coast Highway and Artesia Bl.
446-447	LA – Carson – Wilmington – San Pedro Express	Consider more short-line operations between San Pedro and the Artesia Transit Center.
450X	Artesia Transit Center – 7 <sup>th</sup> /Metro Express	Evaluate performance, approve permanent operation, and set appropriate service levels.
710	Crenshaw Rapid	Implement new Saturday service
711	Florence Rapid	Reaffirm extension to LAX Transit Center via Century Bl. (also see eastern extension in Gateway Cities).
754	Vermont Rapid	Assign 60' buses and reschedule service with wider headways to reflect larger-capacity buses.
757	Western Rapid	Implement new Rapid service on Western Av. with 60' larger-capacity buses.

### METRO WESTSIDE/CENTRAL

LINE	LINE NAME	PROPOSED SERVICE CHANGE
4-304	Santa Monica Blvd.	Shorten service from 2 <sup>nd</sup> St./Santa Monica to Santa Monica /Sepulveda due to service duplication with Santa Monica.
20-21	Wilshire Blvd. – UCLA	Shorten service from Main St. /Pico Bl. to Wilshire /Westwood Bls. due to service duplication with Santa Monica. Remove service to UCLA due to service duplication with Santa Monica and Culver City.
30	Pico Blvd. – E. 1 <sup>st</sup> St. – Floral Dr.	Implement weekday limited stop service between Pico/Arlington Bls. and 1 <sup>st</sup> /Soto Sts.
33-333	Venice Blvd.	Modify turning movements between Pico/Ocean Bls. and 2 <sup>nd</sup> St./Santa Monica Bl.
68	W. Washington Blvd. – Chavez Ave.	Implement weekday peak-hour limited stop service between Washington Bl./La Brea Av. and Cesar Chavez/Rowan Avs. Shorten service from Montebello Town Center to Cesar Chavez/Atlantic Bl. due to service duplication with Monterey Park and Montebello.
220	Robertson Blvd. – Culver Blvd. – LAX	Discontinue route due to low ridership.
434	LA-Santa Monica-Malibu-Trancas Express	Remove service between Union Station and West L.A. Transit Center due to service duplication. Discontinue midday service between West L.A. Transit Center and Santa Monica. Restructure route in West L.A. Transit Center area to connect with Line 33/333.
717	Fairfax Rapid	Review to determine if extension of existing Hollywood/Pasadena line should be implemented

# ATTACHMENT A

## LOCATIONS AND DATES OF PUBLIC HEARINGS

### **SAN GABRIEL VALLEY SERVICE SECTOR**

August 9, 2005 6 PM  
SGV Sector Office  
3369 Santa Anita Av.  
El Monte, CA 91731

### **SOUTH BAY SERVICE SECTOR**

August 10, 2005 6 PM to 8 PM  
Arthur Winston Division  
5425 Van Ness Av.  
Los Angeles, CA 90043

### **WESTSIDE/CENTRAL SERVICE SECTOR**

August 11, 2005 6 PM  
La Cienega Tennis Center  
325 S. La Cienega Bl.  
Beverly Hills, CA 90211

### **GATEWAY CITIES SERVICE SECTOR**

August 11, 2005 5 PM  
The Gas Company  
9240 Firestone Bl.  
Downey, CA 90241

Additional details about these proposals will be available for public review after July 25, 2005. 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)

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 change proposal (public comments will not be restricted to just the bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Sector Governance Council to be considered prior to taking action on the service change proposals. Persons unable to attend the hearings may submit written testimony postmarked through August 12, 2005. All written testimony should be addressed to:

**Metro**  
**Attn: FY 2006 Service Changes**  
One Gateway Plaza  
Los Angeles, CA 90012-2932

Comments can also be sent via email with FY 2006 Service Changes as the Subject  
e-mail to: [customerrelations@mta.net](mailto:customerrelations@mta.net)  
Facsimile at: 213-922-9594

