

DATE: MARCH 13, 2009

SUBJECT: FY 2010 SERVICE CHANGES

ACTION: APPROVE FINDINGS OF PUBLIC HEARINGS AND ADOPT BUS SERVICE CHANGES FOR LINES 124, 125, 126, 207, 209, 439, 444, 445, 446/447, 711, and 910 FOR IMPLEMENTATION JUNE 28, 2009 OR LATER

RECOMMENDATION

- A. Approve the **findings** of the February 2009 Public Hearings as shown in **Attachment A**;
- B. Adopt the following **bus service changes for implementation** in Fiscal Year 2010 effective June 28, 2009 or later:
- Line 124 (El Segundo – Rosa Parks Station via El Segundo Bl.) – Discontinue service with the understanding that Beach Cities Transit (BCT) will operate on Grand Av. west of Sepulveda, and Gardena Municipal Bus Lines (GMBL) will operate on El Segundo Bl. east of Sepulveda to Rosa Parks Station. If BCT or GMBL indicate they cannot provide the service, Metro will provide the service.
 - Line 125 (El Segundo – Norwalk Station via Rosecrans Av) – Discontinue service west of Sepulveda Bl. and establish new west terminal at Plaza El Segundo, with the understanding that Beach Cities Transit will provide service on Rosecrans Av. west of Sepulveda. If BCT indicates it cannot provide the service, Metro will provide the service.
 - Line 126 (Manhattan Beach – Hawthorne Station via El Camino College) – Discontinue service between Crenshaw Green Line Station and Century Bl.; discontinue service south of 120th Street with the understanding that another provider will take over the service. If no other provider is identified, then Metro will continue to operate the service.
 - Line 207 (Hollywood/Western Station – LA Southwest College via Western Av.) – Shorten route to new north terminal at Sunset & Western and implement one-way turnaround loop to Hollywood/Western Station; alternative service provided by Line 757 (Western Metro Rapid).
 - Line 209 (Wilshire/Western Station – Gardena via Van Ness Av.) – Discontinue midday service; continue to operate entire route weekdays during peak periods.
 - Line 439 (Union Station – Aviation/LAX Station via I-10 Santa Monica Freeway) – Discontinue midday and weekend service east of Washington & Fairfax; alternative service provided by Line 37 on Adams Bl.

- Line 444 (Union Station – Rancho Palos Verdes Express) – Discontinue service north of the Artesia Transit Center and replace with new Line 910; operate Line 344 from Artesia Transit Center to Rancho Palos Verdes with enhanced service levels and reinstate local stops on Hawthorne Bl.
- Line 445 (Union Station – San Pedro Express) – Operate faster service with just one stop on the Harbor Transitway north of Artesia Transit Center to serve the Metro Green Line Harbor Freeway Station. Route remains unchanged.
- Line 446/447 (Union Station – Carson – Wilmington – San Pedro Express) - Discontinue service north of the Artesia Transit Center and replace with new Line 910; operate Lines 246/247 south of Artesia Transit Center to San Pedro with enhanced service levels.
- Line 711 (Inglewood Transit Center – Bell Gardens via Florence Metro Rapid) – Discontinue Saturday and Sunday service; alternative is Line 111 local bus with enhanced service levels.
- Line 910 / Silver Line (El Monte Station – Artesia Transit Center via El Monte Busway and Harbor Transitway) – Implement new Metroliner service connecting El Monte Station and Artesia Transit Center through downtown LA.

The proposal for a new weekday shortline on Line 111 (LAX Transit Center – Norwalk Station via Florence Av.) and the proposal to discontinue Line 209 south of Imperial Highway have been withdrawn and are not recommended at this time.

ISSUE

Metro South Bay changes bus schedules twice a year, in June and December. The schedule change or “shake-up” is an opportunity to realign our service to meet demand. The South Bay Sector Council has the responsibility to review recommended service changes, hold a public hearing, and determine if service changes should be implemented. Service changes proposed for Metro Rapids and for other bus routes that carry more than 10,000 average weekday boardings will also be reviewed by the MTA Board, including the new Line 910 Silver Line. Attachment B shows the modified proposals and updated passenger impacts.

OPTIONS

The Governance Council could approve a subset of the staff recommendation, or could approve none of the service changes. This is not recommended as it may be inconsistent with available resources and could lead to reductions of service in high-ridership corridors.

FINANCIAL IMPACT

These service proposals if approved will help Metro South Bay meet its budget targets for FY 10. The transition of services to other providers will shift the costs associated with service delivery from Metro Operations to municipal carriers. Municipal carriers generally incur lower costs than Metro, allowing for additional public transportation services to operate for the same amount of subsidy. Attachment C shows ridership and performance data for each line, and also the change in revenue vehicle hours for each service change proposal.

The new Line 910 / Silver Line offers an improved service level on the Harbor Transitway over what is operated today. As a new service, Line 910 operations will be eligible for Federal funding through the Congestion Mitigation and Air Quality (CMAQ) program.

DISCUSSION

Metro South Bay proposed service changes on eleven existing lines and implementation of new Line 910. These proposals were published as a public hearing notice in the LA Times on January 4, 2009. As of February 14 when the comment period closed, the South Bay proposals had generated over 120 comments either at the public hearings or through written correspondence.

The proposal for Line 444 generated the most comments, over 25% of the total. One of these comments came in a letter from the Mayor of Rancho Palos Verdes citing hardship to 2,000 riders on Line 444.

Staff withdrew some of the service change proposals, and made modifications to others based on the public comments received. The proposal for Line 444 however was not withdrawn, as staff believes the majority of riders will benefit from new Line 910 which will operate with enhanced service levels at a lower fare. In addition, new Line 344 will serve all Line 444 stops south of Artesia Transit Center with enhanced service levels that will reduce wait times and attract new riders. In addition, Line 344 will serve all local stops on Hawthorne Bl. including those not previously served by Line 444. Line 344 will serve limited stops only on Artesia Bl. given that Line 130 will serve all local stops. Line 130 and 344 will both serve the Artesia Transit Center and Artesia Bl. in a coordinated (not duplicative) manner.

NEXT STEPS

With approval from the Governance Council, staff will implement changes on June 28, 2009 or later on Lines 124 (El Segundo – Rosa Parks Station via El Segundo Bl.), Line 125 (El Segundo – Norwalk Station via Rosecrans Av.), Line 126 (Manhattan Beach – Hawthorne Station via El Camino College), Line 207 (Hollywood/Western Station – LA Southwest College via Western Av.), Line 209 (Wilshire/Western Station – Gardena via Van Ness Av.), Line 439 (Downtown LA – Aviation/LAX Station via I-10 Santa Monica Freeway), Line 444 (Union Station – Rancho Palos Verdes Express), Line 445 (Union Station – San Pedro Express), Lines 446/447 (Union Station – Carson – Wilmington – San Pedro Express), and Line 711 (Florence Metro Rapid). In addition we will implement the new Line 910 / Silver Line.

The proposal for a new weekday shortline on Line 111 (LAX Transit Center – Norwalk Station via Florence Av.) and the proposal to discontinue Line 209 south of Imperial Highway have been withdrawn and are not recommended at this time.

[Attachment A: Public Comment Summary and Staff Response to FY 10 Service Change Proposals](#)

[Attachment B: Metro South Bay Proposed Service Changes – Updated March 2009](#)

[Attachment C: Ridership and Performance Data for Public Hearing Bus Lines](#)

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