

Line	Original Proposal	Summary of Public Comments	Support	Oppose	Modify	Staff Response
111	Consider new shortline shuttle on weekdays between Figueroa and Pacific.	Shortlines should only be implemented when there is enough service to the long line. Shortline should go beyond Figueroa. Extend Line 111 to Aviation/LAX Station. Need more service east of Garfield to Norwalk Station.	1	3	1	Proposal withdrawn. The shortline schedule did not allow for effective service west of Figueroa and east of Pacific. Line 111 extension to Aviation/LAX will be considered when budget is not an issue. Staff will check the passenger loads east of Garfield.
124	Discontinue service with identification of another provider for either a segment of the line or for the entire route.	Cancellation will impact access to education (Hawthorne High) and medical facility (ML King Comprehensive Health Care). Discontinue the service to support municipal operator expansion.	1	3	1	Implement proposal. Gardena Municipal Bus Lines and Beach Cities Transit will expand to serve all Line 124 stops. Service levels will be the same or better. Service to education and medical facilities will continue. The new providers both accept the EZ Pass, both have a \$1 cash base fare lower than Metro's \$1.25, and both sell/accept inter-agency transfers.
125	Discontinue service west of Douglas Green Line Station with identification of another provider.	Cancellation will reduce access to El Porto. Need service to continue to El Segundo in peak hours. If necessary to shorten route, the new west terminal should be Plaza El Segundo to preserve connection with Line 232.	1	2	5	Modify proposal and extend Line 125 to new west terminal at Plaza El Segundo on Sepulveda Bl. Beach Cities Transit will serve Rosecrans Av. west of Sepulveda to the beach (El Porto).
126	Discontinue service between Crenshaw Green Line Station and Century Bl. Cancel all service with identification of another provider.	Cancellation will reduce access to El Camino College. Discontinue the service to support municipal operator expansion.	1	2	1	Modify proposal and continue to operate until another provider has been identified, perhaps in December 2009. El Camino College will continue to be served. Staff seeks approval to discontinue Line 126 when another provider is identified and ready to go as the Metro subsidy is \$8 per passenger.

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207	Shorten route to new north terminal at Sunset & Western. Implement one-way turnaround loop to Hollywood/Western Station. Alternative north of Sunset is Line 757.	Shorter route disrupts connectivity to Hollywood/Western Station. Need early AM service to transfer to Line 180 for work in Glendale. Add stops to Line 757 in affected area.	0	2	1	Implement proposal. New north terminal at Sunset is 0.25 miles short of Hollywood Bl. Line 757 will connect with Line 180 on Hollywood Bl. There are no other local stops in the 0.25 mile affected area that could be served by Line 757.
209	Discontinue midday service and all service south of Imperial Highway.	The only Metro bus to Gardena. Seniors ride this line in the midday. Service to schools needs to be maintained. Loss of service will impact seniors, students, and commuters.	0	7	0	Modify proposal and continue service south of Imperial Highway in peak hours. Service to schools and commuters will be maintained. Midday service still proposed for cancellation. Seniors riding in the midday do not make the line sustainable. Metro subsidy is \$5.35 per passenger boarding on Line 209.

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439	Discontinue midday and weekend service east of Washington & Fairfax, alternatives include Lines 35/335 on Washington Bl. and Line 38 on Jefferson Bl.	<p>Tourists ride the line.</p> <p>Postpone cancellation until Expo Light Rail Transit (LRT) bus/rail interface plan is developed.</p> <p>Line 37 is a better alternative than Line 35/335 or Line 38 which don't go through downtown LA.</p> <p>Discontinue service to downtown LA at all times.</p> <p>Add service to LADOT Line 438.</p> <p>Reroute Line 439 south of Fox Hills Mall from Sepulveda to La Cienega.</p>	0	4	4	<p>Implement proposal. Ridership is very light and does not justify full-time service to downtown LA. Tourists do not make the line sustainable as Metro's subsidy is \$8.34 per passenger. Line 439 east of Fairfax in the midday and on weekends has few riders. Line 37 is a better alternative than Line 35/335 or Line 38. Regarding Commuter Express Line 438, the City of LA determines service levels and comments were shared with LADOT. Rerouting Line 439 south of Fox Hills Mall is not recommended but can be considered for the Expo feeder plan.</p>