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

## MAPS FOR LINES:

170

175

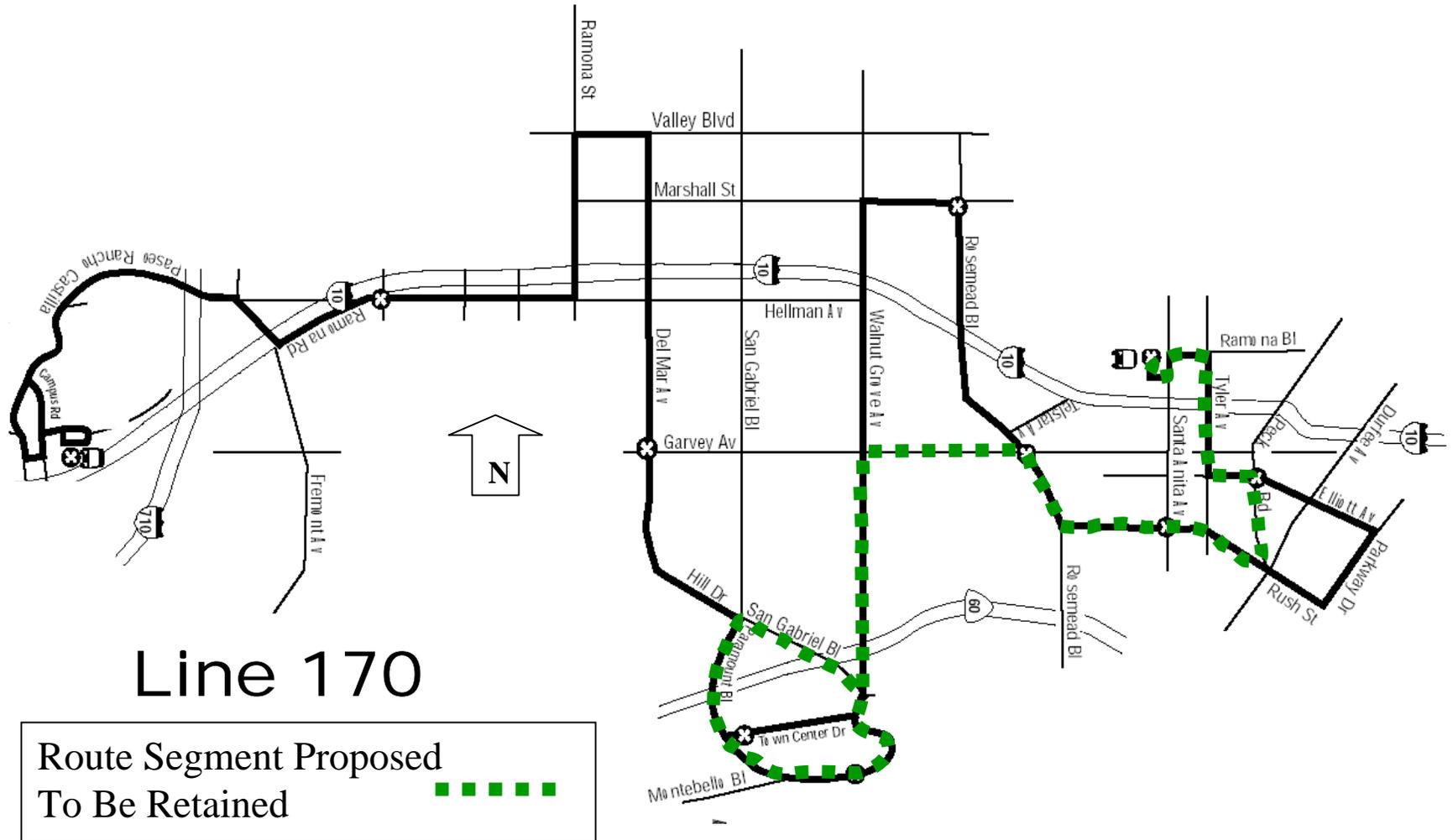
177

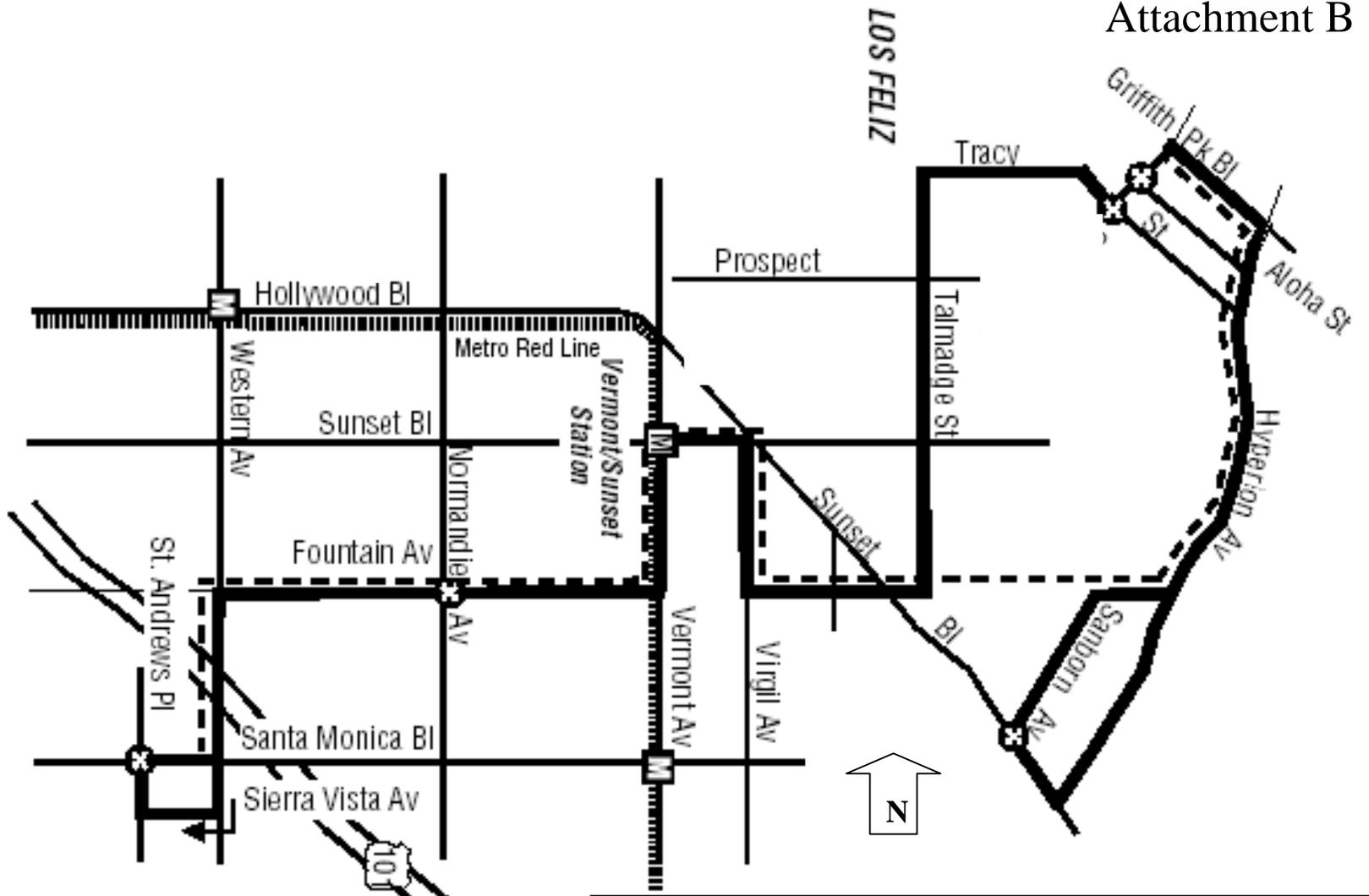
201

255

258-259

# Line 170 Revised Service Recommendation

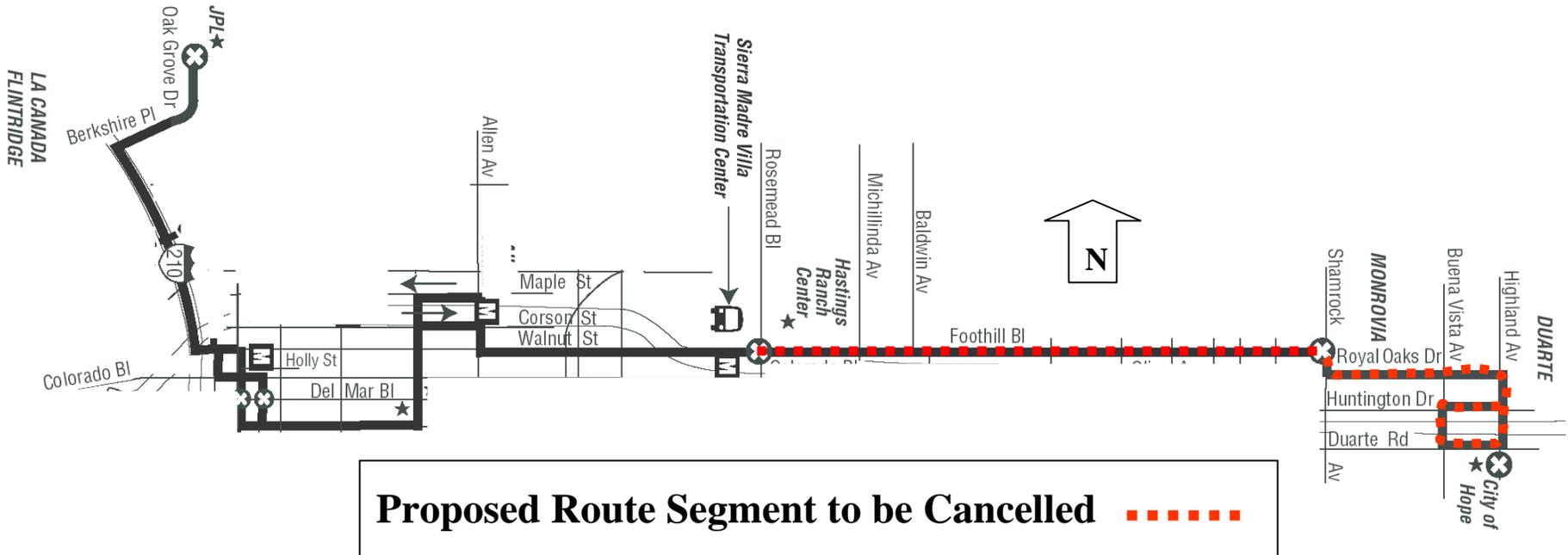




Line 175

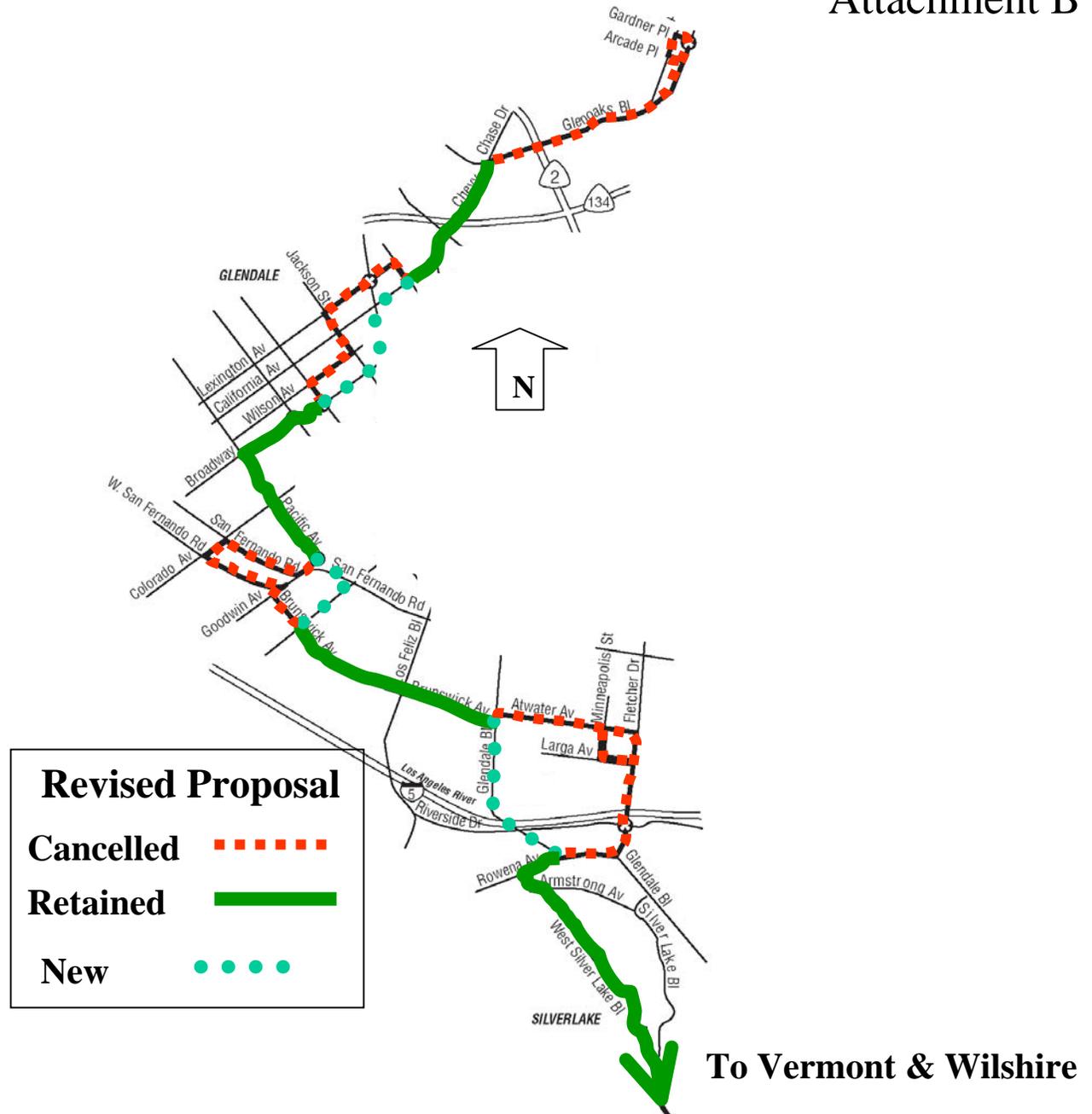
**Cancel Service Between 10 AM and 2 PM**