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444	Discontinue service. Service will be replaced north of Artesia Transit Center by new BRT; service south of Artesia Transit Center will be canceled with identification of another provider.	Do not change Line 444, it makes no sense. It is the fastest way to downtown LA and the Red Line. We don't want to transfer, especially at night. There are security issues at Artesia Transit Center. The buses are full with lots of through riders. City of RPV cites undue hardship to 2,000 weekday riders. Cash riders would have to pay another fare. Add service to local portion. Reinstate local stops on Hawthorne Bl. Torrance Transit does not run often enough. Extend Line 740 to Rancho PV over the route of Line 444. Improve the line, don't discontinue it. Conduct a three month experiment with 20" frequency to determine relationship of headway to ridership. Line 910 won't be reliable; it is longer than Line 444. Leave us alone.	0	28	7	Implement proposal to discontinue north of Artesia TC, but continue to operate south segments as Line 344. The plan to improve security at Artesia TC includes installation of cameras, push-to-talk buttons, and construction of a law enforcement sub-station. Line 344 will not cause undue hardship to 2,000 riders, although staff does recognize the imposition of a forced transfer for 690 riders at Artesia TC. The majority of the 2,000 riders south of Artesia will actually see better service levels, approximately every 15"/20" (peak/base) compared to the 15"/60" frequency today. Line 344 will serve all local stops on Hawthorne Bl. and will serve limited stops on Artesia Bl. Extending Line 740 to Rancho PV is not recommended but could be studied in the future. Line 910 will be 26 miles long, shorter than Line 444 which is 35 miles.
445	With implementation of new BRT, operate faster service with just one stop on the Harbor Transitway north of the Artesia Transit Center to serve the Metro Green Line Harbor Fwy Station.	A one stop service ... will attract more riders. Keep all stops on the Harbor Transitway. Cancel Line 445 and extend Line 910 to Harbor/Beacon Park-Ride lot in San Pedro. Do not change, the buses are full. Extend Line 450X to fix Line 445. Eliminate stop at Artesia Transit Center.	2	7	2	Implement proposal. Line 910 will serve all stations with greater frequency. Line 445 passengers needing to reach intermediary Harbor Transitway stations can transfer to Line 910. Extending Line 450X or Line 910 to San Pedro would exceed the resources available from the cancellation of Line 445. Line 445 route not proposed for change.

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446/ 447	Service north of Artesia Transit Center to be replaced with new BRT; renumber remaining local services as Lines 246/247.	Line should have been renumbered 246/247 with previous route and schedule change. Lack of service on Avalon north of Artesia to Rosecrans in dead zone of Compton. People don't want to transfer. Restore midday service to downtown LA.	0	6	1	Implement proposal. Comments noted on renumbering and forced transfers. Comment on lack of service in Compton shared with Gateway Cities sector. Service levels on Lines 246/247 will be improved to lessen the transfer impact. Midday service levels to downtown LA on Line 910 will be much better than today's 30 minute service.
711	Discontinue Saturday and Sunday service, alternative is Line 111 local on Florence Av.	Extend Metro Rapid Line 711 from Garfield to Paramount Bl. Extend to Aviation/LAX Station. Support proposed change. Oppose discontinuation of weekend service. Line 111 will be overcrowded.	1	3	2	Implement proposal. Line 111 weekend service will be supplemented with additional buses to accommodate the riders diverted from the Rapid 711. Extensions of Line 711 are not under consideration at this time.

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910	El Monte Station – Artesia Transit Center via El Monte Busway and Harbor Transitway	<p>Starting a line for the South Bay in El Monte is nonsensical.</p> <p>A delay of Line 910 means a missed connection. Add more stops in downtown LA, service will operate slowly in downtown irrespective of the number of stops.</p> <p>South Bay must have a good connection to Union Station, we have luggage, arthritis, and other disabilities.</p> <p>Schedule will be subject to delays, suggestion instead to operate separate freeway services on El Monte and Harbor.</p> <p>Longer route will be unreliable.</p> <p>Bad idea to replace 4 or 5 services to downtown with one service.</p> <p>Riders will appreciate service through downtown LA that eliminates a transfer.</p> <p>Support for Line 910 based on improved frequency, fewer stops, and lower fare. Connects 37th Street / USC area with downtown destinations like LA Live.</p> <p>Will be good for park-ride customers, may need an articulated bus.</p> <p>Extend to San Pedro.</p> <p>Improves access from South LA to medical care at LA County/USC Hospital, especially needed with closure of King/Drew.</p> <p>Improved access to Harbor Green Line Station and South Bay jobs.</p>	6	7	6	<p>Implement proposal. More stops will be added in downtown LA at Washington Bl., at Olympic Bl., and in the Civic Center. Line 910 route length is 26 miles, shorter than the existing Line 444 and Lines 446/447. The City of LA and Metro will use Bus Signal Priority to achieve more reliable operating speeds through downtown. Metro intends to construct a new station adjacent to the Patsaouras Plaza that when open will improve access to Union Station. Only two services are being replaced by Line 910 and Lines 445, 450X, 460, and 550 will continue to operate as they do today. Articulated buses on Line 910 may be considered for the future. Extension to San Pedro not budgeted at this time. Metro anticipates that County/USC will be a major destination on the line. The Harbor Green Line Station will be a gateway to aerospace, film, and retail jobs in the South Bay.</p>

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		TOTALS:	13	74	31	
		Public Comments Not Directly Related to a Specific Proposal				
Other		Need more information about passenger data, how it is collected and how often. Also does it account for variations in weather and school.				Metro collects passenger data through Automatic Passenger Counters (APC) on board the bus. Data is collected for every day of the week and for every trip producing an average of ons and offs calculated from a robust sample size. With the large number of samples collected, the data reflects an average that includes variations in traffic, weather, and school schedules. The passenger impacts in the report are derived from FY 09 Q1 (July-August-September 2008). Review of FY 09 Q2 APC data shows similar impacts.
Other		Move sector meetings to Inglewood City Hall, a more central location.				Comment noted, future sector meetings may be held in this location.
Other	Discontinue ... with identification of another provider.	Resubmit proposals for public comment after identification of another provider.				There is not enough time in the service change process to hold another public hearing with a 30 day advance notice. Comments may be submitted at any time to customerrelations@metro.net
Other	Line 450X	Assign articulated buses to Line 450X to eliminate standees				Metro South Bay operates blue buses on Line 450X. At this time there are no blue articulated buses in our fleet. We will continue to discuss fleet assignment to optimize customer service.