# Line 177

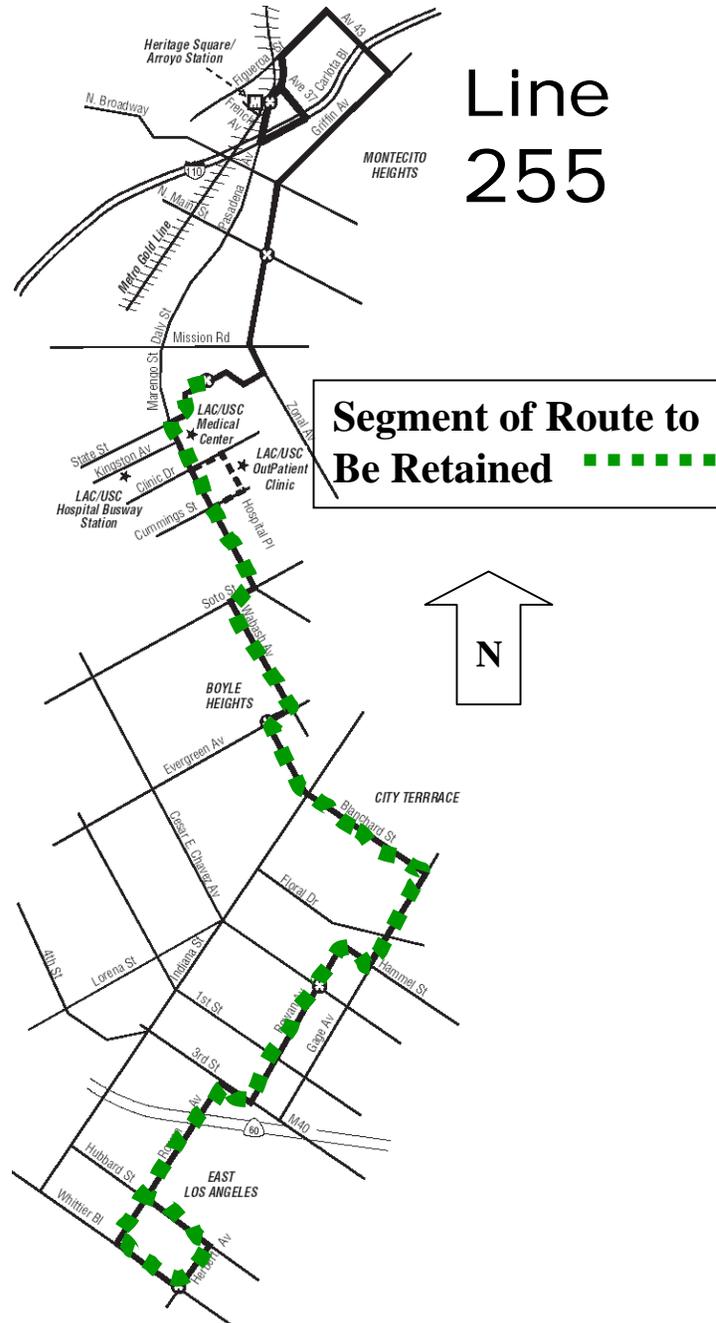


# Line 201

## Attachment B

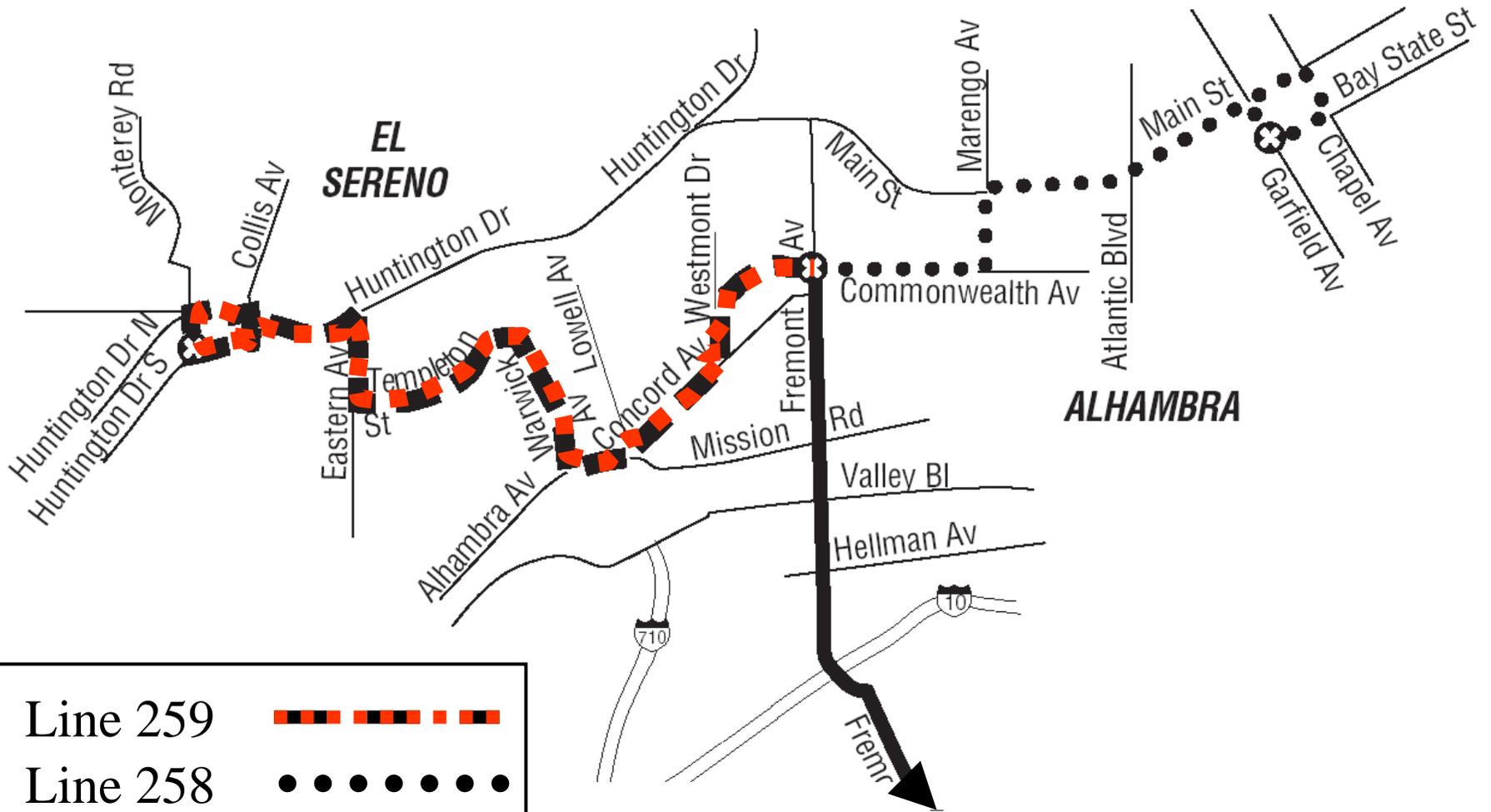


# Line 255



# Line 258-259

Attachment B



Line 259	
Line 258	
Lines 258 & 259	

To Firestone & Garfield

**Summary of Public Hearing Findings/Comments/Staff Response for  
Proposed San Gabriel Valley Service Sector Changes Effective December 18, 2005 or later**

<b>ROUTE NO.</b>	<b>ROUTE NAME</b>	<b>MTA PROPOSAL</b>	<b>NUMBER OF COMMENTS</b>	<b>SUMMARY OF PUBLIC COMMENTS AND ISSUES</b>	<b>MTA RESPONSE</b>
170	El Monte – CSULA via Montebello Town Center	Cancel line due to low ridership and service duplication.	Support: 1 Oppose: 144 Modify: 0	Vast majority of comments oppose cancellation of this line due to transfers, limited alternative service in some areas and cost.	Staff recommends is to continue a very limited portion of this line between El Monte Sta. and Montebello Town Center via Ramona, Tyler, Elliot, Peak, Rush, Rosemead, Garvey, Walnut Grove to Montebello Town Center.
175	Fountain Av.- Talmadge St.-Hyperion Av.	Cancel mid-day service due to low ridership.	Support: 0 Oppose: 13	Oppose canceling mid-day service due to few alternative services.	Implement recommendation as proposed. Of the est. 1,250 daily passengers, only about 60 riders take this bus line, that operates only every 70 minutes, between 10 am and 2 pm.
177	JPL – Pasadena – City of Hope	Eliminate route segment east of Rosemead Bl. due to low ridership and improve service levels on remaining route segment between Pasadena and JPL.	Support: 2 Oppose: 61 Modify: 1	The vast majority of comments opposed the cancellation of the route segment east of Rosemead Bl. due to very limited alternative service in this area. One person suggested operating only a few trips on this segment instead of canceling the segment.	Implement recommendation as proposed. This is one of the worst performing lines in the MTA system. Of the 500 average daily riders, only about 130 board on the route segment east of Rosemead Bl.
201	Glendale – Silver Lake – Mid-Wilshire	Eliminate route segment north of Glendale Galleria due to low ridership.  Restructure route in Atwater Village area of Los Angeles to straighten the route.  Move the route from West Silver Lake Bl. to Silver Lake Bl.  Improve service levels between Glendale and Wilshire Bl.	Support: 5 Oppose: 55 Modify: 2	A very large percentage of the people commenting opposed the cancellation of this line on the Glenoaks Canyon end of this line.  Several commenters opposed the cancellation of service to the Glendale Adventist Hospital.  Two persons suggested keeping the route on West Silver Lake Bl. as Silver Lake Bl. is crowded, slow and unsafe for pedestrians. Also, one of these commenters recommended reducing the proposed excessive duplication to be caused by placing this route on too much of San Fernando Rd.	Staff is proposing to make significant modifications to the public hearing proposal. Retain service to the Hospital via a more streamlined route from the Glendale Galleria until and if Glendale is able to provide their Beeline service to this location.  Keep the route of this line on W. Silver Lake Bl., and reduce service duplication on San Fernando Rd. by using Chevy Chase Dr. to transition to Brunswick Av. rather than Los Feliz Bl.  Ridership on the Glenoaks Canyon end of this route is on about 40 of this lines 1,000 daily riders boarding a bus on this route segment.

**Summary of Public Hearing Findings/Comments/Staff Response for  
Proposed San Gabriel Valley Service Sector Changes Effective December 18, 2005 or later**

<b>ROUTE NO.</b>	<b>ROUTE NAME</b>	<b>MTA PROPOSAL</b>	<b>NUMBER OF COMMENTS</b>	<b>SUMMARY OF PUBLIC COMMENTS AND ISSUES</b>	<b>MTA RESPONSE</b>
201	Glendale – Silver Lake – Mid-Wilshire	<p>Eliminate route segment north of Glendale Galleria due to low ridership.</p> <p>Restructure route in the Atwater Village area of Los Angeles to straighten the route.</p> <p>Move the route from W. Silver Lake Bl. to Silver Lake Bl.</p> <p>Improve service levels between Glendale and Wilshire Bl.</p>	Support: 5 Oppose: 55 Modify: 2	<p>A very large percentage of the people commenting opposed the cancellation of this line on the Glenoaks Canyon end of this line.</p> <p>Several commenters opposed the cancellation of service to the Glendale Adventist Hospital.</p> <p>Two persons suggested keeping the route on West Silver Lake Bl. as Silver Lake Bl. is crowded, slow and unsafe for pedestrians. Also, one of these commenters recommended reducing the proposed excessive duplication to be caused by placing this route on too much of San Fernando Rd.</p>	<p>Staff is proposing to make significant modifications to the public hearing proposal. Retain service to the Hospital via a more streamlined route from the Glendale Galleria until and if Glendale is able to provide their Beeline service to this location.</p> <p>Keep the route of this line on W. Silver Lake Bl., and reduce service duplication on San Fernando Rd. by using Chevy Chase Dr. to transition to Brunswick Av. rather than Los Feliz Bl.</p> <p>Ridership on the Glenoaks Canyon end of this route is on about 40 of this lines 1,000 daily riders boarding a bus on this route segment.</p>
255	Griffin Av. – Rowan Av.	Cancel line due to low ridership and service duplication.	Support: 1 Oppose: 2,080	<p>Many people spoke at the Boyle Heights Community Meeting opposing this line cancellation. In addition, a petition with 2,066 signatures was received opposing this proposal. Even though most of this route is duplicated by other bus service, opposition was due to desire not to have to transfer to complete their trips. In addition, there is no duplicate service on Rowan Av. south of Chavez.</p>	<p>Staff proposes to continue to operate hourly service on Line 255, but only between County USC Hospital to Rowan Av. and Whittier Bl. the existing southern terminal of this line, at least until LADOT is successful in extending the route of the Boyle Heights DASH to cover this remaining portion of Line 255.</p>



**Summary of Public Hearing Findings/Comments/Staff Response for  
Proposed San Gabriel Valley Service Sector Changes Effective December 18, 2005 or later**

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258/259	Arizona Av. - Fremont Av. - Alhambra / Arizona Av. - Fremont Av. - El Sereno	Cancel Line 259 segment between Alhambra and El Sereno due to low ridership and service duplication, and increase service levels on Line 258.	Support: 2 Oppose: 6	Those opposed to this proposal indicate that the alternative service would require them to transfer at least once to complete their present trips.	Implement recommendation as proposed.
70, 76, 81, 180, 260, 484, 490	Major SGV Bus Lines	Improve service levels and add time into schedules	Support: 12 Oppose: 0	General support from public to add service to bus lines that are over-crowded and/or operating behind schedule	Implement improvements to service on heavy SGV bus lines as available resources permit.

<b>NOTES FROM SAN GABRIEL VALLEY COMMUNITY MEETING</b>		
<b>HELD IN GLENDALE ON TUESDAY, AUGUST 2, 2005 BEGINNING AT 6 PM</b>		
<b>A Community meeting was held in the City of Glendale Civic Center, to encourage more public participation in the proposed service changes for Dec. 2006. There were about 40 people in attendance and 15 people spoke. Below is a summary of the comments received at this meeting.</b>		
<b>SPEAKER</b>	<b>SUMMARY OF COMMENTS</b>	Oppose
1- Jack Dixon	Has lived in Glendale area for over 54 years. Ending service on <b>Line 201</b> east of the Galleria is hard to believe. Most public utilities are willing to take loss on some lines to support others, including gas, electric and others. MTA should do the same. The proposal would be cutting off a huge portion of the population, dozens of apartment houses. During some hours there may be only 4 of passengers on the bus in Glenoaks Cyn., I may be one of them. Disabled people need public transportation. The last thing to do is to cut it at the Glendale Adventist Hospital. Patients and workers need to get there. Many residents of Glenoaks Cyn. have 2 or 3 cars, but many need the bus service. The route of the bus through Atwater Village has many twists and turns. When it was designed, maybe by you, it had the public in mind. If it is placed on Glendale Bl., ½ of Atwater Village will have to walk one mile to get a bus. This is corporate greed. I took the 201 to the 90 bus to Verdugo Hills Hospital. I had to walk to the hospital in 90-degree heat. It is a hard walk. Not even Glendale Beeline goes into this hospital. I am a veteran of WWII and Korean, maybe I fought the wrong enemy.	201
2 – Angela Vukos	In today's edition of the Glendale News Press, it is reported that METRO has scheduled meetings regarding bus line changes. One is on the same night as the Glendale City Council Meeting, so our councilmen cannot attend. I am very concerned as a senior citizen, who is unable to drive, specifically with regard to bus <b>line 201</b> which begins at Wilshire & Vermont and ends in Glenoaks Canyon at Garner & Glenoaks Bl. It is indicated that METRO will end the line at the Glendale Galleria and remove the service from Glenoaks and Garner St. to the Galleria. How will we be able to get on this bus from East Glenoaks Bl. to the Galleria? Glenoaks Canyon has approx. 800 homes and there are many from nearby Chevy Chase Canyon who also use this bus. Line 201 is absolutely necessary to get to employment, medical, and dental appointments, shopping, churches, food and entertainment facilities, barber and beauty shops, drug stores, library, meeting, YMCA & YWCA, etc. whenever a bus is required. Why is it even being considered to remove this little bit of independence to our residents with the removal of this bus service? This bus is needed by many to get to the Adventist Hospital from all p	201
3 - Rick Dodds	Employment Manager from Glendale Adventist Medical Center . The proposed changes to <b>Line 201</b> will have huge impacts. Our goal is to care for the community so should yours. The impacts will be huge. Many nurses, care givers, patients will not be able to get to Adventist. The closest bus is Line 180 that is on Broadway. This is a long way away. This is not acceptable. The hospital operates service as a benefit to the community. Many people use Line 201 to get to the Hospital. Glendale Adventist sells over 50 MTA passes to employees each month. Do not cancel this service to the hospital.	201
4 – Mae Campbell	Uses <b>Line 175</b> to get to the Red Line. <b>Line 201</b> is important to elderly, and if you cancel that line, Lord have mercy. If you cancel mid-day service on Line 175 elderly people will have to walk. I can walk, but the ones using wheelchairs could be trapped. See about getting a DASH bus. Sometimes only 1 or 2 people are on the bus during the mid-day, some times 10. Every day at 11 I see a blind man boarding the bus to go to the blind center. You need to keep some service, maybe every 3 hours, or if DASH could go here, that would be good. If not DASH then keep the bus. You need a better plan than canceling mid-day service.	201
5 – Erwin Ward	Glendale Adventist Medical Center staff person. GAMC is a place of employment and service to the community. A lot of Glendale residents are served. If you cut <b>line 201</b> it is an atrocity. GAMC is planning on building a \$100 million patient tower. This will have many new doctors, nurses, janitors, patients, and public. IF this line is cut it will not be good.	201
6 – Lois Jenks	Putting <b>Line 201</b> onto Silver Lake Bl. rather than keeping it on West Silver Lake Bl. is not safe. There is no safe place for people to stand, there is more traffic on Silver Lake Bl., and cars go too fast. If the line is taken off of W. Silver Lake Bl. then there is no alternative for the people. The proposed cut of Line 439 is not good. There would be no weekend service south of the airport. At least take this line to Grand & Main in El Segundo so it can connect to Line 125. The Line 444 proposal for limited stop service is good, but a stop must be at Lamert.	201
7 – Eileen La Due	My son is disabled, and he relies on the bus for employment. He must have transportation to be a part of society. He uses the bus <b>Line 201</b> 5 – 6 times each week. We moved here 3 years ago because of the bus. Please keep it in Glenoaks Canyon.	201
8- Leonard Buckley	Keep <b>Line 201</b> . This hospital is so important to the community and to the patients and elderly. You will be cutting out the nurses, employees, allied employees, janitors and others. Many will not be able to get to work on time. You must find some alternative to get people to work and the hospital. Hundreds of people will be left in the lurch. Without this bus there will be dramatic impacts on their lives. Please understand the impacts.	201
9 – Renay Wallace	I bought here because of the bus <b>route 201</b> . We have an ever-aging population that needs transportation. Also, the Glendale Academy will be impacted. Every day there are students who take the bus here. Please do not take our transportation away.	201

<b>NOTES FROM SAN GABRIEL VALLEY COMMUNITY MEETING</b>		
<b>HELD IN GLENDALE ON TUESDAY, AUGUST 2, 2005 BEGINNING AT 6 PM</b>		
<b>A Community meeting was held in the City of Glendale Civic Center, to encourage more public participation in the proposed service changes for Dec. 2006. There were about 40 people in attendance and 15 people spoke. Below is a summary of the comments received at this meeting.</b>		
<b>SPEAKER</b>	<b>SUMMARY OF COMMENTS</b>	Oppose
10 – Ken Ruben	Of Southern California Transit Advocates. I first want to commend the San Gabriel Valley Sector for having these community meetings. They are the only sector to have them. While we do not support all of the changes being proposed, we commend the sector for doing this out reach to the communities. In Culver City the Metro <b>Line 220</b> has low ridership and things need to be done. I heard good comments here today. Service reductions such as proposed for Lines 220 and <b>201</b> will severely impact some areas and it will not allow people to get around a lot.	201
11 – Mike Baron	There seems to be a lack of sensitivity. Even if ridership on <b>Line 201</b> is low they need service. Proposing alternatives to say have every other bus run to Glenoaks Canyon, or have a DASH style replacement service would be good.	201
12 – Ann Pearson	I moved here 34 years ago from Boston. We need to rise above our inseparability from cars. Take the bus to meet others, try to make it a part of our lives. <b>Line 201</b> is circuitous, but losing it would be a great lose. I help a 90-year-old lady. Her caregivers take the bus. This allows them to participate in the community. Hundreds of members of the Glenoaks Canyon Home Owners Association are united to keep Line 201. Find some way to maintain bus service to the canyon.	201
13 – Samuel Yi	It is wrong to move the bus <b>201</b> from West Silver Lake Bl. to Silver Lake Bl. Silver Lake Bl. is jammed. Service needs to remain on West Bl. I do not understand why there is no DASH service in Silver Lake.	201
14 – Maria May	An advocate for bus service for 34 years. We need <b>Line 201</b> . I live near Vermont and I use the bus every day to get to work in Glendale. My family all use the bus. Please keep line 201.	201
15 – Virginia Gutierrez	Left early	
16 – Don Rector	A lot of people feel you should not remove <b>Line 201</b> from the canyon. It is needed to reduce pollution, traffic, energy, gas costs. The transportation systems were designed to get people out of cars and to where they want to go. I feel sorry for the people in cars stuck in traffic. I am relaxed and am saving insurance money and congestion of the freeway. Cost of widening freeways is too expensive and is not the way to solve problems. Taking away the bus is not the answer. Rather than taking the bus out of the canyon look for ways to keep the service. Reallocate costs from other lines may be a solution. Make it attractive, an opportunity. Closing down a couple of low ridership lines is not the answer, look to other actions first.	201
17 - Maria Vallanueva	I spoke with Maria after the meeting ended. She stated that many people who speak Spanish only take <b>Line 201</b> buses to clean houses north of the Galleria, and the proposed change would have a significant impact on them. She also stated that because the notices were not in Spanish some people did not know about them.	201
		Oppose
		175      0
		177      0
		201      16
		255      0

# ATTACHMENT E

<b>NOTES FROM SAN GABRIEL VALLEY COMMUNITY MEETING</b>					
<b>HELD IN BOYLE HEIGHTS ON WEDNESDAY, AUGUST 3, 2005 BEGINNING AT 6 PM</b>					
A Community meeting was held in the Roybal Community Center in Boyle Heights, to encourage more public participation in the proposed service changes for Dec. 2006. There were about 30 people in attendance and 15 people spoke. Below is a summary of the comments received at this meeting.					
SPEAKER	SUMMARY OF COMMENTS	Opposes			
1 – Rosa Gutierrez	<b>Line 255</b> is a resource for senior citizens. We should retain this line to serve the hospital, school and other important locations. DASH does serve some of Line 255 but the routes are not the same.	255			
2 – Rosario Chavez	Opposed to the modification to <b>Line 201</b> . People with mental disabilities rely on this line to get to the Glendale Adventist Hospital.	201			
3 – Blanca Valenzuela	Opposed to the shortening of <b>Line 68</b> . This segment of Line 68 is well used, buses are crowded, and why are you proposing to cancel this segment. There is no alternative replacement service on Riggin St. And alternatives to Montebello Town Ctr would require & transfers, the hrs. of service, particularly on weekends are shorter than Line 68.	68			
4 – Maria Gonzalez	Supports the extension of Line 258. Opposes the proposed changes to Line 254. There are many complaints from people who ride this line. Many times the rear door on the buses does not work. The buses are late and sometimes do not come at all. Customer service is very poor. Line 254 is needed to serve schools. She has a petition signed by 80 riders of Line 254 opposing the proposed changes. The cancellation of Line 681 would impact children.				
5 – Martha Casillas	Opposed the proposed cancellation of <b>Line 259</b> . At least keep this service during the peak hours.	259			
6 – Jose Aguilar	He is a Member of Boyle Heights Neighborhood Council and PAC. Line 620 was to replace cancelled Lines 250/253 but it has not. He Opposes the cancellation of Line 68 to Montebello Town Center. Many people ride this service. Opposes the cancellation of Line 255. There is no replacement service on Line 255 from Whittier Bl. to the Hospital. Keep this line until DASH can be extended to Whittier Bl.	255			
7 – William Morrison	States he is representing the Cal. State Assembly. He is on the Boyle Heights Neighborhood Council Quadrant 2. <b>Opposes all changes</b> . Requested that I attend their next Q-2 meeting. I stated that if he would send me an agenda, I would attend.	170	175	201	255 259
8 - Eva	There is a gap in service if Line 68 is shortened. There are a lot of senior and students who would be stranded. It would be detrimental to the community if Line 68 were cut. This will have a financial impact on people.				
9 – Lionel Jones	Is a Southern Cal. Transit Advocate member. Opposes the reduction of Line 65, as the Montello Bus Line 50 does not run on Sundays. Opposes the reduction of Line 68 as the Monterey Park Spirit Line 5 has no weekend service and operates only every 90 minutes on weekdays, and it does not go to Montebello Town Center. The Montebello 70 does not have weekend service. The Line 68 is the only line from East LA that services a major shopping mall. The proposed changes to Line 201 would duplicate other bus lines and make it easier to cancel <b>Line 201</b> in the future. Contact Glendale to see about having them replace some of Line 201.	201			
10 – Rebecca Ayala	Opposes cancellation of <b>Line 255</b> . This line is needed to get to doctors. I am not well, but I smile because I have a bus. Not just for me, but for the seniors. The DASH bus does not get to Whittier Bl. I have a 96-year-old father. I can get to him quickly because I have Line 255.	255			
11 – Celia Garcia	Do not cancel <b>Line 255</b> . Many children use this line and many need to get to the doctors. My husband and son are disabled must be able to get to the hospital. The DASH bus is always crowded.	255			
12 - Susan	Opposes the cut in Line 65. The Montebello Line 70 does not run on Sunday and stops by 9 pm. I would have to pay an additional 25 cents or \$1 to Montebello, as they no longer honor MTA passes. Why do you want people to be forced to transfer to another operator and have it cost them more?				
13 – M. Blanka	We have many problems with Line 720 with many standees. I always have to stand.				
14 – Mary Diaz	<b>Line 255</b> is a very busy bus line. There is no replacement service to Whittier Bl. I have a petition with 2,066 signatures who want to keep Line 255. We went throughout the neighborhood. There are only two buses that are on this line. The drivers try to keep it on time, and cannot eat and there is no restroom for the drivers.	255			
15 – Rosa Gutierrez (2 <sup>nd</sup> time)	I take the <b>Line 255</b> to Pasadena to shop, by transferring to the Gold Line at Pasadena Av. I also use Line 255 to transfer to bus line 45 that goes downtown.	255			
16 – George Montes de Oca	<b>Line 255</b> goes to Whittier, and there is no DASH service in East LA. The 255 is full on weekends. Also, keep Line 68 to Montebello Town Center. Montebello Line 70 has no Sunday service.	255			
		170	1		
		175	1		
		177	0		
		201	3		
		255	8		
		259	2		
		15			

**ATTACHMENT F**

<p align="center"><b>SAN GABRIEL VALLEY SECTOR PUBLIC HEARING</b></p> <p align="center"><b>HELD AT THE SAN GABRIEL VALLEY SECTOR OFFICE - AUGUST 9, 2006</b></p>												
No.	Speaker's Name	Group	Summary of Speaker's Comments	Oppose	Modify	Support						
1	Maria Medrano		Keep <b>Line 170</b> . Takes it to work everyday. If I were to take the El Monte Trolley it would cost me \$20-\$30 more each month.	170								
2	Rick Dodds	Glendale Adventist Hospital	There are 2,200 employees of the hospital. We have a mission to serve the community, so should you. This is the only direct bus service to the hospital. The other route is Line 180 which is over a mile away. Many employees including doctors use this service. Keep <b>Line 201</b>	201								
3	Erin Ward	Glendale Adventist Hospital	I ride the bus on <b>Line 201</b> every day to and from work. Many patients do not have the strength to walk far. The hospital is in the process of expanding from 448 rooms to 515. We need more transit service not less.	201								
4	Tobi M. Arias		<b>Line 170</b> service levels were cut from 40 to 70 minutes. This caused passengers to drop the line. If you run every 30 min. and weekends you would make lots of money No money goes into the fare box because it is always jammed. Please do not cancel Line 170.	170								
5	Samual James		Please be wise and keep <b>Line 201</b> . Mt. SAC and Duarte have buses that run with few riders. Buses sit on the freeway and are going nowhere. Keep Line 201 to Glendale Adventist Hospital if there are many riders.	201								
6	Michael N. Williams		Modify Line 260 to go to the City of Hope. Line 264 has zero boardings after 9 am and before 2:45 pm. Extend Line 686 on N. Allen to Lake and Altadena. Mike provided a multi page plan.									
7	Guillermo Martinez		<b>Line 255</b> has few people. It is ok with me if you cancel this line. Line 439 in Redondo Beach has few riders.									255
8	Jennifer Keeffe		Do not cancel the eastern segment of <b>Line 177</b> . Some people use this to get to 5 institutions, City of Hope, Cal Tech, PCC, JPL, LA Canada HS. There is no alternative on or near Foothill Bl. east of Rosemead Bl. Using Foothill Transit would mean a walk of 1.2 miles each way. I can not afford a car. Do not eliminate Line 177 east of Rosemead Bl. I have been counting the number of people on my bus each morning. I am averaging 11 riders per trip.	177								
9	Karl Hermann		Keep <b>Line 170</b> . This is a long route but it intersects with interesting locations. Early AM and afternoon is ridership times. Rosemead Place. There has to be ridership to the Mall on Rosemead. Hellman Av. Reconsider the Line 170 plan. If you had 4 buses on this line you would increase ridership.	170								
10	Hank Fung	So. Ca. Transit Advocates	Do not approve <b>Line 170</b> changes until replacement service is obtained. The Super Wal-Mart at Walnut Grove & Rush is coming, and it will have lots employees and low income shoppers. <b>Line 201</b> to Adventist Hospital is a regional hospital and bus service needs to be maintained. The proposed changes to Line 201 will increase service duplication and make it easier to cancel the line in the future. <b>Line 255</b> should be retained until DASH is extended to Whittier Bl. <b>Line 259</b> should be retained and extended to Cal State LA to replace some of Line 170.	170	201	259					255	
11	Porfiria Estrada		From El Sereno. Do not eliminate <b>Line 170</b> . She takes it to and from work every day.	170								
12	Helia Beas		Against the cancellation of <b>Line 170</b> . This is the only line she can take to work.	170								
13	Jose Melendez		Line 577 is good. It will be much better than Line 270. Line 577 should run all day. Line 68 should not be eliminated to Montebello Town Center.									
14	Guadalupe Galvan		Need <b>Line 170</b> service. I need to get to work for 7 years on Line 170. Please do not remove service to Rush St.	170								
15	Eliza Ramirez		NO SHOW									
16	Lisa Sam		Keep Line 68 service to at least Garfield.									
17	Ken Ruben	So. Ca. Transit Advocates	Keep <b>Line 201</b> . There were a lot of people at the Glendale meeting who were against the changes to Line 201, People should go to the West-Central Public hearing on Thursday to talk about the changes to Lines 439, 220, 20 at Westwood, 4 at Sepulveda and Line 68	201								
18	Bertha Vita		Please keep <b>Line 170</b> in Rosemead. Because without this line, I would have to walk to work in Montebello.	170								
19	Xien Van		Reconsider the cut to <b>Line 170</b> . Rosemead to Cal State LA is important. You need to post the notice of these meeting and service changes in Chinese language before taking action. Notify Chinese community. I see disabled riders everyday. It is important to keep this line.	170								
20	Refugio Nunez		NO SHOW									
21	Mary Lou Elder		From S. El Monte. The El Monte Trolley does not serve South El Monte. Many elderly people need this service to get to health care centers and use <b>Line 170</b> .	170								
22	Dr. C. P. Cheung	Public School	Works at Cal Tech and is a Principle at a public school. Keep <b>Line 177</b> . Service to City of Hope is important. If you make your decisions purely on quantitative data or numbers, you are doing a disservice to the people. Consider the impacts to cancer patients, students to PCC/Cal Tech. Senior Centers and the socio disadvantaged riders.	177								
23	Robert Cheung		Arcadia. Keep <b>Line 177</b> . I use it to go to and from school. In the future I will use it to go to Cal Tech. I depend on Line 177, please keep this service.	177								
24	Lillian Lopez	NO SHOW	NO SHOW									

SAN GABRIEL VALLEY SECTOR PUBLIC HEARING							
HELD AT THE SAN GABRIEL VALLEY SECTOR OFFICE - AUGUST 9, 2006							
No.	Speaker's Name	Group	Summary of Speaker's Comments	Oppose	Modify	Support	
25	Robert Meinert		Line 68 service to Montebello Town Center is important. The route is expeditious with 30 min. service. It connects at MTC with many bus lines and is important.				
26	Rosie Quezada		S. El Monte. A transit user since 1977. <b>Line 170</b> has many loyal riders. Line 170 is central to the community. It has duplication only if you take a long walk from the Trolley. Especially in the rain or heat it is not an alternative. Line 270 has lousy service. If you did not mess up on the schedule for line 170, you would not have los riders to the Trolley. Plus no weekend service. This line is convenient from Durfee & Peck to El Monte Sta.	170			
27	Alice T. Martinez		Former resident of Rosemead, now in Pasadena. Used to ride <b>Line 170</b> to go to the Rosemead mall. <b>Line 177</b> should not be cut because it would effect community. The line has heavy ridership during the peaks.	170	177		
28	Evangela R. Cheng		The 68 line does not have enough buses that go to downtown LA				
29	Tim Pledger	MTA Driver	MTA driver of <b>Line 170</b> . Funny that we would make Line 177 run every 30 min. and cancel Line 170. The route should be extended to Valley & Rosemead to connect with more service. The fare box is poorly designed. The flipper to clear the coins puts them into the bill slot causing that to jam. Line 170 makes a small profit, but MTA is spending hundreds of millions on fare boxes.	170			
30	Ernestina Montellano		Dr. at a hospital on Whittier Bl. Keep <b>Line 255</b> . When you desire to take a line, you effect many people. Line 68 is also needed. People use this line to go shopping at Montebello Town Center. The Board of Supervisors should be trying to make it easier for the people, you get your money from the tax payers.	255			
31	Clifford Wu		From the Monterey Park Sr. Village. Uses <b>Line 170</b> . All of the seniors at the village are worried about the cancellation of Line 170. 170 is very important to maintain basic conditions. The nearest other bus stop is nearly 2 miles away at Garvey Av. and it is dangerous to walk there.	170			
32	Sandra Beas		NO SHOW				
33	Pamela Albertson		<b>Line 177</b> should continue to run east. Cal Tech already runs a van pool for employees to JPL, so more service on this segment is not needed. Line 177 does not run often enough. Monrovia School Dist. is discontinuing bus service for budget reasons.	177			
34	Jose Aguilar		Boyle Heights Neighborhood Council member, and LA Leadership coalition. LA Opinion has an article about Line 254. You say there is low ridership at 103rd and Watts. That is not true. It is an outrage that three bus lines are being taken away from the east side. <b>Lines 255</b> and 254 should be retained. It is a black hearted way to save money. You should considerr ridership.	255			
35	Walter E. Stover		Uses Line 68 to go to Montebello Town Center as well as the Wilcox Mall. It is hard to get the schedules for other operators. If you rely on them to replace your service it will be difficult for people to use. They do not accept MTA passes. A Sr. EZ pass costs \$27 compared to the \$9 I now pay. The Monterey Park Sprit Bus stops short of the 68.				
36	Michael Garcia		Do not cut <b>Line 170</b> . I take it only a few times but I find it handy. Students going to CSLA need Line 170. What will you cut next. I also use Line 266 every day.	170			
37	Elzy Bryan		Rides all over SGV on buses. Line 260 needs late night service. You should add weekend service to Lines 780 & Sundays to Line 251. Also the late night service on Line 79 should not stop at Maycrest but should go to downtown LA.				
38	Mary Helen Salcido		Keep <b>Line 170</b> . The ridership turndown began with the strike. People moved away from the 170. The Elevator at CSLA does not always work. Most people have passes who ride Line 170, they are regular riders. I work in Vernon, and I can not drive now with my eye sight due to diabetes. The Foothill buses seem to crowd us out. I waited 40 to 60 minutes for a Line 260 bus.	170			
39	Lalo Lizarde		Keep Line 68 going east of Atlantic. I have been a bus rider for 33 years. I and my wife are blind, and neither of us can drive. We have 2 children and both are in school. One of my tools is my cane and the other is my Line 68 bus. Please keep the Line 68 bus going east of Atlantic. The Limited on 30 and 68 would be good. Consider extending the Line 30, 31 layover to Garfield.				
40	Mark Strickert	So. Ca. Transit Advocates	The Line 68 service east of Atlantic is a very busy service. It is the only connection from East LA to a major mall. Keep this service. There is no duplication on <b>Line 170</b> , I do not see duplication in S. El Monte.	170			
41	Nicolas Cortez		<b>Line 170</b> connects with many hospitals, clinics, elderly community centers, commercial center to shop. Consider keeping Line 170 for older people who cannot drive.	170			
42	Obdulia Rodriguez	NO SHOW	NO SHOW				
43	Wayne Wright		Expand the Lines 370 & 376 services one hour later in the evening. Regarding <b>Line 175</b> , DASH covers the Fountain Av. portion of this line, and could be extended to cover more. <b>Line 201</b> you could end the line at Beverly & Vermont as it duplicates heavy bus and rail to Vermont & Wilshire. The extension of Line 181 to Hollywood is causing bunching. Line 780 should run on Saturdays. and stop at Eagle Rock Plaza				201 175

## ATTACHMENT F

<b>SAN GABRIEL VALLEY SECTOR PUBLIC HEARING</b>							
<b>HELD AT THE SAN GABRIEL VALLEY SECTOR OFFICE - AUGUST 9, 2006</b>							
<b>No.</b>	<b>Speaker's Name</b>	<b>Group</b>	<b>Summary of Speaker's Comments</b>	Oppose	Modify	Support	
44	Laura Rico		From Alhambra, representing her mother. Many elderly can not attend these late night meetings. Her mother wants to keep <b>Line 170</b> .	170			
45	Fabian Hernandez		Against the cancellation of <b>Line 170</b> . My wife has been riding this line for 20 yrs. And I have been for 9 yrs. This is the only bus on Rush St.	170			
46	Sam Park	Sr. Assembly, SG Valley	Housing and transportation district representative of Bernard Parks. We try to provide the best transportation service. The city provides subsidies for passes. MTA has a major roll in connecting operators, centers, hospitals. Encourage people to share rides.				
47	Juan A. Augspurger	MTA Driver	<b>Line 170</b> does not carry many people it is important to the people who ride. They can not afford a car. Others do not do as well as we do. Please think about these cuts.	170			
48	Charles Powell		<b>Line 170</b> has a lot of support. You should coordinate with El Monte Trolley to have them run some of the 170 service. Co not contract out the service unless you have no other alternative. Coordination with other. When a one seat ride used to be provided, and now people need to transfer, coordinate schedules to make transfers easier.	170			
				Oppose	Modify	Support	
				170	22		
				175	0		1
				177	5		
				201	5	1	
				255	2	1	1
				259	1		

# ATTACHMENT G

<b>SAN GABRIEL VALLEY SECTOR ESTIMATED SERVICE NEEDS FOR DECEMBER 2005</b>						
<b>LINE</b>	<b>DAY</b>	<b>SERVICE NEED TO BE CONSIDERED</b>	<b>EST. BUS NEEDS</b>			<b>EST. ANNUAL</b>
			<b>AM</b>	<b>MID-DAY</b>	<b>PM</b>	<b>BUS HRS.</b>
28	Weekday	Overcrowding, one or more AM school tripper(s) to LA High starting at Figueroa or Vermont	1			1,000
70	Weekday	Buses running late. Schedule and overload problems especially in PM peak			1	1,000
76	Weekday	Buses running late. Schedule and overload problems into late PM			1	1,000
78	Weekday	Buses running late. Schedule problems in early AM and late PM	1		1	2,000
	SU	Extend shortline from Fremont to Garfield				
260	Weekday,SA,SU	Buses running late. Schedule problems	1		1	2,500
484	Weekday SA	Buses running late in late PM. Overloads in AM and PM peaks. Early AM overloads westbound between La Puente and downtown	1	1	1	3,060
485	Weekday	Need more recovery time, especially at north end	1			1,000
487	Weekday	Buses running late. Schedule problems				
490	Weekday	Overloads in AM and PM peaks. Possibly extend shortlines to Eastland	1		1	2,000
620	Weekday	Buses running late. Schedule problems				
687	Weekday	Buses running late. Schedule problems				
751	Weekday,SA	Buses running late. Schedule and overload problems	1		1	2,000
Other Lines		As passenger loading and bus running time data is gathered, additional service may be required on other bus lines.				
			<b>7</b>	<b>1</b>	<b>7</b>	<b>15,560</b>